

OLD PANAMA FRENCH DAYS

Third of \$400,000,000 Was Used, a Third Wasted and a Third Stolen—Work Done Was Well Done—Old Machinery Good Yet.

By FREDERIC J. HASKIN.

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Ancon, Canal Zone, July 25.

From Colon to Panama one may still see a thousand mute but eloquent reminders of the melancholy failure of the French in their efforts to duplicate here their triumph at Suez. Here a half-mile string of engines and cars, there a long row of steam cranes, at this place a vast park of nondescript machinery, and at that a big dredge laid high and dry on the banks of the mighty Chagres at its flood stage. All of these are redolent with memories of buried hopes and defeated ambitions. Exposed to the ravages of 20 tropical summers, decay runs riot, and but for the scenes of life and industry being enacted by the Americans on the isthmus, one might feel himself stalking amid the tombs of 10,000 departed hopes, and the burying ground of the savings of 100,000 French peasants.

The attempt of the French to build the canal will forever stand out as the grandest fiasco in history. Four hundred million dollars was raised to build the Panama canal. From the gilded palace and from the peasant's humble cottage came the stream of gold that was to lay low the barrier that divided the Atlantic and the Pacific. At first they estimated that they could dig a 20-foot sea level canal for \$114,000,000, taking seven or eight years to do it. At the end of the first year they figured that it would cost \$251,000,000 to make it a 16-foot lock canal, and that it would take 20 years to build it. But after spending approximately \$400,000,000 they were further from realizing their 16-foot waterway than the Americans are today from realizing a 40-foot waterway.

One-third Represented Graft.

Never was money so recklessly used. It flowed in faster than it could be spent. The seeming extravagance of the funds led to extravagance in the use of the funds. The 400,000,000 which was subscribed to the canal was expended in less than 10 years. One-third is said to have been spent on the canal, another third was wasted, and the remaining third was stolen. Extravagance ran riot on the isthmus, where they got only one-third of the money. The director-general at the stockholders' expense, built himself a house costing \$100,000. His summer home cost \$200,000. He drew \$50,000 a year salary, and \$20 extra for each day he traveled a mile over the line in his sumptuous \$400,000 motor car. His private yacht cost more than \$500,000. The hospitals at Ancon and Colon cost \$2,000,000 and the canal stockholders were charged double that amount for it.

The World's Greatest Junk Pile.

Supplies were bought almost wholly without reference to whether they were needed or not. Ten thousand snow shovels were brought to the isthmus. Some 15,000 torpedoes were carried there to be used in the great celebration at the completion of the canal. There is even today some machinery left on the isthmus by the French whose use no American has yet been able to figure out. At Tabernilla there is a machine which every engineer from Wallace to the isthmus has examined, but none of them will yet venture a prediction as to what use it was intended to be put. It looks like a big rock crusher, but it is not one.

Defeated by General McQuito.

One of the things which brought about the defeat of the French was the mosquito. Yellow fever and malaria were prevalent. Ample provision was made to take care of the sick, but no effort was made to prevent sickness in the first place. The most notable instance of this is the case of the dam of the Pacific end of the canal. The French had planned two, one at Pedro Miguel and the other at Miraflores. When the Americans took charge they planned one at Pedro Miguel and the other at Miraflores. They found that the ground seemed to have no bottom. A trench for a railroad track would be put in, and the first dirt train on it would cause it to sink many feet. Finally the dam site was entirely abandoned and a level canal was dug up to Miraflores, just as the French had planned.

Old Machinery Not Worthless.

The machinery which the French brought to the isthmus has been of immense value. When they had there were 115 store houses filled with various kinds of canal digging outfit, 15 large steam engines, and 41 parks. All told there was enough in this greatest of scrap heaps to cover a 200-acre farm 2 feet deep, leaving enough to build a six-foot fence around it. The latest French inventory assessed its worth at \$25,000,000. There were 37 barges, 38 yachts, steam launches, 273 iron cranes, 800 big pumps, 149 rock drills and dredges, 2000 engines, dirt cars, etc., without end.

The Good Old French Days.

During the first years of the company devoted his efforts to getting ready, although at the end of February, 1882, a half million cubic meters of dirt had been removed and a working force of 3,000 men had been established. At the very beginning the laborers struck for higher wages. They had been getting \$0.15 a day per day and wanted \$1.20. They got it all right another increase to \$1.50 per day. On the isthmus the people still talk in a reminiscent way about the good times under the French. They will tell you that the Americans are doing more work, but are not spending half the money—where the isthmian folk can get a share of it. So plentiful was gold and silver in the first days that even the economical people became spendthrifts. And when the crash finally came it caught everybody. Thousands were without a dollar. The French government had lived up to the last cent of their earnings, and they found themselves practically penniless. The English government bore the expense of repatriating some 6,000 negroes. The Chilean government made a bid for 10,000 free from the isthmus, offering 40,000 free

NO HALTING OF JAPANESE POLICY

Policy Is, Bigger Army, Two Dreadnaughts—Republicanism Dreaded.

(United Press Leased Wire.)

Vancouver, B. C., July 25.—A passenger on the Empress of Japan, which arrived yesterday, said in regard to the new Japanese cabinet:

"The military policy will be strengthened by the new government, the army being raised, as arranged, to 19 divisions, and the navy strengthened. The cabinet has been reached to build two Dreadnaughts of 9,000 tons displacement, mounting 12 12-inch guns each. One has been laid down at Yokosuka and preparation are being made to build the other at Kure.

Some Personal Statements.

The plan to arrange the armament of the warships by substituting the guns for the 6-inch guns on cruisers has been abandoned owing to the fact that examination showed only a few hulls capable of withstanding the discharge of the increased batteries. The new big battleships will be able to discharge 10 of their 12-inch guns simultaneously.

Considered Dangerous Man.

"Bureaucracy was shocked when he was called upon as premier, when the cabinet was formed, and his views caused the downfall of the former Kato government, and the recent writing of an introduction of a translation of the constitution, which brought the approval of the bureaucrats, who took means to secure his downfall. Prince Yamagata is said to have comforted the emperor that the cabinet ministry was one of a subversive and dangerous tendency.

Fishing Boat Missing.

Prince Rupert, B. C., July 25.—As a result of yesterday's high winds, two fishing boats with their occupants were missing for a time. One has turned up, but no trace of the other has been found, although the latter is believed to be in the Gulf of Georgia. The man and the islands have been searched as far north as Port Simpson, and the vessel is believed to have been lost and belonged to the Balmoral company.

But Work Done Was Well Done.

The report of the receiver shows that the old French company spent \$150,000,000 on the canal, and that they had counted for \$29,000,000 as having been expended in engineering and construction. The organization of the new French company, its launching of a new stock issue upon the troubled waters of canal endeavor and its prosecution of the work has rapidly enough to reach the concession rights, is familiar history. So also is the negotiating and final purchase by the United States.

Five Candidates in Line.

With these ideas firmly fixed in their minds, the men who have been seen to be preparing for a vigorous campaign. They predict that the party's candidate for president will be William H. Hearst, the glibest speaker of the day, and that the party will be victorious in the next presidential election. They expect the independence party to be the leading minority party and certain hopes of winning in the presidential election in 1912.

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Marysville Play Houses Shut Up.

Marysville, Cal., July 25.—The owners of the local theatres are today preparing to bring court proceedings to compel the board of trustees to allow them to reopen their places of amusement.

TEXAS NOTES ON LIQUOR QUESTION

Three Parties in Fight—Two Brands of Drouth to Choose From.

(Special Dispatch to The Journal.)

Dallas, Tex., July 25.—A general Democratic primary election is in progress throughout Texas today, involving results of more than ordinary interest to the people of the state. The future of the liquor traffic in Texas hinges upon the result of the primary. Competing legislation there some feel seems certain. The vote at the primary will decide whether it shall take the form of a broad local option measure or absolute prohibition.

Four Others Injured.

Mrs. Amanda Doty's scalp was torn almost completely from the top of her head, the lacerations extending from her forehead around both sides to her neck, in sailing up the wounds the surgeons were compelled to take more than 100 stitches.

Repullians Take Courage.

Republicans are arranging to place a ticket in the field for state officers. They will have an anti-prohibition platform and Charles W. Ogden of San Antonio is the nominee for lieutenant governor. This is a candidate for renomination in the Democratic primary today, has incurred the enmity of capital and anti-prohibitionists by his attitude in the past two years, and he is having a fight for renomination, his opponent being R. R. Williams of Hopkins county, also a prohibitionist.

May Make Fight on Socialism.

Milwaukee, Wis., July 25.—The advisability of making an organized fight on Socialism will be one of the important matters discussed at the annual convention of the Catholic Federation of Wisconsin, which begins tomorrow. The convention will be attended by about 150 delegates, many of whom arrived in the city today.

North Coast Again Making Surveys.

Hooper, Wash., July 25.—The North coast survey party of 20 men and 20 surveyors is now working near the 60th township of Berry City, which was platted by the defunct Spokane-Columbia-Hill and Navigation company. The surveyors started work near the crossing of the Chikawa, Milwaukee & Coos Bay creek, and have worked in a southerly direction across Battle Lake flat, a route never before taken by a North coast party. The route is a head-on collision between trains.

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Hearst People Think There Will Be No Democracy Left by That Time.

Chicago, July 25.—Arrangements are practically completed for the convention of the Independence party, which is to meet in this city Monday to adopt a platform and name candidates for president and vice-president. The leaders expect the convention to complete its business in two days. Monday will be devoted to the organization of the convention and the appointment of the usual committee, while Tuesday is to be devoted to the adoption of the platform and the election of officers.

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Are often brought on by eating green vegetables and unripe fruit, or by sudden changes in weather, excessive heat, gulping down iced drinks, etc., and are prevented and quickly cured by

Duffy's Pure Malt Whiskey

Mrs. Freeman Vigorous at 114. In an interview with Mrs. Campbell, who lives at Red Bank, Pa., and who is the daughter of Mrs. Freeman (114 years of age), she stated: "My mother has been using Duffy's Pure Malt Whiskey, and is anxious to have me tell you that she felt its strengthening effects at once. We know that it has done her a great deal of good. She is 114 years of age and needs something to sustain her strength. She thinks it is a great stimulant and no old person should be without it. I myself know what she says about your medicine is the truth."

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PORTLAND RAILWAY, LIGHT & POWER COMPANY

Bulletin No. 9.

SUBURBAN TRAIN SERVICE

The development of the suburban and interurban territory near a large city is largely dependent upon transportation. The highest development of the transportation problem is found in the modern high-speed electric train. Even the steam railroads admit this—as witness the electrification of the New York, New Haven & Hartford, New York Central, Southern Pacific, Oakland, Cal., and many other suburban steam lines.

The Running Time of Trains Between Portland and Oregon City has been reduced from 80 minutes to 60 minutes.

This and similar service can easily be maintained with the cooperation of passengers; for instance, the time lost in stops can be greatly reduced if passengers are ready to leave or board the train promptly. In many cases railroads are adopting the plan of limiting the time of stops, and passengers not ready are carried to the next stop; or the number of stops is cut down, making the train an express or limited. This last method is objectionable where most stops are of equal importance, and is only used as a last resort.

The safe and reliable service may be maintained, a block signal system has been installed on the Oregon City line.

This insures safety to passengers, and is in accordance with modern railway practice. New and heavier rails and a steel bridge over the Clackamas river have also been put in; other improvements are contemplated soon. A new boat for the Vancouver ferry service will be in operation in a few months.

These matters indicate the consideration given to this suburban service, and the efforts constantly made to improve it.

The value of suburban property and residence is greatly increased by frequent, regular and rapid train service. The market gardener, dairyman, poultry and stock raiser is also well served by the new "package freight" service recently inaugurated, by which such products are brought in on passenger schedule and placed in the hands of dealers in a few hours after preparation for the market, instead of from one to three days, as by ordinary freight.

The absence of dust, smoke, cinders, ability to quickly add cars to trains for rush or special travel, are all a part and feature of the suburban electric service.

It is in need of advice, write Consulting Physician, Duffy Malt Whiskey Company, Rochester, New York, stating your case fully. Our doctors will send you advice free, together with a handsome illustrated, medical booklet containing some of the many thousands of gratifying letters received from men and women in all walks of life, both old and young, who have been cured and benefited by the use of the World's greatest medicine.

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255 MORRISON STREET PORTLAND, OREGON

JOIN THE EXCURSION TO

KLAMATH FALLS

\$25 ROUND TRIP \$25

This very low rate affords an opportunity to visit the wonderfully fertile Klamath Country—a community which is making great strides under Federal irrigation.

The excursion party will be royally entertained by the citizens of Klamath Falls, and enabled to see the Klamath basin to the best advantage. This party will leave Portland Sunday morning, August 2nd, over the Southern Pacific, limit of tickets August 31st—allowing plenty of time for side trips to Upper Klamath Lake, Pelican Bay and Crater Lake.
Inquire at the city ticket office, Third and Washington streets, for tickets and full information.

Wm. McMurray, G. P. A., Portland, Ore.

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