SUEZ CANAL'S HORROR AND ROMANCE

Its Banks Literally Built in Part of Corpses—Awful Atrocity Along With Imperial Enterprise—England's Arrival.

Egypt is nominally ruled by a personage called the Khedive, which is Persian for "prince." How he does not do anything that looks like ruling, Mr. Haskins will tell in the next article of the series on Egypt. Abbas Hilmi II is a capital fellow, and if he were actual ruler would be a good one, if his people would let him—which they wouldn't. Mr. Haskin will tell what Abbas does while he is not doing what he doesn't do.

By FREDERIC J. HASKIN.

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Washington, June 16.—On the great breakwater at Port Said stands the bronze statue of Ferdinand de Lesseps, his right hand extended in a gesture of invitation to the mariners of all nations to take their ships through the great canal which was the fruit of his genius and diplomacy. Not one word is there to indicate that his fortune and good name lie buried in the failure of another canal, halfway round the world.

The romance of the Suez canal is suggested by everything the visitor sees at Port Said—the "turnstile of the nations." But the tragedy of the canal, the terrible cost of life, the shameful waste of money, the enslavement of the Egyptians in governmental and financial bondage, the wreck of French hopes and aspirations—not one hint of all that tragedy is discernible. Ferdinand de Lesseps, Ismail Pasha and the Egyptian people gave civilization and commerce one of its greatest gifts in the Suez canal, but the cost to them was all that they had, and they were never paid.

Canal Pays Large Profits.

Every day in the year a dozen great ships make the procession through the canal, the 90 miles slow traveling which saves them the cost of circumnavigating the great continent of Africa. They pay well for it, and the owners of the canal shares wax fat. England controls the canal, the construction of which John Bull attempted in every possible manner to prevent. English ships bound from "home" to Bombay cut down the distance from 10,860 miles to 4620 miles by taking the canal route, and the vast majority of ships which pay tolls to the canal company fly the British flag. Germany comes second, a long way after; Holland third and the French, whose dreams of commercial empire cut the ditch, are fourth. The United States of America has not been represented in the canal in a decade by any commercial ship—only vessels of the navy and yachts of the Yankee millionaires show the stars and stripes to the Bedouins of the desert who bring their caravans from Mount Sinai to the canal.

The tonnage of the Suez is not one third as great as that of the Sault Ste. Marie canal in the great lakes, but its importance to the commerce of the world is greater than that of any other passage way of the seas. Wherever there is a strait or a narrow passage through which commerce may go, there is sure to be a british flag flying, a British band playing and a red coated Tommy Atkins strutting about with a swagger stick. Suez is not an exception.

Canal Dug By Old Seti I.

Fourteen centuries before Christ, nearly 3500 years ago, the Pharaoh Seti I, father of Rameses the Great, cut a canal 57 miles long from a branch of the Nile delta to the bitter lakes, which are now a part of the Suez canal and which were then the northern extremity of the Gulf of Suez. That connected the Mediterranean with the Red sea, and Egypt waxed great. But the nation decayed and the sands of the desert filled up the ditch. Eight hundred years later, the Pharaoh Necho undertook to dig the canal. More than 100,000 lives were sacrificed to the project, but it was abandoned when a priest predicted that its completion would cause Egypt to fall into the hands of a foreign usurper. A hundred years after Necho, the Persian Darius took up the work on the abandoned canal, but his engineers told him that its completion would cause a deluge and he desisted. About 300 years before Christ was born, Ptolemy Philadelphus constructed a lock and dam canal through which ships made the journey from one of the mouths of the Nile to the site of the modern Suez. Continued wars interrupted commerce, and the locks and dams fell into decay, so that Cleopatra's navy was unable to escape to the Red sea by the canal. The Roman engineers later patched up the canal so that their galleys made their way from sea to sea, but when the Arabs came in A. D. 700 they found it choked up. Amrou, the Arab, cleared it out, but it was soon permitted to fill up again and not until the great Napolean reached Egypt was the canal project again considered. Napoleon abandoned the idea only because his engineers assured him that the level of the Mediterranean was 30 feet below that of the Red sea. He then considered a lock-and-dam canal, but he evacuated Egypt before anything came of it. Of course, all those ancient canals were very narrow and shallow, and no boat now dignified with the business of carrying cargo for profit could have entered any one of them.

Next Canal Was a Railroad.

Mehemet Ali, the great Pasha who founded the present Egyptian khedivate, was urged to attempt the canal project, but he was wary. At last he pushed it aside, and listened to the Englishman, Robert Stephenson, the father of the railroad. Under Stephenson's supervision he built a railroad from Cairo to Suez, connecting with the line from Cairo to Alexandria. This formed the "great overland route" to India and brought great trade and rich tolls to the Egyptians.

De Lesseps and His Dream.

The time came when Said Pasha ruled in Cairo. To him came Ferdinand de Lesseps. Years before, while a clerk in the French consulate general in Cairo, De Lesseps dreamed the dream of the great canal. He was not an engineer, but he was a master diplomatist. He unfolded his plans to Said, who loved France and all Frenchmen, and met with encouragement. It was a magnificent scheme. The canal was not to cost Egypt one cent, but was to pay 15 per cent of its receipts to the Egyptian government and at the expiration of 99 years was to become the absolute property of Egypt. On such terms the concession was given to De Lesseps in 1856.

Poor Said and the Separator.

Then De Lesseps went forth to get the money. France had just come out of the Crimean war, and could not advance money for ventures. England was opposed to the canal that would let anybody have a chance at India, and the English government did everything possible to keep the Frenchman from securing funds. He failed in Europe, for he could not get enough for a survey of the canal. Nothing daunted, he went back to Egypt and borrowed money enough from Said to survey the canal and to exploit it through Europe. Then came much planning and more concessions, and much stock jobbing, but by 1860 the French company was again without money. Again the appeal was made to Said and not without avail, for he subscribed for more than one third of the total capital stock and promised to advance money for the construction work—and all for a project that was not to cost Egypt anything. That was the beginning of Egypt's bondage to the money lenders of Europe, for Said had to borrow the money he gave to the canal.

Mehemet Ali, the Easy Mark.

In 1863 the magnificently extravagant Ismail Pasha came to the throne of Mehemet Ali. He burned with ambition to make himself the greatest ruler in the world, and the canal was a darling of his heart. He was the ready and willing victim of the loan sharks of Europe, and he would sign anything in the way of an obligation if there was a little yellow gold in sight.

Meanwhile the canal was progressing slowly. Ismail ordered the Egyptian peasants to do the work, under the ancient corvee system. Every three months 25,000 drafted fellaheen went to the big ditch to dig. Every three months a miserable remnant of the preceding 25,000 left the dead bodies of their comrades beneath the dump heaps.

Horrors of the Canal's Digging.

The Suez canal was dug for the most part by those poor creatures who scooped up the sand and dirt with their bare hands and carried it up the steep banks to the dumps in palm leaf baskets of their own making. Task masters with cruel whips of hippopotamus hide punished the sick and the fainting, as well as the lazy. There were no sanitary precautions and the men died by the thousands.

This horrible condition of affairs aroused the indignation of John Bull, who protested to the sultan. The sultan ordered the employment of fellaheen labor to be stopped. Then De Lesseps and the canal ring descended upon Ismail and held him responsible for damages. The case was left to the arbitration of Napoleon III, who decided for the canal ring, and Ismail was forced to pay a fine of nearly $10,000,000 because his titular sovereign lord had ordered that Ismail's subjects should not be murdered in the canal ditch. Each month a new obligation was fastened upon suffering Egypt. Finally, when the canal was completed, Ismail gave a great fete to celebrate its opening. Few festivals have been so magnificent, none so extravagant. The celebration cost $21,000,000. Verdi wrote the opera "Aida" to order that Ismail might give a box party one evening, and an opera house was built especially for that purpose.

John Bull Buys the Ditch.

But Ismail had signed too many notes of hand. The day of reckoning came. Ismail sold his canal shares to the English government, and by their purchase Benjamin Disraeli gave the British empire dominion over the traffic between the east and the west. It was a bold stroke, and it brought to an end the commercial aspirations of the French of the second empire. The canal company still has its chief offices in Paris, its clerks speak French and its tolls are charged in francs, but otherwise it is English.

Net Results.

Ismail was dethroned and died in exile, his magnificence forgotten. De Lesseps ventured on another canal project, was plunged into disgrace, and died a mental wreck. Egypt, which once levied toll on all the commerce passing between orient and occident, now watches the tradeships pass by. The digging of the canal was the greatest blow ever given to Egyptian commerce. But the losses of Ismail and De Lesseps and Egypt make up the gain of the civilized world.

Opened just 40 years ago, its importance has increased with every year, and its revenues are expanding each month. It cost $100,000,000, half of which was spent in bribes and excessive discounts. With modern machinery, such as is being used at Panama, it could have been built for one fourth as much. As an engineering problem, it is to the Panama canal as a boy's toy block house to a 40 story skyscraper. How it will compare with Panama as an avenue of commerce is a question to which Americans anxiously await the answer.

CATARRH THE CAUSE OF CONSUMPTION

At least one half of the consumption in the world can be traced to cartarrh.

Here are some symptoms of catarrh; if you have of them, get rid of them while there is yet time.

Is your throat raw?
Do you sneeze often?
Is your breath foul?
Are your eyes watery?
Do you take cold easily?
Is your nose stopped up?
Do you have to spit often?
Do crusts form in your nose?
Are you worse in damp weather?
Do you blow your nose a great deal?
Are you losing your sense of smell?
Does your mouth taste bad mornings?
Do you have a dull feeling in your head?
Do you have to clear your throat on rising?
Is there a tickling sensation in your throat?
Do you have a discharge from the nose?
Does mucous drop in back of throat?

Breathe Hyomei (pronounced High-o-me) into the lungs over the germ ridden membrane and kill the germ—a complete Hyomei outfit, including inhaler, costs $1.00, at Woodard, Clarke & Co.'s, who guarantee it, and extra bottles 50 cents.

MI-O-NA
Cures Indigestion

It relieves stomach misery, sour stomach, belching, and cures all stomach disease or money back. Large box of tablets 50 cents. Druggists in all towns.

BOILER THROWN 800 FEET IN AIR

Falls Upon Power Station Building—Four Persons Killed; Eight Injured.

Denver, June 16.—Four persons are dead, one fatally injured, and several seriously hurt as the result of the explosion of a 40 ton boiler in the power station of the Denver Gas and Electric company last night.

The whole building was wrecked when the boiler, which was thrown 800 feet into the air, came down upon the roof. The property loss is estimated at $300,000.

The force of the explosion was so great that Rachael Goldstein, who was watering a lawn two blocks away, was hit on the head by a flying brick and seriously injured.

Officials of the gas and electric company have not determined the cause of the explosion.

The dead:
Peter Lewis, fireman.
Herman Lichner, fireman.
Joseph Perri, aged 5.
Unidentified man, supposed to be Lawrence Sexton.

The boiler in falling, crashed through the roof of the plant, completely wrecking the generator and walls, cut off the lights, and for more than two hours the city was in darkness.

Joseph Perri, 7 years old, was playing in the alley behind the plant at the time of the explosion, and was crushed under the debris.

STANFORD TO BE REACHED BY TROLLEY

(United Press Leased Wire.)

Stanford University, Cal., June 16.—Preliminary surveys are being made for the trolley line that is to connect the university campus with the town of Palo Alto. The appearance on the campus of the engineers was hailed by the members of the university community as the first actual step toward bringing the hitherto isolated campus into direct touch with the outside world.

Since the establishment of the university, visitors and students have been compelled to depend upon carriages and antiquated busses for transportation. This state of affairs existed in deference to the expressed wish of the founders. The first step in advance was taken a year ago, when the trustees of the university passed an order permitting automobiles to use one road, on the extreme edge of the campus.

The Century Distribution.

Soon to Close and Public Must Act Promptly.

For over two weeks residents of Portland and vicinity have been constant visitors at the bookstore of J. K. Gill company to take advantage of the unique literary and educational distribution now drawing to a close.

The well known World's Work magazine is the cause of it all, for that enterprising periodical in order to secure more high class subscribers in this vicinity, is offering the celebrated Century Dictionary and Cyclopedia and Atlas at a price so low as to place the great home library within the reach of those who have felt heretofore that they could hardly afford it.

As a matter of fact, there are nearly 1000 people in Portland who have paid much larger prices for the work than the World's Work has now arranged.

The public seems to be well aware of the bargain afforded and are availing themselves of the opportunity while it is still open.

NEWPORT'S STREETS ARE BEING IMPROVED

(Special Dispatch to The Journal.)

Newport, Or., June 16.—Newport is making extensive street improvements this season. Five new streets have been opened and many improvements made on other streets. Finding that work by contract was too expensive the city purchased a good outfit of street grading machinery and is doing its own work. As City Marshal Burdette is a practical road builder he has been put in charge.

In addition to the opening and grading of the five streets the city has undertaken another needed improvement by extending Front street up the bay to what is called Olsonville. This extension consists of a planked roadway and sidewalk built on trestle work along the beach. As this consisted of a different class of work from the other streets it was let on contract. F. H. McDonald and Ralph Henry were awarded the contract, their bid being $3000. The planked street will be completed within 90 days.

ELECTRIC POWER FOR WHITE SALMON VALLEY

(Special Dispatch to The Journal.)

Husum, Wash., June 16.—The Husum Light & Power company has completed its line into White Salmon, and before the end of the week the town will be supplied with electric lights and power for manufacturing purposes. Several ranchers in this vicinity will take advantage of the power. The residents of Trout Lake and vicinity are negotiating with the power company to supply them with power and lights. The distance from this point to Trout Lake is about 18 miles, and the line will pass through some of the largest and most prolific ranches in western Klickitat county.

"EVERYTHING TO FURNISH THE HOME COMPLETE"

TULL & GIBBS
INCORPORATED

WEARING APPAREL FOR WOMEN MISSES and CHILDREN

AFTERNOON TEA AND FANCY ICE CREAM SERVED IN "THE WISTARIA" TEA ROOM — ON THE BALCONY
EVERYTHING PREPARED ON THE PREMISES IN OUR MODERN AND SANITARY KITCHEN

In Waists; Smart Effects Shown in the Many New Style Arrivals

The Dutch-neck styles in imported batiste, with handsome insertions of lace and embroidery—both square and neck shapes $3.95
High-neck and Dutch-neck styles, in chiffon lawn, with Irish crochet and filet lace insertion; also some in hand-embroidered effects.. $4.95
Strictly Tailored Waists—the very smartest models, new plain shirt styles with the small pocket $3.00
The strictly tailored pleated model, with Buster Brown collar.... $3.50
Another model has side pleats, with front handsomely hand-embroidered, at $3.95
Other beautiful waist styles, in both Irish and Belgium linen, from $4.50 to $10.00
Hundreds of others, in the high-neck, Dutch neck and low-neck styles, lace or embroidery trimmed, from $2.50 to $3.50

OUR FREE COOKING SCHOOL IS ATTRACTING MANY ENTHUSIASTIC WOMEN

Mrs. Wheelock will prepare the following menus tomorrow:

In the Morning, Commencing at 10:30—Lady Baltimore Cake, Strawberry Shortcake.

In the Afternoon, Commencing at 2:30—Boiled Meringue, Salad.

TIMELY SPECIALS IN PORCH BLINDS—Sixth Floor

Three sizes in Japanese Bamboo Porch Blinds are underpriced for today's and tomorrow's sale—in the Drapery Department. They are shown in both dark green and natural colors.

6 feet wide by 8 feet long **$1.00**
8 feet wide by 8 feet long **$1.45**
10 feet wide by 8 feet long **$1.75**

$14 Iron Beds at $9.50

This pattern in moss green, bronze finish, brass ornaments.

Special Sale of Iron Beds

Five attractive styles in Metal Beds will be offered for considerably less than regular in today's and tomorrow's sale. All full-size patterns.

$11.75 Iron Bed at $6.85
In moss green and gold combination.

$15.00 Iron Bed at $10.65
In cream and gold combination, with brass trimmings.

$34.50 Iron Bed at $23.95
In ivory enamel finish; has two-inch posts with brass caps.

$37.50 Iron Bed at $25.75
In ivory enamel finish; has two-inch continuous post, with one-inch fillers.

Best Grades Hodge's Fiber Matting
SEWED, LAID AND LINED—AT THE SPECIAL **60c** YARD

We have four patterns of this very durable and sanitary floor covering, which we are closing. The regular 80c yard grade, and the best. Desirable colorings and designs and splendidly adapted to summer furnishing. Two days' sale — today and tomorrow. In the Carpet Department—Sixth Floor.

A Minister Recommends The Harvard Dentists

WHY? Because We Do Absolutely Perfect Work Positively Painless

We have installed all the latest and most modern appliances, and use vegetable vapor and other ingredients compounded and used only by us. The vapor we use is made strictly fresh every day. One hundred dollars we will forfeit to any charitable institution for a tooth we fail to extract without pain or bad results with our vegetable vapor. You can sit in our dental chair with your hands folded and your eyes open and we will extract one tooth for you painlessly, and if you are satisfied then you can say to us, "Take out all that is necessary." But do not understand that we advocate extracting teeth, for we do not. You may be assured that we will save all teeth that are in a good, healthy condition, if so required.

Zylonite Plate

Is the only one made with that perfect pink shade, same color as your mouth. Feels light, looks natural and is unbreakable. This plate, with best S. S. White's teeth, is worth $20; our price, for a limited time, **$10.**

Nervous People

And those afflicted with heart weakness can sit in our dental chairs and have their teeth extracted, bridge work applied and all kinds of fillings inserted without the least pain, fear or danger.

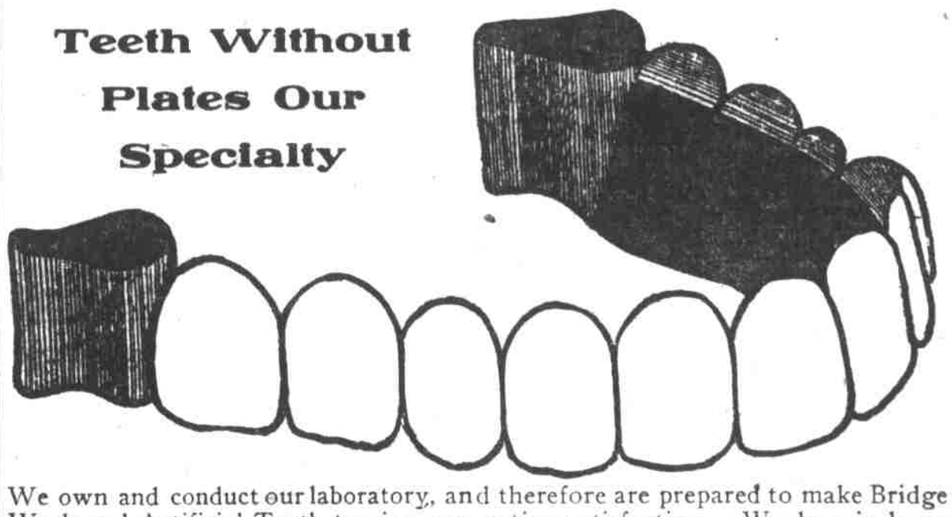
All Through Our Many Years Dental Practice

It has been our aim to do a large business at small profits. In satisfying you with your dental work at modest prices, it's natural that you would send your family and friends to our office.

To Introduce Our Painless System

We invite every man, woman and child to visit these offices and investigate our system of high-class painless operations of the mouth.

Teeth Without Plates Our Specialty



We own and conduct our laboratory, and therefore are prepared to make Bridge Work and Artificial Teeth to give you entire satisfaction. We buy in large quantity, and this is the reason we can do your work at prices as follows:

Zylonite Flesh-Colored Plates	$10.00	22k Crown, extra thick	$5.00
Best Rubber Plates	$8.00	Bridge Work, per tooth	$5.00
Good Plates	$5.00	S. S. W. Logan Crowns	$5.00
Aluminum-Lined Plates	$15.00	Painless Extraction	50¢

All Fillings 50¢ and Not to Exceed.... $3.00

Ten-Year PROTECTIVE GUARANTEE on All Work

We earnestly request all our former patrons to call and have their teeth examined, and if any of our work has given out or proven unsatisfactory, we will gladly make it over free.

All Instruments Thoroughly Sterilized by an Expert in Charge Each Time They Are Used.

Out-of-Town People

Those living within 100 miles of Portland we will allow car fare one way, provided the work amounts to $25 and upward, on prices above mentioned. You call at this office in the morning and we will finish your work high class in one or two days, according to the amount of work required.

On the Installment Plan

Those who cannot have their teeth fixed and pay cash may have them done and pay as much each month as is convenient.

NO CHARGE IS MADE FOR EXTRACTING TEETH WHEN OTHER WORK IS ORDERED

This Company Owns and Controls 20 Offices in the U. S.

And when we give a protective guarantee for 10 years on all dental work, the guarantee is good.

Open Daily Till 6 Sundays 9 to 1

HARVARD PAINLESS DENTISTS

Two Ladies in Attendance

Over Royal Bakery — **Cor. Park and Washington Streets**