

**CANAL IS 2,500 YEARS OLD.**

At Least the Corinthian Was Under Contemplation as Long Ago as That.

"Speaking of canals," said the engineer who had been talking about Panama, "a very interesting canal, and one not much heard of, is that connected with the gulf of Corinth and the gulf of Aegina in Greece.

"It's some older than any we have in the western hemisphere, also, for Periander, tyrant of Corinth, proposed to cut through the isthmus as long ago as 600 years before Christ. Superstition stopped him, however.

"Julius Caesar and Caligula took it up again when Rome had held of Greece, but it was too much for them. Then came Nero, and he went at it with vigor, but the work stopped when he died.

"Others kept pounding away at it for the next several hundred years, but it was not until 1881 that real work of the Nero energy was put upon it. Then Gen. Tharr, aide-de-camp to Victor Emmanuel of Italy, organized a company and worked on till the money gave out in 1890, the chief obstacle being some kind of flint which dynamite couldn't break.

"About \$10,000,000 was spent up to 1890, and then Mr. Syngros took hold, organized a new company, with \$2,500,000 working capital, and finished the job in 1893. It is only about four miles long but it is 60 feet wide at the bottom, about 80 feet wide at water line, 26 feet and three inches deep in water, and it is cut nearly all the way through solid rock rising at some points for 269 feet above the canal.

"It is like a canyon, and ships do not take kindly to it, the entrance being bad, a strong wind blowing through it as through a great air shaft, and there is at times a strong reverse current.

"It is an interesting trip through the canal, and it saves 123 miles of very rough water and 20 hours of time; but so far skippers prefer to go through the peninsula rather than through the canal, though with some changes which will be made it is believed the canal will become of general use as soon as a few ships begin to use it and remove the prejudice now existing against it."

**ON RUSSIAN RAILWAYS.**

There Are More Accidents Than on Any Other Continental System.

Although railway traveling in Russia is slower than in any other country of Europe, there are more accidents on the Russian than on any other continental system, says an Odessa correspondent of the London Times. The average speed of a passenger train is 36 miles an hour, and that of the so-called "fast express" 42 miles. Approximately speaking, there are now about 29,000 miles of railway in European Russia. According to an official return lately published, the number of accidents last year amounted to 9,890. Of these, 1,212 were collisions, and 1,521 derailments. One thousand five hundred and twenty-nine persons were killed, and 7,908 injured. The damage done to railway stock was estimated at 1,600,000 rubles, a paltry sum as compared with the terrible loss of life and the number of people injured.

The greater part of the permanent way in this country is laid without either chairs or fish-plates, the old and insecure method of rivets staples being still in vogue, a fact which largely accounts for the enormous number of accidents.

**Race Prejudice in Mexico.**

In a recent report to the state department United States Consul LeRoy, at Durango, Mexico, refers to "race prejudice" as "a common American tendency, which militates against us in this country (Mexico)." He says that Americans who go there to invest, to push business connections or to locate and make their own way, are too prone to show contempt for the people of the country. "It is a narrow, short-sighted idea of patriotism," says Consul LeRoy, "and a not well-founded race prejudice, which is, speaking of this particular district at least, a drawback to the extension of American commerce. Whatever Americans may choose to think of the Mexican peon class, it is undoubtedly progressing, even in relatively backward parts of Mexico. A well-defined middle class is already apparent and the building of factories, railroads, etc., and the work of the schools are constantly increasing it."

**ONE OF LONDON'S BRIDGES.**

When the Southwark Span Was Constructed There Was Something of a Turmoil.

At first sight there appears nothing romantic about the Southwark bridge, whose reconstruction is now being debated. But there is a wonderful little story behind it, after all, says St. James' Gazette. There was the inevitable fight over its construction. Street traffic and the necessities of pedestrianism might go hand in hand as the traffic of the river was not interfered with; and it was to get over the opposition of the corporation and conservators that the Rennie's had to make such enormous spans—the largest ever attempted in the history of engineering up to that period. This necessitated the use of blocks of granite greater in extent than had ever been quarried since the days of the ancients. It could not be done, masons declared. Sir John Rennie on his part swore that it could and should. He went to Aberdeen, and at Peterhead found a block of granite weighing 25 tons. That he would have whole, he said.

By excessive wages and unprecedented largesse of the native wine, men were got to cut and detach the mass from its moorings. But then it had to be taken four miles along the road to port. Such a thing had never been heard of. Sir John managed to fake up a carriage, and after a journey of a day and a half, part of which was spent in digging the monster out of collapsed roadways, 12 or 14 horses got it to the vessel which, after extraordinary difficulties, the engineer had succeeded in chartering. There were no cranes to lift such a weight. They had to build a scaffolding in the bed of the harbor to get the block aboard. Eventually the thing was accomplished, and although every mariner save the one who had undertaken the commission believed that the enterprise would send the vessel to the bottom, the granite was safely brought to London, and a new era in engineering inaugurated. One curious feature in the history of Southwark bridge is that it was opened at dead of night. As the clock of St. Paul's chimed midnight it was declared free to the public.

**LONDON'S SOCIETY SPIES.**

They Are Employed to Keep Tab on the Wealthy and Post the Tradesmen.

The out-of-work man in the smart set, who formerly lent himself for a consideration, as a "guinea pig" director, "toted" for tradesmen on commission, or sold furniture, country houses, or motor cars, has found a new profession. It is that of "society spy."

According to a correspondent of London Truth (who signs himself "A Shopkeeper and a Gentleman"), the "society spy" is invaluable. If a West end man is in difficulties, or his wife has overrated his patience, the "society spy" informs the trade at once.

If a West end man who has been for years on the brink of bankruptcy wins a large sum at the card table there are intimate friends who profit by making the good fortune known. At a time when there are so many who are rich, or appear to be rich, whose names are unfamiliar the shopkeeper might make serious mistakes were it not for the information which is so given.

The tradesman is only too happy to pay for information which enables him to avoid a severe loss.

Tradesmen in former days seldom ventured to ask such questions; and their customers, as a rule, supported each other. Now, says Truth's informant, the difficulty shopkeepers have to contend against is that most of their customers, especially if they are intimate friends, have not a good word to say for each other. Modern English society is to-day an "association of enemies who profess to be friends."

**SENATORS FROM KANSAS.**

Hoodoo Which Seems to Attach to Line of "Fated Succession"—Bad Luck Follows Them.

John T. Ingalls' "fated succession" is vividly recalled to mind by the present trouble in which Senator Burton finds himself. The brilliant Atchison statesman so designated the line of Kansas United States senators that started out with Gen. James H. Lane.

Those in the "fated succession," says the Topeka Capital, were James H. Lane, Edward G. Ross, Robert Crozier, Alexander Caldwell, James M. Harvey, Preston B. Plumb, Bishop K. Perkins, John Martin, Lucier Baker and the present Senator J. Ralph Burton. Lane committed suicide by voting against the impeachment of Andrew Johnson, and was driven out of his party. Crozier who served about a year by appointment, died without leaving a single mark by which his brief senatorial career can be remembered. Caldwell resigned after two years' service to escape investigation.

Harvey, although he had been governor of his state and had made a fairly good reputation as such, made a very insignificant senator, and was, after three years' service, defeated for reelection and dropped out of political life. Plumb died in office at Washington. Perkins served a brief term by appointment and is scarcely remembered as a senator. Martin served two years, and left the senate poorer in purse and with less prestige than he possessed when he went in. Baker was almost a total failure, and his crushing defeat for reelection at the hands of Burton is still warm in the memory of the people of Kansas.

**DISEASE NEEDS WATCHING.**

Whooping Cough Not Simple Little Affair Many Suppose—Nearly as Fatal as Scarlet Fever.

Eliza H. Root calls attention, says the Woman's Medical Journal, to the fact that this disease is too little dreaded by the medical profession and that it is by no means the simple affair that many seem to suppose.

From the United States census of 1907 we find that 623 died in New York from whooping cough and 519 from scarlet fever. In Chicago 141 died from whooping cough and 379 from scarlet fever; Philadelphia, 179 from whooping cough 182 from scarlet fever, and so on in the different cities. Death from whooping cough occurs most frequently from pneumonia as a complication that induces heart failure, or a bronchitis may occur that ends in suffocation. Asphyxia or marasmus due to the continued ejecting of the food or loss of appetite may cause death.

Even when death does not occur, severe disturbance of the nervous system may remain, as weakness of the intellect and memory, imbecility. Visual defects, strabismus, blindness and deafness, partial or complete, and even deaf-mutism may remain. Whooping cough, it is evident, should be under the control of health authorities, subject to quarantine and other preventive measures as much as scarlet fever.

**NO "DAY OFF" FOR A JUDGE.**

Barristers in Great Britain Can Apply for Injunctions at Any Time and Place.

Illustrating the proposition that a judge never puts aside his judgeship, the Westminster Gazette has the following:

"Yesterday Mr. Justice Buel will was surprised on the links by a barrister who presented an urgent request for a certain injunction. His lordship suspended his game, and after due consideration of the facts made the order, which was at once telegraphed to Cardiff, and no doubt took effect the same afternoon.

"On another occasion a barrister on a similar quest is rumored to have found his quarry bathing at Brighton. With a commendable devotion to his client's interests, he hired the next bathing machine and rapidly joined the judge in the water. The judge's surprise at being suddenly accosted in the well-known formula, 'I have an application to make, my lord, in a very urgent matter,' may be imagined. The law sometimes atones for its proverbial delay by these lightning injunctions."

**Falconry in Turkestan.**

In a remote part of Turkestan Dr. Sven Hedin, the explorer, a few years ago discovered the ancient art of falconry in full flower. "Among the horsemen were eight falconers," he writes, "two of whom carried eagles, the others falcons, all duly hooded. In this part of the world falconers form an indispensable adjunct in any formal parade or procession. Later in the day they gave us an exhibition of their birds' powers by letting them kill four hares and a deer, all of which were presented to me."

Call at the Gazette office and learn of our clubbing offer with the Weekly Oregonian.

**Dowie's New Zion.**

Zion City, Ill., Aug. 21.—"Paradise Plantation" is the name John Alexander Dowie, First Prophet, "Elijah III," and General Overseer, has given his proposed colony in Mexico. He issued a letter to his followers today, announcing the plan for financing the new colony.

In order to raise the funds to purchase more than 4000 square miles of land and establish ports and cities, 7 per cent interest-bearing land warrants will be exchanged for land under certain regulations. The First Prophet also calls for a special loan of \$500,000 for one year at 7 per cent for immediate use in Zion City.

The same rules now obtaining in Zion will be enforced in the Mexican colony, with the possible exception of a relaxation regarding cigarette-smoking and a trifle more freedom in the matter of courtship and marriage. It is Dowie's plan to ship the people back and forth with the seasons, thus utilizing their fallow, the year round.

The Mexican colony is expected to grow rapidly, as the rules requiring married couples to produce one child each year will obtain there also.

**Sultan Offers Hand.**

Ju'no, Aug. 18, via Manila, Aug. 20.—Secretary Taft and party arrived here at noon, and immediately proceeded to the parade grounds to witness an elaborate programme arranged for their entertainment. The Sultan of Sulu, with his retinue and other Moro dignitaries occupied seats on the grandstand along with Mr. Taft and Miss Roosevelt.

Thousands of Moro residents of Jolo and from the neighboring islands were present to take part in the festivities, which were wonderfully picturesque. In the afternoon there were caribou and bull fights of an amusing but not blood-thirsty character.

Mr. Taft and Miss Roosevelt were presented with many Moro presents by the Sultan, who offered his hand in marriage to Miss Roosevelt and would make her Sultana of the Sulu Archipelago, saying that his people desired her to remain among them.

The First National bank at Prosser has been bought out by the Prosser State bank, and absorbed by it. The State bank will at once increase its capital to \$50,000.

**CASTORIA**  
For Infants and Children.  
The Kind You Have Always Bought Bears the Signature of *Dr. H. H. Hatcher* of In Use For Over Thirty Years **CASTORIA**  
THE CENTAUR COMPANY, NEW YORK CITY.

**FIRST NATIONAL BANK**  
OF HEPPNER.  
O. A. RHEA, President | G. W. CONSER, Cashier  
T. A. RHEA, Vice-President | E. L. FREELAND, Assistant Cashier

Transact a General Banking Business. Four per cent. paid on Time Deposits.

EXCHANGE ON ALL PARTS OF THE WORLD BOUGHT AND SOLD Collections made on all points on reasonable terms. Surplus and undivided profits \$35,000.



**PALACE HOTEL**  
HEPPNER, OREGON  
Leading Eastern Oregon Hotel  
MODERN CONVENIENCES  
ELECTRIC LIGHTED...  
Under New Management. Thoroughly Renovated and Refitted. Best Meals in the City.  
PHIL. METSCHAN, Jr., Prop.