

# WALLOWA CHIEFTAIN.

HOUSE & HOME, Publishers.

ENTERPRISE OREGON.

A fireproof Christmas tree would fill a long-felt want.

Cholera is raging in Java. Boil your coffee before using it.

It is none of our affair. Still, why doesn't Wilhelm take a roller pin to Henry?

If the earth's curves interfere with Marconi, the high places must be cut off and thrown into the hollows.

A woman is complaining because her husband named a dog at her. Why didn't she name him with the cat?

Perhaps King Edward didn't wonder at the way our nation is marching forward after he heard Souda's band.

That thief who snatched a woman's purse after she was through shopping had but a slight insight into feminine wits.

The proposal to send the atomists to the Dry Tortugas is open to one objection. The Dry Tortugas is not sufficiently remote.

Short reckonings are supposed to make long friends; but when you begin to reckon on making a punch your friends are usually short.

If a man has the right kind of material in his backbone it doesn't matter whether he is born with a silver spoon or an iron ladle in his mouth.

The coronation day parade promises to set a standard which the American circus procession, which has hitherto held such prestige in England, cannot hope to live up to.

London newspaper men are afraid that American women journalists are going to crowd them out of business. Why don't they execute a copy by marrying the lady journalists?

A writer says women have simply got to go to bed punching if they expect to be healthy. A good many women who never punched a bag in their lives are in such high states of health that doctors are in despair.

Maine has abolished capital punishment and there is no State in the Union where murders are so comparatively frequent and where so many murderers are imprisoned. It should be added that Maine juries are much more likely to bring first-degree verdicts because of the fact that the guilty ones will not suffer the extreme penalty.

Whatever else may be said of the attempt of a telegraph company to expel Marconi from Newfoundland on the score of its monopoly of the right to transmit messages between that island and Europe, the company evidently has its fears as to wireless telegraphy. The telegraph company seems to have acted on the assumption that no man has a right to apply other methods of electric telegraphy but its own. Had Marconi sought to enter into competition with it on its own ground its course toward him would not have been without reasonable excuse. But it was a shabby business to attempt to hinder his experiments for transmission of wireless dispatches across the ocean—a matter in which the whole world has a profound interest.

A famous preacher has written and published a screed in which he says, "Oh, Chicago, you are hurrying into hell." Then he paints an awful picture of city life where men are struggling for position and money, crowding, crushing, lying, scheming, in a mad, unreasoning, better-said, which he declares leads to the bottomless pit as surely as the earth revolves. He also calls money a "heartless fiend that robs and revels in the havoc it makes among men." It is easy to juggle with words, and to make a picture of city depravity that will sicken the soul. But why not paint more pictures of the good? Some of the people are crazy after money, but the majority of them are fairly content with an income that is honestly earned to the last penny and will afford a comfortable living. Some of the people have introduced horse-trade ethics into their business dealings, but the majority of them buy and sell on an honest basis. When they say "All wool" you rarely find cotton. And money only becomes a destroyer when it is man's master. It has mastered thousands, but it has not mastered the millions. The desire for it is legitimate and laudable. So long as men earn their bread by the sweat of their brow there will be some kind of money, and most people will always desire more of it than they possess. If this minister and any of the pessimistic money-haters were turned loose in the subtreasury with instructions to help themselves, do you for an instant suppose that they would come out with empty pockets? Why, they would fill moving vans and coal wagons. And all because they have that instinctive desire common to humanity to possess more, to live better, to gain at least some wealth and to remove that nightmare of old age—poverty. A great many things are wrong, but don't forget that this is a good world, just the same, and that honesty and good morals are in the majority.

If the Anglo-American Air Company does not succeed in curving the crop of atmosphere between the continents before the experiments of Marconi are completed there is no reason why the inventor's prediction that wireless mes-

sages may be sent from the western world to Europe for a cent a word should not come true. At a luncheon given by Governor Boyle of Newfoundland to Marconi at St. John's the inventor declared his belief that his system when perfected would make possible a rate of one cent a word for messages across the seas instead of twenty-five cents a word, the present rate charged by existing cable lines. In the light of the experiments at St. John's and the recent establishing of wireless communication between the Nantucket lightship and the steamship *Lutetia*, seventy-two miles away at sea, the prediction of Marconi cannot be characterized as the dream of an enthusiast. Even though we are inclined to look dubiously for more definite results from the more recent experiments at St. John's, the practicability of long-distance wireless messages over the sea has been demonstrated beyond any possibility of serious controversy. Officers of the British navy have sent wireless messages from ship to ship in the Mediterranean over distances roughly estimated by them to exceed 100 miles. Messages were sent in this way over land not long ago from Crookhaven, Ireland to Poldhu, Cornwall, a distance of 230 miles. The experiments of Tesla and Marconi have at least demonstrated that we may send wireless messages across the ocean from ship to ship stations, just how far the distances between the ship stations may be increased or whether they may be in time dispensed with altogether are questions to be solved by these and other experiments in future experiments. As the cable represents the principal mode in modern systems of marine telegraphy there is no way of telling at this time how much its complete elimination might cheapen messages between this country and Europe.

Delinquent parents are invariably responsible for delinquent children. In time cases out of ten when a child goes wrong it will be found either that there are positively vicious influences in his home life or that there is an entire absence of a home training that is worthy the name. There are parents who have a good standing in the community, but who fail to establish a restraining discipline over their children. It is easy to identify these people with the class of respectable men who fail to vote and whose excuse is that they are so absorbed in business that their hours of leisure must be hours of pleasure and relaxation. Probably in no country in the world is this apology heard so often as it is here. Business, being held as the be-all and end-all of life, is held as a matter of course to have an exclusive claim upon a person's thought and nerve energy. No reserve is kept for any intellectual pursuit, none for any serious or laborious interest in any of the affairs of life that are not directly connected with business. The education of children is left wholly to unfortunate teachers, who have absolutely no help from parents. A boy who escapes being a delinquent merely drifts along from grade to grade, needing all the time that home inspiration which would start him right and save him an immense amount of trouble in the future. In fact, the absence or presence of the intelligent disciplinary home training will often explain why one man has carried away little from his schooling and is mentally confused and incapable of sustained intellectual work, while another remembers everything, is clear to his thinking an equal to almost any intellectual task. The natural endowment may have been much the same in both cases, and the delinquent parent is perhaps wholly to blame for the failure of his son. He asks far too great an indulgence for his own indolence, and when he attempts to shift responsibility either to the child or to the child's teacher he is merely acting after the usual delinquent fashion.

**Fight Rats with Bacilli.**  
Lisbon has recently been subjected to an unprecedented invasion of rats, which has disordered the domestic economy of every household and made life miserable. Cats were powerless to check the invaders; poison seemed to act as a stimulant to their appetites, and traps only served to demonstrate the helplessness of man's ingenuity to cope with the pest.

At length the aid of the bacillus was invoked and the municipal doctors were commissioned to inoculate some rats with an infectious disease. A suitable virus harmless to man was found, a few rats captured and inoculated, and then let loose. The bacillus triumphed. The rats sickened and died with wonderful rapidity, and Lisbon is celebrating the conquest of the voracious rodent.

It is now proposed to use the virus on board ships, where rats are known to be the carriers of infection fatal to man—notably plague.—London Express.

**What Jarred the Barber.**  
General W. H. L. Barnes contributes the following wile to the many other good jokes that the opera has given us. On Saturday last, while being shaved, he happened to ask his barber if he had attended the Grand performances at the Grand. The answer was in the affirmative.

"How did you enjoy it?"  
"Not at all, sir. From my place in the gallery I could see your head below me, and it mortified me to notice that I had not parted your hair straight."—San Francisco Wave.

**One Advantage.**  
Prospective Editor—I am going to call my new paper "The Blood."  
Other Fellow—Why?

Prospective Editor—So it will start right off with a good circulation.—Baltimore American.

There is evidently electricity in a cornfield, because it produces shocks.

# CONTEST OF CANALS

## Result Means Much to the Panama Company.

# A WATERWAY FIGHT.

## May End in Loss of Many Millions to the Old Ship-Canal Concern.

Nicaragua Project Most in Favor—There is Not Much Difference in Cost and to the Ordinary Observer the Natural Advantages Seem to Be About Equal—Passage More Quickly Made by Panama Route—Great Inland Sea in Nicaragua.

The world is interested in a fight of canals, with the center of attention directed to Central America, that vexatious narrow strip of land connecting the great American continent. For the first time in eleven years the Congress of the United States is arranging for the construction of the isthmian water passage, with forces ranged in two factions—one holding out for the completion of the Panama canal, begun so long ago by the Frenchman, DeLesseps, and the other advocating the construction of an entirely new passage through Nicaragua.

With the new Hay-Pauncefote treaty with England ratified, it will be necessary to consummate negotiations with the Central American States, through which, or along the border of which, the chosen route extends. It has been maintained that a strip of land ten miles in width along the canal should be bought, but the constitutions of the Central American States forbidding such sale, the only way remaining is to acquire nominal control of the land by treaty. We would then have the right to police the strip or do anything else we pleased with it. It is a fact that sovereignty of the strip is not needed. Control is all that is necessary.

While the proposed canal is to be neutral, the United States will have the right to close it against an enemy in time of war, the fact that we guarantee neutrality not operating against the establishment of fortifications if we see fit. By a principle of international law, all treaties are abrogated with the country with which we are at war.

The new treaty which replaces the Clayton-Bulwer treaty with England provides that the United States shall do all the work of building the canal, assume the responsibility of safeguarding it and regulate its use by all nations on terms of equality without the



PROPOSED NICARAGUA ROUTE OF THE CANAL

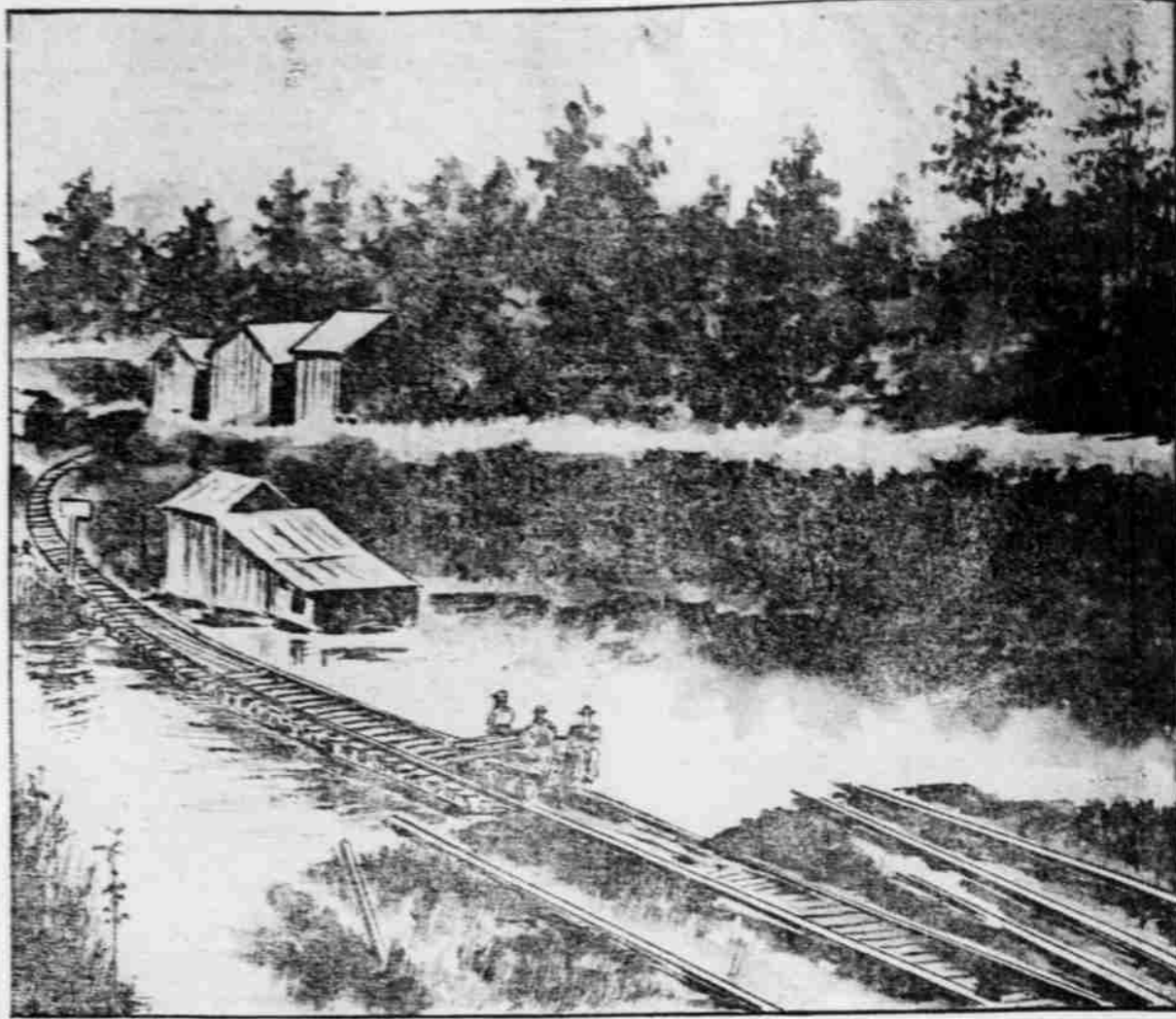
guarantee of interference of any other country. It is this last clause which gives us the right to fortify the canal. Probably this will never be done, as the most effective way to control the canal in time of war is by means of the navy. It is held that if we control both approaches of the canal, as we shall do, it will be all we need.

The first effect of the canal will be to shorten the time from New York to San Francisco from sixty to sixteen days, thus bringing about a great increase in water freight, with a propor-



DON LUIS COREA, Nicaraguan Minister to the United States.

tionate lessening of rates. Furthermore, it will bring the ocean shipping industry into close competition with the transcontinental railroads, thus reducing rates all around. Even now it is cheaper to ship perishable goods by water. Loads of freight daily come into New York from points west of the Alleghenies to go out in the coasting vessels around Cape Horn and up the other side to San Francisco. Another result will be an increase in the volume of trade. There will be enough for both vessels and railroads. Still another and very important effect



A SECTION OF THE PANAMA CANAL AS IT APPEARS TO-DAY.

will be noted in the Central American States. The completion of the canal will draw American capital into these countries, which have hitherto been almost constantly at war among themselves. A demand for protection will be created and the official presence of the United States would act as a wholesome restraint on our hot-blooded southern neighbors. It is possible that the canal will in time bring about a commercial union of Central America, under a protectorate of the United States, a result which would be of the greatest benefit to the whole western hemisphere.

Finally, the construction of the canal will give us an immense advantage in trade with South America. At present Germany and England each beats us in that direction. Altogether, it is believed that the isthmian canal will prove to be a greater stimulus to trade than any other one thing which could be accomplished, whether it be decided to finish the old Panama canal or establish an entirely new waterway by the Nicaragua route.

**Fourteen Times Surveyed.**  
Since the conception of the project of a canal across the Isthmus of Pan-

ama, no less than fourteen routes have been proposed and surveyed across the narrow neck of land connecting the American continents. Only two survive. It was in 1848 that a survey was made of the Panama route for the first time. A French engineer undertook this work, but with no important immediate results. He was followed not many years afterward by George M. Totten, chief engineer of the Panama Railroad, who estimated the cost of the construction of the great waterway at \$75,000,000 to \$100,000,000. Subsequently the United States government also made a survey, locating a practicable line for an interoceanic ship canal twenty-six feet in depth from the Bay of Aspinwall, in the Caribbean sea to Panama on the Pacific.

In 1879 Count Ferdinand de Lesseps, the man best known in connection with the Panama project, appealed to the nations to send delegates to a proposed congress in Paris, to discuss the question of a canal across the isthmus. On May 15 of that year, representatives of twenty-four countries assembled in the French capital and on their adjournment the Universal Interoceanic Canal Company was organized. The disasters attending this company, with its record of the greatest steals in the history of the world—and its attendant numerous suicides, are still fresh in the public mind and need no recapitulation here. The company, however, is not dead, though they have tried in vain to raise the \$150,000,000 necessary to complete the canal. The collapse of the company awoke the strongest public prejudice against the route and it is indeed remarkable that in the many points to be considered and in an undertaking so gigantic the two routes are such close rivals.

It is not generally known that work on the Panama canal was resumed in 1885, and has been continued to this day. In order to save some of the \$200,000,000 De Lesseps' company spent, and to retain the valuable concessions granted it, the receivers organized a new company. The stock was

purched by members of the original company, who hoped by further subscribing to save a part of their original investments. Thirteen million dollars was all, however, they were willing to invest, and this only eleven days before the expiration of the original concession. An extension of the concession to 1910 was secured. The new company did not waste the thirteen millions in mere show on soft ground, but in contrast to its predecessors, made every dollar tell, in the hope of relieving lost confidence, or failing to secure further investments, to make the partly built canal so much more valuable when the Clayton-Bulwer treaty should be abrogated, so that the attention of the United States could be secured.

There is little native labor to be had on the isthmus. The climate is not conducive to activity and the natives are averse to labor constitutionally. The old Panama company imported thousands of Chinese, but they proved to be poor workmen, especially when considering the expense incurred in transporting them from China. The new company, placing a bond guaranteeing the safe return of those of her subjects

who should desire it, was allowed by Great Britain to bring in 4,000 negroes from Jamaica. This number has dwindled, through death, desertion and other causes, to about half the original number.

**Nearly Half Completed.**  
According to the original designs and specifications, the Panama canal is now just 40 per cent completed. The Atlantic side is open to a distance of thirteen miles, the excavation varying in depth from 10 to 204 feet. This has been filled in to a certain extent by silt deposited from the Chagres river, in the bed of which the canal part way lies. On the Pacific side a length of about three miles is cut to a depth of 6 to 20 feet. In Panama bay a channel has



NICARAGUAN ENGINEERS FINDING RIVER LEVELS.

been dredged to deep water and a cut through the Cordilleras has been accomplished to a depth of 100 feet.

It was in 1850-1852 that the Waust company, which then controlled all transisthmian traffic, had the Nicaragua route surveyed and twenty years later a commission went over the line for the United States. When the Panama scandals began, Mr. A. G. Moinel, who was a member of that commission, obtained a concession from Nicaragua and the Nicaragua Canal Construction Company was organized. In 1880 the original Panama company suspended and the same year the Nicaragua concession was transferred to the Maritime Canal Company.

The company dug about three-quarters of a mile of the canal and deepened the harbor at Greytown. Then, the Nicaraguan government claims, the concession was forfeited by a discontinuance of the work.

The special feature of the Nicaragua route is the great inland sea which lies in the hollow between the eastern and western Cordilleras—Lake Nicaragua. This body of water is forty-five miles wide, 110 miles long and 112 feet above sea level.

The plan of the Nicaragua canal comprises an engineering feat the most wonderful ever attempted. In the isthmian commission's estimate of the time it will take to construct the canal, six years are given the building of a dam across the San Juan river, while two more will serve to complete the waterway. The San Juan leaves the southeast corner of Lake Nicaragua and flows almost east into the Caribbean sea. The first half of its length from the lake is almost a continuation of rapids and waterfalls. It is then joined by the Rio San Carlos and its size doubled. Two miles above this junction is the site of the great dam. The San Juan in its normal state has a flow of 20,000 cubic feet per second, but in the rainy season it sometimes mounts to 200,000. To hold back this flood with a dam 150 feet high, and thereby raise the waters of the San Juan to the level of the lake, is the project.

Originally, the cost of the Nicaraguan canal was placed at \$50,000,000. The estimates have steadily risen until at present the figure is \$190,000,000. The first was for a 16-foot canal of narrow gauge, whereas the latest plans call for a cut 35 feet in depth and extending in places to a width of 150 feet. In curves a width of 180 feet is called for and in the harbor at either terminus a channel of 500 feet wide is projected.

**New Cure for Consumptives.**  
A doctor has written to the London Times suggesting the running of motor cars at a speed fully up to the legal limit as a means of administering the open-air treatment to consumptives.