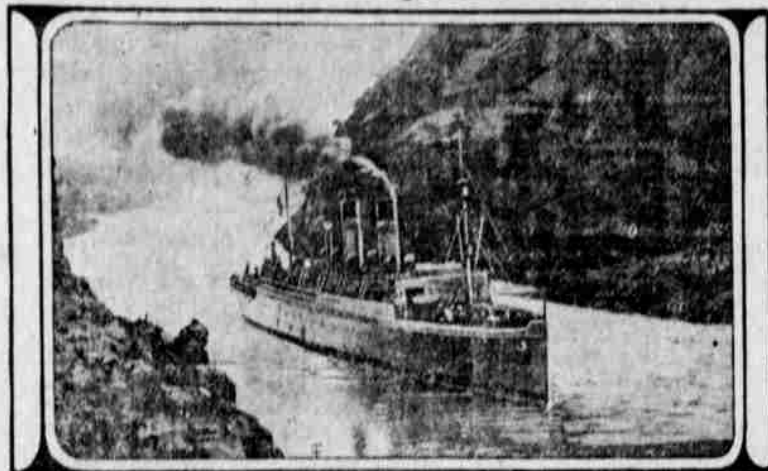
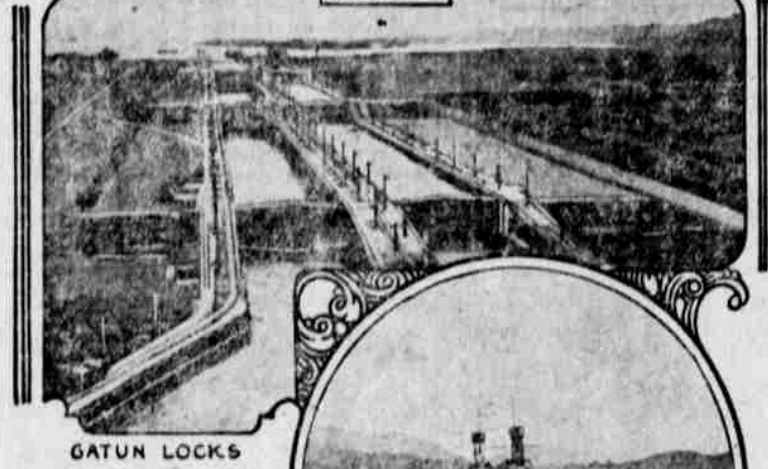


OUR PANAMA CANAL LEADING BRITISH
DITCH AT SUEZ IN TRAFFIC TONNAGE



U.S. TRANSPORT "NORTHERN PACIFIC" PASSING THROUGH THE PANAMA CANAL



GATUN LOCKS

Increase of Freight via Panama Route, Largely Due to Oil Shipments, Indicates Rise of United States to Leadership of World's Commerce.



U.S.S. PENNSYLVANIA AT CHAGRES RIVER CROSSING

By JUDSON C. WELLIVER

One of the striking evidences of America's rapid rise toward commercial and industrial leadership of the world, is the Panama Canal, which will almost certainly handle more freight in 1926 than will Suez. For several years the two canals have been in a neck and neck competition whose implications are the more interesting because the Panama ditch is owned by the American Government, and that at Suez by the British Government.

Of course both Canals are open to the ships of all nations; and the competition between them is not only between the United States and Britain, but in a larger and even more significant view it is competition between old world and new world.

When the Panama Canal was opened in 1915, Suez was already transiting about 25,000,000 tons of freight annually. Almost nobody believed Panama could ever attract anything approaching such a volume. But during the war fear of German submarines in the Mediterranean caused many vessels to take the Panama route between the far east and European or American ports. This gave Panama its introduction and it has not only held but greatly increased its business since the war. In 1923 Panama transited 5037 vessels, against 4621 for Suez; Panama handled 25,160,000 cargo tons against 22,770,000 for Suez. This was the first year of Panama's lead.

A Close Race

The following year Suez barely exceeded Panama's tonnage; and in 1925 comfortably held its lead. But reports for 1926 to date indicate that Suez is losing, owing to Britain's industrial depression, while Panama is doing better and is pretty certain to resume the lead.

The present Suez Canal has been in operation nearly sixty years, Panama only eleven. Although few people except antiquarians know it, the first canal at Suez was built more than 3,000 years ago. It was in operation as early as B. C. 1380; how long before, is mere conjecture. Before the Christian era began the ditch had been built, destroyed, rebuilt, silted up and built up again, time after time. When Alexander the Great conquered Egypt the Canal was one of the oldest of engineering works.

Between 1904 and 1915 the present Panama Canal was constructed. It cost about \$400,000,000, Suez about one-fourth that sum. But Suez is a simple, sea-level ditch across a sandy plain; while Panama is a lock canal, the greater part of its length lying 85 feet above sea level, so that most of the distance from ocean to ocean is through an artificial freshwater lake.

Early Profits Unexpected

When Roosevelt started building at Panama, neither he nor any other prophet of optimism would have dared suggest that within its first decade the Canal would earn a profit. Its chief justification concerned the national defense, and the establishment of competition with the trans-continental railroads.

Although both Canals are open to shipping of all nations, British vessels constitute the majority of those using Suez (55.8 per cent), while American vessels are 54.5 per cent of those using Panama.

For 1924, ships of 21 nations used

the Suez route, while 24 nations were represented in the maritime caravan at Panama.

The World War was not the only unexpected factor in bringing Panama so quickly to equality with Suez, nor the most important. The enormous increase in Panama traffic in 1923 was represented almost entirely by petroleum and its products, moving from California to the east coast and Europe. In the year ended June 30, 1924, tolls aggregating \$24,290,000 were collected, of which \$9,071,000 was from tankers carrying petroleum. An even more striking statement of the matter is that for the same year exactly 50 per cent of all tonnage through the Canal was between the two ocean fronts of the United States; that is, 13,500,000 tons; and of this, considerably over 9,000,000 tons, or more than two-thirds was petroleum. It was of course chiefly from California, en route to eastern refineries. In the succeeding year this petroleum movement fell off heavily; but for 1926 it is again increasing and the increase is likely to continue for many years. But for the petroleum traffic, the Canal would have shown a deficit in every year of its operation.

The enormous petroleum business has been in other ways advantageous to Panama. A constantly increasing proportion of maritime shipping nowadays uses oil fuel. Oil-burning ships seek routes on which they can most cheaply buy oil; and because California oil can be put so cheaply into the bunkers of vessels passing through the Panama ditch, there is a substantial inducement to prefer this route. This will increasingly favor Panama and militate against Suez, as the number of oil burners increases. Moreover, Panama's advantage will still further increase as the enormous oil resources of Venezuela, Colombia, and other South American countries are developed.

Great Service of Panama

If cheap petroleum has thus served Panama so well, Panama in turn has equally served the American motorist, who consumes most of the world's petroleum products. For Panama has brought the Pacific Coast petroleum to the eastern market at costs which, but for the Canal, would be vastly greater. Thus the Canal has given the United States the cheapest petroleum products in the world, and helped build the automobile industry and our modern highway system.

This mutually helpful relationship between the Canal and the petroleum users is the more impressive when one realizes that it was not even remotely anticipated at the time President Roosevelt started building the Canal. So late, indeed, as 1910, when Admiral Evans wrote his articles about the Canal and decided that it could not be profitable for several decades at least, he based all his calculations on the probable cost of coal for bunkering ships. He did not dream that merchant marines were on the verge of the revolutionary change from coal to oil. So he figured that, as there is practically no bunker coal in the countries bordering on the Pacific, that ocean could not compete, by way of Panama, for a greatly increased share of shipping. The oil development overturned the prophecies of Admiral Evans, and of all others who had foreseen that fuel problems would make Panama unprofitable.

Exemption List Has
Many Student Names

- Adams, Florence: Span I.
Bierce, Florence, Span V.
Bond, Florence, Eng. VIII, Span V, Am Hist.
Bork, Constance: Span III
Bush, James: Civics
Calef, Fred: Eng VII, Am Hist
Calef, Ernest: Alg. III, Eng III, Wild Hist, Lat III
Cody, Sheldon: Geog.
Comstock, Edith: Span V, Eng VII, Am Hist.
Comstock, Eleanor: Alg III, Span I, Eng III
Dadds, Dorothea: Geog.
Davidson, Evangeline: Eng VII, Am Hist
Friesen, Alma: Eng III
Folsom, May: Am Hist, Eng V, Span III, Geom, Civ.
Ganiard, Genevieve: Eng V, Am Hist, Span III, Civics.
Gillam, Zella: Civics
Hamar, Ruth: Eng III, Alg III.
Hamar, Ruby: Eng III
Hamar, Verda: Span V; Eng VII.
Heck, Clarence: Geog.
Hinkle, Jeanette: Eng VII
Huber, Ila: Am Hist
Johnson, Nada: Biology, Civics.
Jensen, Elmo: Phy, Civ, Lat III, Geo, Eng V
Jensen, Elmo: Phy, Civics, Lat III, Geog, Eng V
Jensen, Wm.: Eng V
Kaup, Loyd: Alg III; Phy, Eng III
Light, Cora: Eng VII.
Penhollow, Paul: Geog
Roth, Norman: World Hist, Eng III, Span I, Alg III.
Sloan, Jeanette: Eng III, Span I, Alg III
Stanbrough, Helen: Lat V, Eng VII
Stewart Elise: Phys, Eng VII
Stryker, Charles: Am Hist, Eng V, Lat III
Suver, Loretta: Eng VII
Wedekind, Lucille: Eng III
Wood, Thella: Alg III, Civics, Eng VII
Woodward, Howard: Geog
Yeater, Helen: Alg III, Eng III
Nickles, Thos.: Phys
Riley, Greek: Geom.

Mr. Patchin: Do red corpuscles divide, David?
David: I don't think so.
Mr. Patchin: Do they, Verda.
Verda: No, they don't.
Mr. Patchin: Then how are they replaced if they die of old age or something?

EDITORIAL STAFF

- Editor Helen Stanbrough
Assistant Ed. Halley Johnson
News Reporter Viola Hockema
Sports Jeanette Hinkle
Literary Corner Elise Stewart
Joke Editor Cora Light
Class Reporters
Sophomores Norman Roth
Junior Nada Johnson
Seniors Evangeline Davidson
Typing Verda Hamar, Florence Bierce.

EDITORIAL

We have completed nine weeks of school work and it will not be long before the report cards will arrive on the scene. As a whole we have been doing good work. This year there were not as many blue slips as usual and, of course, this is encouraging. Only nine weeks have passed and if there are any of us who are on the border line we still have a chance to make good. On the other hand if there are any who are in the upper section we should endeavor to keep on doing good work. It is well for each one of us to remember that what we receive or fail to receive from a subject doesn't affect anyone but ourselves. So if we skim through school we are harming no one but ourselves.

The Country Gentleman Party

The Buccaneer and Sea Dog advertising teams for the Country Gentleman, gave the winning team, the Pirates, a party, last Friday evening. Some lively games were played and then partners were gotten for supper which consisted of lemonade and pumpkin pie. Everyone seemed to have a good time.

Verda Hamer was pleasantly surprised Monday evening, November 22 by a group of school friends in honor of her birthday. Many enjoyable games were played until almost 12 o'clock when refreshments were served, which consisted on sandwiches, sweet pickles, cookies, lemonade and the birthday cake. After supper the guests departed for home.

TO A CHRYSANTHEMUM

Beauty, Bronzy, Golden flower:
Blooming by my bed an hour,
You cheer and brighten all the atmosphere!
You bring the sunshine to my room;
Seem to brighten all the gloom;
Make me glad to know that you are

Bold, Bad, Long Burglar
Roller Skates To Limbo

The Snoozer family were safe in their little cottage beside the sea. There was generally a light in the house, which threw its beams a long way down the road. But tonight was a very bad one. So they had retired earlier than common. The night grew darker and darker. The sky was obscured by huge black clouds, which were blown fiercely about by the wind that made a mournful sound. The night was cold, dark and dreary. All was quiet around the Snoozer cottage. Very late in the evening they were awakened by an extremely loud knock at the door. The master of the house thought it was an unfortunate stranger, who had lost his way in the dark. At this thought he was overcome with sympathy and hurried to the door to invite the stranger in.

When Mr. Snoozer had opened the door he was frightened by the shrill words: "Hands up" and a pistol thrust in his face. The burglar then tied Mr. Snoozer's hands and feet to a table and gave him warning that if he

dared to cry for help he would be shot.

In the meantime Mr. Snoozer was busily engaged in trying to identify the features of the burglar. He was about six feet, two inches tall. His hair was long and shaggy. His fierce blue eyes seemed to scold everyone. Every feature of his face was coarse and sharp. His great experience in the trade had taught him to steal around the room as quickly and silently as a mouse.

After he had gathered everything valuable that he could lay his hands on and had packed them securely in his traveling bag he gave one farewell glance at Mr. Snoozer and quickly hurried out of the house.

He was in such haste, that he stepped on little Johnny's skates which were on the sidewalk. This threw the burglar's feet out from underneath him and he fell over backwards striking his head on the cement sidewalk with such a blow that he was knocked unconscious and was made helpless.

After the burglar had left the house Mr. Snoozer called his wife to come down and set him free. Mr. Snoozer then looked carefully around to see if the burglar had left any trace that might aid in his identification. After the house had been thoroughly searched they decided to look around the premises.

When they had gone out of the house, whom did they see but the burglar who lay helpless on the cement sidewalk. Mrs. Snoozer called the police and Mr. Snoozer had the privilege of seeing the burglar bound with the same cord he had been tied with.

Excused

Prof. Roth: What excuse have you for being late?
Florence Bierce (breathlessly): I ran so fast that I—didn't—have time to think up one.

Mazda Light Globes Reduced
All globes up to 40 now 25c

All kinds of flat irons including the
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PEPPIER MUSIC MORE FUN
DANCE AT
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EGGMASH, (Square Deal) \$2.75
EGGMASH, 3 other brands..... \$2.50

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\$5.30 to \$9.00.

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Spic and span. Clean, Brilliantly
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