

**Americans in Panama**

(Continued from Page Three.)

was in such common use that the employees naturally became careless. Assistance is afforded by two employees who knocked an iron pipe against a railroad track to dislodge some dynamite. They were angels in less than two seconds after the first blow. The worst accident, at Bas Obispo, has not been explained.

Most of the accidents have occurred since the working force has been in excess of 20,000 men. When the number killed outside the line of duty is subtracted from the total deaths by violence it will be found that the actual building of the canal has been attended by a normal percentage of such fatalities—certainly no larger than in any private construction of the same character or approximating the same magnitude. The largest number of deaths by violence among employees in one year was in 1909, when 178 were killed, and this was equaled again in



Photo © by American Press Association.  
Colonel W. C. Gorgas.

1911. The following table shows the number of American employees, the total death rate and the relation of deaths from disease to deaths by violence from 1905 to 1911, inclusive:

Year	Number of employees	Death rate per 1,000	By disease	By violence
1905	3,354	8.14	5.36	
1907	5,000	8.14	5.36	
1908	5,128	8.19	5.70	4.6
1909	5,390	8.56	3.23	2.53
1910	5,573	8.35	2.43	2.92
1911	6,162	8.14	2.82	2.32

Colonel Gorgas found in the early years of canal work that the Americans and Europeans were three times as healthy as the natives of the tropics, who, as Chief Engineer Stevens noted in 1905, "are supposed to be immune from everything, but who as a matter of fact are subject to almost everything." This somewhat upsets the theory that northern races cannot live readily in tropical climates.

Several of the annual reports of the sanitary department have noted the remarkably few diseases peculiar to men, such as alcoholism, etc.

Allowance must be made in considering the favorable health showing on the isthmus to the fact that the employees in one sense are picked men. They must be in sound condition when employed and usually in the prime of life. Another thing that has kept the death rate down among the Americans has been the practice of returning to the United States many patients who apparently had not long to live. Thus their deaths were not a charge against the canal zone.

It cannot be assumed that all the deaths from disease in the canal zone were from causes that originated there. The diseases peculiar to the tropics have not claimed as many victims among the Americans as the diseases peculiar to the northern climates. But there has been a steady improvement, as may be noted in a fall in the death rate among the Americans from 8.14 per 1,000 in 1907 to 5.14 per 1,000 in 1911.

An incident in the sanitary government of the isthmus was an executive order by President Taft, effective on Dec. 12, 1911, which prohibited the practice of any system of therapeutics or healing that the sanitary department, the allopathic school, should rule against. The president upon its possible application to create a monopoly of healing in the canal zone being pointed out to him revoked the order on Jan. 1, 1912.

Employees are not permitted to remain in their homes and quarters when sick, but must go to the Colon or Ancon hospital unless the district physician expressly rules otherwise. The hospital grounds at Ancon are beautiful, and convalescent patients are sent to Taboga island, ten miles out in Panama bay, for final treatment. A dairy with 125 cows supplies fresh milk to the Ancon hospital.

At first Colonel Gorgas was not a member of the isthmian canal commission. But the extraordinary ability he displayed resulted in the separation of the sanitary department from the jurisdiction of the governor of the canal zone, and on Feb. 28, 1907, Colonel Gorgas was made a member of the commission, with the department of sanitation having equal dignity with other grand divisions of the work. He is the only official of the highest rank who has been with the canal project from its earliest days to the present.

The cost of the sanitary conquest of the isthmus to July 1, 1913, was the somewhat impressive total of \$16,000,000. Here, as in the pay and treatment of employees, the government has sought results without regard to the expense. For the remaining days

of the canal the cost of sanitation will be approximately \$2,500,000, or \$17,500,000 in all by Jan. 1, 1914, which amount is nearly \$3,000,000 less than the cost estimated for the department in 1908.

When the ordinary cleanliness to which the American or the European is accustomed is observed in the tropics and if intoxicants are not permitted to dominate the individual life there will not be the slightest difficulty in living near the equator.

(Continued Next Week.)

**Writes of Trip to Oregon**

Following is the experience of W. H. Lilly, on a trip from Linn County, Missouri, to Oregon, written by him back to his home paper:

We boarded the train at Wheeling, Missouri, at 8:30 A. M., September 13, arriving at Portland September 18 at 7 P. M. In going through Missouri we crossed some of the fertile and beautiful plains and corn fields of that great state. Though the fields looked burnt, we could see every evidence of thrift and prosperity in that lovely region. Now we come to Kansas City, and stay there a few days and look over that beautiful city. Then we start on our way to the Northwest, making our way to the Pacific, going up the Missouri River by way of St. Joseph, the country still being parched by reason of the dry weather. It showed to us that that region will also be on the short order for feed the coming winter. No one we met, however, seemed discouraged.

Now we take the railroad running via Lincoln, Nebraska, all along the line of which was also affected by the tremendous drouth that prevailed all over the country. We found Lincoln a beautiful and progressive big city, and the country around is one of the most beautiful that one could imagine. Alfalfa fields as green as could be, and lots of them, are to be seen for many miles along the Platt River and the wide expansive plains on every side. We leave that part of the state of Nebraska and enter one of the most desolate places that we could imagine our eyes to behold. But even in this desolate looking country here and there will be seen some of as beautiful little towns, well laid off, with substantial looking houses, as are seen in most parts of the better appearing countries, Missouri, or any place else, without any visible means of support. Men told me that this was the region where men individually own hundreds and thousands of acres, the capacity of which it takes ten acres to each cow brute to support. This condition appears for four or five hundred miles.

After we have come within two or three hundred miles of Billings, Montana, the country improves rapidly until we get to Billings. Fine farms, well cultivated, with fine little towns and residence buildings are to be seen on every hand. After we left Billings the country still improved in richness and fertility of soil, which is cultivated with great neatness, which showed thrift and an industrious people. Now as we pass Billings we are rolling along over the road through a somewhat mountainous country, the farming part of which is between mountain ranges that lay on either side of our travel. Sometimes we will be in narrow-like valleys, then expanding and broadening out into great valleys large enough to make a whole county. This land, they tell us, is now selling for from \$50 to \$100 per acre. The inhabitants of this country seem to be a well contented and thrifty people. This is one of the newest countries in the United States that is now inhabited by white people, only being from three to six years old as a place of habitation for the white man. They are building well and putting up good houses everywhere, and fine towns all along the railway are to be seen. We are told that this land will produce as much as sixty bushels of wheat to the acre and one hundred bushels of oats. That of course would perhaps be the best possible yield for the country. They also tell us that oats will weigh as much as forty-eight pounds to the bushel and wheat sixty-four pounds, struck measure.

Now the mountains are beginning to grow in evidence. We are excited and every one wants a peep at the far-off beauties of the scenery. This condition of landscape holds good all the way to Spokane, Washington. We did not mention Great Falls, Montana, lying off to the east about three hundred miles from Spokane, on the Missouri River. It is one of the most beautiful towns in this country and has a population of 20,000.

We now begin rolling down the western slope to the Pacific. Spokane is on the Spokane River, which empties into the Columbia River. All down this river the mountains seem to shut in on both sides of the railroad track, which falls down rapidly until we come to the Columbia River. The Columbia River is not timbered as we supposed it to be, but a barren and desolate bottom or

tract of country without a shrub or tree of any kind the whole way until we get to Portland, but they tell us that upon the tableland there, north of the river, is one of the finest wheat countries in the world, making enormous crops.

The Dalles, Oregon, lying about 80 miles above Portland, on the Columbia River, presents as beautiful scenery as one's eyes can behold, the cars going through, upon the banks, short tunnels and then out again, for several miles down the river. There are many curious formations of rock projecting out of the water, with bases appearing no larger or wider than ten or twelve feet, ranging in height from fifty to sixty feet. Another curious thing we saw upon the opposite side of the river were spouts of water about midway up on the mountain, appearing to come through a faucet something like 500 feet high. These scenes are not all we can imagine of the river, the water power of which is almost untold, part of which is now in use running vast machinery in the great city of Portland.

Portland we believe to be one of the most beautiful cities in the world, and her possibilities are great, indeed. We look out from the Heights at Portland into the far distance and see three snow-capped peaks, Mt. Hood, Mt. St. Helens and Mt. Adams, of which Mt. Hood is the highest, being 11,225 feet above the sea level. Words fail to describe the emotion we felt as we looked upon them with their silent and amazing grandeur. This city has a fine harbor which presents a dock of five miles up and down the Willamette River. Some of the largest vessels in the world come to this city. We shall visit one of them. Most of the wool is manufactured in Portland that is raised in Oregon, Washington, Montana and Idaho, also large quantities from Australia. Enormous lumber mills are also running full blast day and night, sawing up the huge fir logs of this part of the world.

From Portland we go to Forest Grove, a beautiful town about thirty miles west of Portland, lying in the heart of the Willamette Valley, one of the richest valleys in the world. In this part we shall visit relatives whom we have not seen for twenty-nine years. Let us add that this country is also the home of fine looking men and women, mostly women.

And now I extend my arm over the Rocky Mountains into that wonderful country which we call the Mississippi Valley, and grasp the warm hands of the good people of Linn County, Missouri. I shall greet you again in a short time with a letter from Tillamook, Oregon, the land of the big trees.  
WM. H. LILLY.

**Big Machine Does Work**

The excavation of the ditch for the water mains in this city was done with a steam ditching machine. It is a modern wonder of mechanical skill. It does the work of fifty or more men in a day. A series of miniature steam shovels rotating over an immense wheel dig the excavation to any depth desired, merely by manipulating a lever in the hands of the engineer, and deposits the earth at one side in a neat pile, by means of an elevator. The engine moves steadily along at the rate of a foot or so a minute, tearing up and devouring everything in its way, leaving a smooth, even trench of the desired depth in its wake. About three men are all that are needed to man the machine.

Connections will be made in South Forest Grove and other points, so that plenty of good water will soon be available. The ditch extends from Sain Creek to Hillsboro, and from there on to Beaverton.

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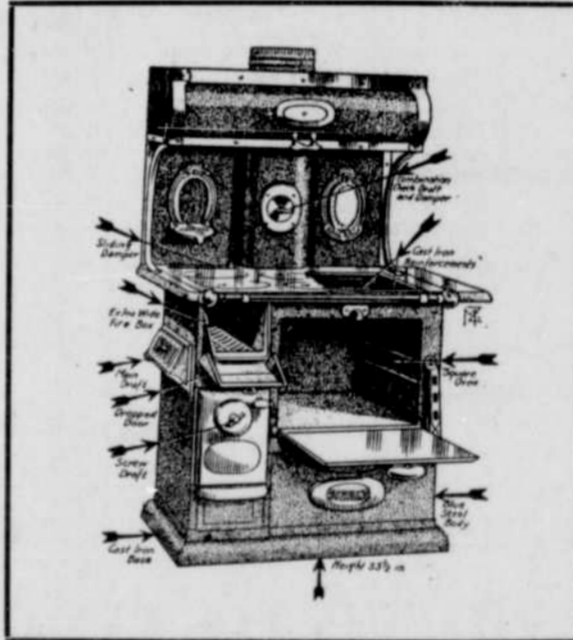
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**Washington County Fair October 9, 10, and 11**



We shall have a good exhibit and want everyone to pay us a call

To every lady who comes to our Booth We will give a ticket on a \$50.00 Range; which we shall give away. Every lady in Washington County is entitled to a ticket and the drawing will take place at our store on Saturday Night, October 11th, at 8 o'clock P. M.

**GOFF BROS.**

LOST—Hand dag on the Newell road, contents: bible, pair of gloves, Mrs. O. G. Camahan, Gaston Ore.

Mrs. Mary House and her help are now ready fo. fall dressing. Phone 022. 4th Ave. So. 12t2 p

Mrs. Wilbur McEldowney will receive vocal pupils after Oct. 1st. at her home 232 A street north.