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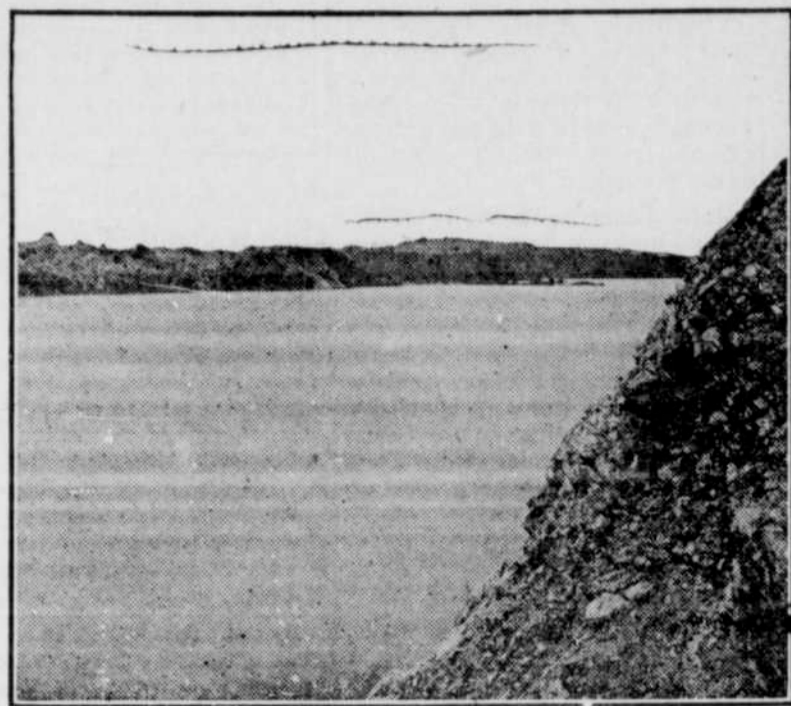
We are prepared to do the very best of all kind of shoe work.

UP-TO-DATE MACHINERY

Special attention given to crippled feet.

The Americans in Panama

Story of the Panama Canal From Start to Finish



VIEW OF THE PANAMA CANAL

By Wm. R. Scott

(Continued from last week)

President Roosevelt now had the authority he desired for going ahead with the project. Secretary of State John Hay and the minister from Colombia, Jose V. Concha, immediately began corresponding over the granting of a strip of territory in Panama for the prosecution of the enterprise.

Minister Concha drew up a treaty, which was presented as a memorandum to Secretary Hay on April 18, 1902. This treaty, as well as the Herran treaty that succeeded it, had a number of impossible provisions, viewed in the light of our canal experience. It authorized the French company to sell its property to the United States and authorized the United States to build, operate and protect the canal, the concession to run for 100 years and be renewable at the discretion of the United States. The canal was to be finished fourteen years after the adoption of the treaty, with a possible extension of twelve years, everything to revert to Colombia if the canal was not begun within five years and completed within twenty-five years. Colombia was to receive \$7,000,000 in cash.

Colombia sent a new minister, Thomas Herran, in 1903, who negotiated a treaty along the same lines, except that Colombia was to receive \$10,000,000 instead of \$7,000,000 for the canal zone. Had the treaty been adopted it is a safe conclusion to draw that interminable and exasperating friction would have developed between the two countries. Only an extended visit to the isthmus can give an adequate idea of how essential it has been to the United States to have absolutely a free hand in the canal zone.

President Jose M. Marroquin of Colombia in this year, 1902, asked the United States to maintain uninterrupted passage over the Panama railroad during a serious revolution in the province and promised in return to give the United States a treaty for a canal zone. As a result of American intervention and good offices peace was patched up between the insurgents and Colombia on Nov. 21, 1902. We had performed our part of the agreement and now looked to Colombia to perform her part.

President Marroquin was in good faith, but factional fighting in the congress of Colombia, with his enemies in the ascendancy, showed the chances of a treaty to be dubious.

On Aug. 12, 1903, the senate of Colombia killed the treaty after the house had passed it. President Marroquin had exerted himself to the utmost to save the treaty, doubtless sensing the quality of the man in the White House, but to no avail, and another way out for the canal project was already taking form.

In the summer of 1903 some leading Panama citizens conceived the idea of a revolution from Colombia and the forming of an independent republic. The revolution was started on Nov. 3 in the city of Panama, and troops sent by Colombia to put down the rebellion were not allowed to cross the isthmus by United States marines.

On Nov. 6 President Roosevelt recognized the independence of Panama, and on Nov. 18 the new republic concluded a treaty with our government granting us a strip of territory ten miles wide across the isthmus as a canal zone. The United States paid Panama \$10,000,000 in cash and, beginning in 1913, an annual rental of \$250,000 for this territory. It was not until May 4, 1904, that the American flag was raised over the canal zone.

CHAPTER VI. The Geography of Panama.

The area the republic of Panama is about 32,000 square miles, slightly smaller than the state of Indiana. On the Atlantic side it is

370 miles long and on the Pacific side 674 miles by the coast line. The population, native and foreign, is 400,000.

Our treaty with the republic of Panama ceded us a strip of territory ten miles wide from deep water in the Atlantic to deep water in the Pacific. The area of the canal zone is 448 square miles. While within the limits of the canal zone, the cities of Panama and Colon, at the terminals, remain under the sovereignty of the republic of Panama.

Some confusion is caused by the fact that the isthmus of Panama runs nearly east and west instead of north and south, as might be imagined, at the point where the canal traverses it. Panama city is almost due south of Buffalo and is southeast of Colon, the Atlantic terminal. The canal route, therefore, runs in a southeastern direction from the Atlantic to the Pacific, and, to the astonishment of the tourist, the sun rises in the Pacific and sets in the Atlantic.

We are not building our canal at the narrowest point on the isthmus. This point is found at the gulf of San Blas, thirty miles east of Colon, where the isthmus is only thirty miles wide, whereas at Panama it is forty-seven miles wide.

The Chagres river (pronounced Shagress) originates in the San Blas mountains and drains a basin of 1,320 square miles. After running parallel with the coast line nearly midway between the oceans it turns sharply at right angles and empties into the Caribbean sea a few miles west of Colon. The point where the Chagres makes this turn is within the canal zone and about thirty miles from the Caribbean, running through the canal zone for that distance. From the Caribbean sea to Bohio, about seventeen miles, the bed of the river is only slightly above sea level, and from Bohio to about the entrance of the Culebra cut it rises to forty-eight feet above sea level.

Engineers were divided on the utility of this natural geographical situation. Those who favored the lock type canal believed that the Chagres river could be dammed up so as to form the longest part of the canal and thus save a vast amount of excavation that would be required in a sea level type. While not denying the saving in excavation in a lock type, the engineers who favored a sea level canal believed that the fixed limitations of the lock type made it inadvisable when the expansion in the size of ships was considered.

At Gatun the natural formation of the mountains permitted the Chagres river to escape into the Caribbean sea through a gap less than two miles wide. The lock type advocates said this gap could be filled in and so create a basin to be filled by the stagnated water of the Chagres river. The idea was to build a dam high enough to back the accumulated river water toward the Pacific for a distance of thirty-two miles and at an average depth in the canal channel of forty-five feet throughout. Another dam would prevent the lake so formed from spilling down the Pacific slope. Thus all but about fifteen miles of the canal would be made by an inland, artificial lake, 164 square miles in extent.

But even in a lock type there would have to be an impressive amount of excavation. Not only would the sea level channels approaching this lake on either side of the isthmus have to be dredged, but the mountain barrier, running lengthwise with the isthmus, would have to be pierced with a channel so as to permit the waters of the Gatun lake to reach the point on the Pacific side where the locks would afford the descent to the ocean.

The area to be excavated in this lake channel, thirty-two miles long, was from Gatun to Obispo, following the

...excavation of the canal and requiring only about 12,000,000 cubic yards to be removed in twenty-three miles. Then the mountains began, forty-five feet above sea level, and reached their highest point, in the center line of the canal, at Gold Hill, 312 feet above sea level, thence sloping toward the Pacific to the proposed lock site at Pedro Miguel, a distance of nine miles. The average depth of the cut would be 120 feet throughout the nine miles, and the deepest point of excavation at Gold Hill would require going down 272 feet.

The Culebra cut, as this channel through the mountains was called, was to be 200 feet wide. In 1880 the French had begun work there, and they removed 18,646,000 cubic yards that were useful to the Americans. Their machinery was used the first year of our occupation.

At Gatun, on the Atlantic side of the proposed lake, there would be locks to lift ships to the lake, and at Pedro Miguel and La Boca, on the Pacific side, the locks would lower the ships to sea level again.

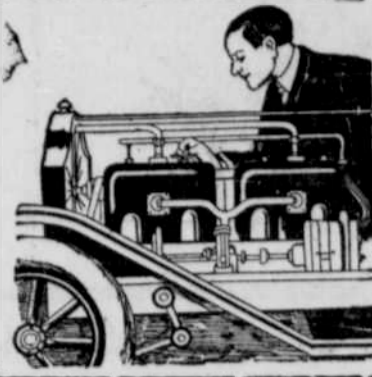
The Americans came to the canal zone in 1904 with the question of the kind of canal to be built unsettled. They were to be there more than two years before the violently discussed issue was to be settled. Meanwhile, however, it was recognized that there was a vast amount of pioneer and preparatory work to be accomplished that would absorb the activities of the organization pending the solution of this problem.

What kind of country as to temperature, rainfall, vegetable and animal life and healthfulness had we secured? As to the first characteristic, Panama is only nine degrees from the equator. But it is far from being as hot as that proximity might suggest. Throughout the year the temperature averages about 85 degrees. The highest recorded temperature in the canal zone is only 97 degrees. At night the atmosphere falls sharply until, usually, light covering is required on beds, and the hot, sweltering nights of American cities in the summer are unknown.

The northern wind, too, considerably has overestimated the effects of the rainy season at Panama. During January, February, March and April there is practically no rainfall. By the 1st of May light showers occur daily or every few days and through June, with an occasional gusher

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Is the Time to Start

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That New House,

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Be Sure You Get What You Pay For

There's more fraud in shoes than in almost any other article you wear.

Nearly 90% of all shoes retailed for less than \$4.00 have paper, composition, or other substitutes for leather in the heels, soles, and counters.

These substitutes are hidden where you can't see them. You can't detect the adulteration until you wear the shoes and find them unsatisfactory.



You may have an old pair of shoes with run-down heels, counters broken down, or the outer sole ripped off. Cut them up and you will probably find them "adulterated".

The only reason why any manufacturer uses substitutes for leather is that they are cheaper than leather. They make larger profits for him because you pay leather prices for the shoes.

Nothing can take the place of good leather for making comfortable and serviceable shoes. You want leather shoes. Be sure you get what you pay for.

To be on the safe side always ask for and insist upon having "Star Brand" shoes with the name on the sole and the star on the heel. It is the largest selling brand of shoes in the world--over seven million people wear them.

Roberts, Johnson & Rand, the manufacturers, have built up this vast business--23 big factories employing 10,000 people--in only fifteen years, simply by making "Star Brand" shoes of good honest leather.

If "Star Brand" shoes were not better than other shoes, they could not have grown from a small start to a business of over \$15,000,000 a year, outstripping all other shoe makers in this short time.

They make more shoes than any other shoemaker. The cost per pair is less. It costs less to sell them. They give you more for your money than you can get in any other shoe.

The "Patriot", our fine dress shoe for men, is made in 50 different styles at \$1.50 to \$3.00. As good a shoe in other brands would cost you \$1.00 more.

The "Society", our beautiful dress shoe for women, is made in many styles and sold at \$1.00 to \$1.50. It is better than many other shoes sold at \$1.00.

The "Stronger-Than-The-Law", our heavy work shoe, is the strongest and longest wearing shoe made. Its value has never been equalled. Made for men, women and children.

The "Soft and Good", a fine welt work shoe for men--soft as a glove, a long wearing, medium weight shoe at \$3.50 to \$4.00. This shoe has no competitors.

"Tess and Ted" school shoes are made in many styles for girls and boys. They cannot be duplicated for good looks and long wear.

Bear in mind that there are several different forms of stars used in trade-marks. The genuine "Star Brand" shoe has the name on the sole and the star on the heel.

Very soon you will buy your Fall and Winter shoes. Be sure you get the genuine "Star Brand" shoes. Then you will know why

"Star Brand Shoes Are Better"

KING & CAPLES

The "Our Family" shoe is made of fine box calf and gun metal leather. Several styles, all sizes for every member of the family.

Last year 646,448 people bought this famous shoe. The two styles here illustrated will show the honest leather construction of the "Our Family" and all other "Star Brand" shoes.

We have one of these shoes cut up to prove its honest construction. Come and see it.

The "Our Family" sells at prices ranging from \$1.35 for the children up to \$3.50 for men. It is a good looking, medium weight shoe--for every day or Sunday.

All the above are "Star Brand" shoes with the name on the sole and the star on the heel. Every pair is made of good leather. No substitutes for leather are ever used.

During the last six months Pure Shoe Bills have been introduced into Congress and several states, requiring that when substitutes for leather are used the fact must be stamped on the sole.

Many manufacturers and a few merchants are bitterly fighting these bills. From the start the "Star Brand" manufacturers have freely and openly endorsed these bills. They believe in this legislation because it gives you a square deal.

Their business has been built up on honest leather construction. We believe that this is one reason why they have grown so rapidly. If substitutes for leather were better than leather there would be lots of other shoe makers larger than they are.

Every consumer should be in favor of a Pure Shoe law. Every "Star Brand" merchant believes in this great movement for pure leather shoes just as we do, because it insures that the wearer gets what he pays for.

The Oldfield Pure Shoe Bill now pending in Congress should be enacted into a law. The victory should be complete, because it is a good law. Write your Senator and Congressman and urge them to vote for it.

