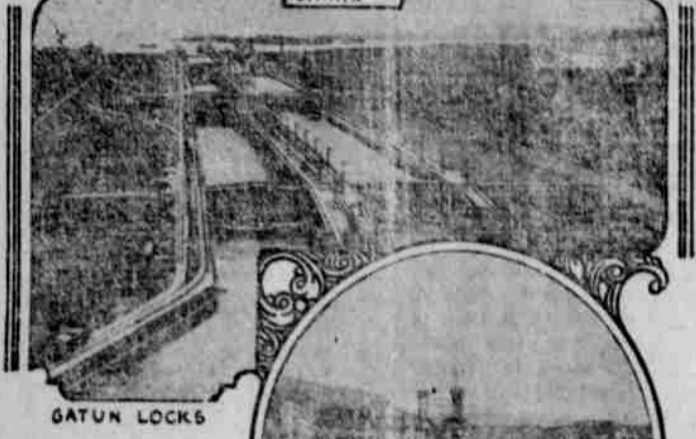


# OUR PANAMA CANAL LEADING BRITISH DITCH AT SUEZ IN TRAFFIC TONNAGE



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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

## Statement of the Ownership, Management, etc.

Required by act of Congress of August 24, 1912, of Ione Independent, published weekly at Ione, Oregon, for October 1, 1926.

Editor, Managing Editor, Publisher, W. W. Head, Ione, Oregon.

That the owner is W. W. Head, Ione, Oregon.

Known bond holders, mortgages and other security holders, holding 1 per cent or more of total amount of bonds, mortgages or other securities None.

W. W. HEAD, Owner

Sworn to and subscribed before me this 1 day of October, 1926.

F. H. Robinson, Notary Public

My commission expires 2-29-28.

## MUSSOLINI AGAIN ESCAPED ASSASSIN

### Young Assailant of the Italian Premier is Slain by Mob.

Rome, Italy. — Benito Mussolini has once again escaped the assassin's bullet. A youth shot at him Sunday, the bullet ripping a piece out of the premier's coat. The assailant was lynched by an infuriated crowd.

The fascist premier was leaving a meeting at the stadium, and was at the moment being acclaimed by the great assemblage. The youth stepped forward and with quick movement fired point blank. The bullet cut the side of the Grand Cordon of the Order of St. Maurice and St. Lazarus which adorned the premier's uniform, ripped away a piece of cloth from the coat and grazed the sleeve of the mayor of Bologna, who accompanied him.

There were startled exclamations, a tremendous silence, and fury swept through the multitude. The duce's assailant, seemingly a mere boy of 18, was seized and before police could throw a protecting cordon around him, was killed by the mob.

Mussolini remained calm and composed. His automobile halted for a few moments and then proceeded for the railway station.



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J. W. Hwack g nt,  
Ione, Oregon

## ALONG LIFE'S TRAIL

By THOMAS MAPLEHURST  
Dean of Men, University of Illinois.

### MAPLEHURST

MAPLEHURST is a good-sized town on the outskirts of a large city. It is too big to be a village and too small for a city, and it has managed so far to keep out of any city affiliations or entanglements. There are no poor people in Maplehurst, that is, no really poor ones. Not every one is rich, of course, but everyone is comfortable. No young person in the town has ever gone hungry excepting, of course, until next meal time. They are all well dressed, comfortable, well housed, and well fed. Few fellows under twenty have ever worked to earn their living.

The high school in Maplehurst is first class. Its equipment is the best of any school in the state; its teachers are excellently trained, its curriculum adequate to give preparation for the best colleges in the country. One expects a good deal from the young fellows who come to college from such an environment. They have had unusual opportunities for training, and the results of their endeavors in colleges should in reason be superior to those of men who come from less favored localities. In some cases this is true; there are outstanding examples of what such opportunities and environment will do for a fellow, but in general the scholastic attainments of these young men are only commonplace—often they are less than ordinary.

The reason is not far to seek. They have never worked for any of their comforts. They have earned none of the luxuries with which they have been all their lives familiar. What they have had come to them easily and almost without the asking. They have traveled an easy and flower-bordered path all their lives, and when they get to college they expect the same consideration of their comfort, the same freedom from exertion. They march out the smoothest, easiest road, and they travel it leisurely with no eagerness to get anywhere. Most of them when they get through college are going back home to take a place in the business with father. Everything is all fixed for them; there is no cause to worry, no reason to exert themselves. They never have done so, why do it now?

I'm wondering what the town will be like thirty years from now when this spiritless second generation will have gotten control of things. Possibly circumstances will arise which will teach them to work. Otherwise the outlook is pretty sad.

(© 1924, Western Newspaper Union.)

## LEGION HALL THEATRE

The following list of pictures are booked to show at the Legion Hall, beginning June 12

- We have in this list a wide range of subjects and stars and hope to please every one. We are having a hard time to make ends meet, so, when in doubt, what to do go to the show.
- Nov. 6 Calgary Stampede.
- 13 Sundown.
- 20 Simon the Jester.
- 27 Madam behave.
- Dec. 4 California Straight Ahead.
- 11 Flowing Gold.
- 18 Three Faces East.
- 25 The Road to Yesterday.

Cut this out and keep it for future reference. We will only raise prices when the price of program compels us to. Don't miss a single number of this contract. American Legion Ione Oregon

## NEW AIR RECORD

French Airmen Cover 3750 Miles in Non-Stop Flight.

Paris.—The feasibility of a Paris to New York non-stop airplane flight is considered to have been proved by Lieutenant Coats and Captain Rignat, French military airmen, who have just made an aerial trip from Lebourgetan, France, to Jask, on the Arabian sea in South Persia. The distance flown was 3415 miles. The time was 32 hours.

The aviators are claiming a record only for distance in a straight line between the Lebourget aerodrome and Jask. The actual distance covered by them, counting deviation from this straight line, was about 3750 miles, which is greater than the distance between Paris and New York.

Motion Pictures to Teach Surgery.

Montreal. — American motion pictures entered a new scientific field, that of medicine and surgery, sponsored by one of the world's leading medical societies, the American College of Surgeons. Will H. Hayes, head of the picture industry, joined with the scientific men in the plan to give the entire world the benefit of medical and surgical pictures. The board of regents of the college adopted the report of a special committee advocating the use of movies.

Portland Gets 1928 Scottish Rite Meet

Omaha, Neb.—The supreme council of thirty-third-degree Scottish Rite Masonry, in annual conclave here, voted to hold its 1928 meeting at Portland. The 1927 convention will be held at Washington, where it meets every odd year.

100 Armored Cabs to Guard Mail.

Washington, D. C.—In connection with its war against mail bandits the postoffice department called for bids for the construction of 100 armored cabs.

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Began Public Life Young

Charles James Fox, the celebrated statesman and orator, entered parliament as a Tory in 1788, when he was only nineteen. Two years later he was made junior lord of the admiralty in Lord North's ministry.

First "Musical Saw"

The idea of extracting music from such an unlikely medium as an ordinary steel saw is said to have originated more than thirty years ago in Argentina. A drunken violinist in a lumber camp is credited with the discovery. In recent years the "musical saw" has become a popular fancy of jazz orchestras in both America and Europe.

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### The Garage where you get "Service With A Snap"

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, 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 4521 for Suez; Panama handled 25,100,000 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. 1250; how long before, is mere conjecture. Before the Christian era began the ditch had been built, destroyed, rebuilt, silted up and built up again, three 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 22.5 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, 15,500,000 tons; and of this, considerably over 2,000,000 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.