

EPISCOPALIANS TALK CHANGE OF NAME

NEW YORK, Oct. 10.—The Protestant Episcopal church of California's memorial proposing the adoption of the name "American Catholic Church," was the first order today before the house of deputies at the triennial Episcopal church convention.

A bitter clash concerning the suggestion was expected between high and low church men, the former being counted on generally to support it and the latter to oppose it with all their energy.

Whether the house of bishops would endorse the deputies' resolution so amending the constitution as to have the church's presiding bishop chosen by election in the house of bishops instead of continuing the present seniority system was uncertain. The bishops must concur in the vote or the order will remain inoperative.

NOISY CHARIVARI DISTURBS PEACE OF NEIGHBORHOOD

Friends and acquaintances of Miss Maude Bratney and Scott Heghtol of Omaha, Neb., gave them an old-fashioned charivari when they were married at the home of the bride's mother on West Fourteenth street on Wednesday night. Guns were shot off, horns tooted, cowbells rung and tin pans beaten, until residents of that section thought a premature celebration of the opening of the Panama canal was being held. The noise subsided when the groom appeared and paid the customary tribute to the noisy delegation.

JILTED FOR LOSS OF ARM, GIRL WINS DAMAGE SUIT

LONDON, Oct. 10.—The loss of a girl's arm is no justification for her lover jilting her, decided the jury in a bench of promise case at Mold, Flintshire. After she had become engaged to Howard Pugh, Miss Amy Jones met with an accident which resulted in the amputation of her right arm, whereupon Pugh promptly threw her over. When the case came to trial he set up the defense that a one-armed woman could not possibly be a success as a working man's wife. Miss Jones was given a verdict of \$125 and costs.

PANAMA CANAL COMPLETED

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slide in Culebra cut. The engineers have been having unexpected difficulty with it.

Colonel Goethals has made no definite predictions but the general opinion was that light draft vessels will be passing through the canal at the end of another two weeks.

Even then, however, references to the mingling of the two oceans' waters will be no more than poetic figures, since the canal, at its highest point, to which passing vessels will be raised by the big locks, is considerably above sea level on either side of the isthmus, and strictly speaking, the waters of Gatun Lake will simply flow both ways.

DAMAGE SUIT GOES TO JURY

The damage suit of J. R. Alexander against the Oregon-California Power company for \$15,000 damages which has been on trial before Judge Wolverton in the federal court for the last two days, will be given to the jury this afternoon. The closing arguments were made this morning by the opposing counsel, and the instructions of the court are ready for delivery.

Alexander asks the heavy damages for injuries alleged to have been received last winter when he was making repairs to a line leading into south Ashland. Alexander contends that he was injured through the negligence of the electric company, and the company holds that the accident was due to the carelessness of a fellow workman.

Attorney W. E. Phipps for the plaintiff lampooned the electric company for having no soul, and Attorney Hough for the company praised them for having so big a heart.

CONGRESS HEAR NEWS ON MAIL TRIBUNE WIRE

WASHINGTON, Oct. 10.—The United Press wire to Shibe Park was "cut in" in the house of representatives today, and the members of congress received complete returns from the Philadelphia-New York game. The returns were taken by Congressman McDermott of Illinois, a former telegraph operator. Congressman Mann acted as announcer.

DIED.

REHKOPF—At Provolt, Thursday, October 2, 1913, August Rehkopf, aged 86 years, one month and ten days.

Interment was made at the Missouri Flat cemetery, Saturday, Rev. G. B. Bristow officiating. Mr. Rehkopf was born in Germany and came to Jacksonville in 1856; later he formed a partnership with Wm. Perroll and engaged in mining at Williamsburg, then a thriving camp. On the decline of Williamsburg, he purchased a farm near Provolt, on which he has lived for forty years. Up to within three months of the time of his death he was hale and hearty. He leaves one son, Henry Rehkopf, of Provolt.

STORY OF THE CANAL

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flores, on the Pacific side. These steps in the great waterway vary in height from 47 to 82 feet, and those at Gatun, the largest ever designed, can be mounted by the greatest of vessels in less than half an hour each. The locks at every point have been built in duplicate, the better to accommodate traffic. The canal has been designed to take care of 80,000,000 tons of traffic a year, or four times the amount of commerce

now passing through the Suez canal and twice the amount now passing through the American "Soo" canal.

Seven Years' Work Ends

Uncle Sam began the construction of the canal nearly seven years ago. Back of that time runs a period of four centuries, during which time men were talking of a Panama canal, a period brightened by big dreams and darkened by the lost fortunes of those who sought to make these dreams materialize. Since the first hardy adventurers of the old world began seeking a western passage to the riches in the far east, the thought of a canal across the Isthmus of Panama has been fixed in the mind of the world. Spain, England, Portugal and France have all at some time embarked on the undertaking, only to fail. It was President Grant who first gave official utterance to the policy of "an American canal under American control," and it was President Roosevelt who substituted the work for the words.

Balloon Conceived Plan

Balboa, driven from home by his creditors, landed on the isthmus in 1500. To him belongs the credit for first conceiving the idea of a canal and being the first to transmit the thought to the world, after having organized an expedition which crossed afoot to the Pacific over what is now known among the multitude of canal lines that have been proposed

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as the Caledonian route. A survey was undertaken, but the report was made that the scheme was impracticable. In 1567 Philip II sent engineers to survey the Nicaragua route, but their report likewise was unfavorable. Spain in 1814, feeling the need of restoring her waning prestige in Central America, entered upon construction by decree.

Before any actual work could be started, however, the Central and South American colonies obtained their independence. England took a hand in the proposition in the latter part of the eighteenth century, and early nineteenth, when she had Lord Nelson and Baron von Humboldt make surveys of various routes. President Bolivar of the Republic of New Granada in 1825 gave a franchise for a canal at Panama to Baron Thierry, a Frenchman, and

then commissioned J. A. Lloyd, a British engineer, to survey the isthmus for either road or a canal.

Henry Clay Started It

The year 1835 really marks the entrance of Uncle Sam into the history of the canal. It was in that year that Henry Clay introduced in the Senate a resolution which resulted in President Jackson commissioning Charles Biddle to visit the isthmus and report on the availability of the various routes proposed. Biddle had just obtained a franchise to build a railroad as a substitute for a canal, when the panic of 1837 in this country caused the whole project to fall through. It was not until the close of the Mexican war, which brought us California and the problem of establishing communication through the dangerous territory in-

tervening between the east and the west, that the project of trans-isthmus communication was revived. Otherwise the intercourse must be overland or by way of Cape Horn. It was this problem that gave birth to the line of steamships established by American capital from New York to the isthmus and from the isthmus to California and Oregon, its promoters having constructed a railroad across Panama as a connecting line. Enormous dividends rolled in from the start. Owners of the road successfully staved off for fourteen years all talk of a canal as far as the railroad's territory was concerned. From 1853 to 1875 the road paid dividends in stock and cash of \$37,800,000, or over 600 per cent.

Failure of French Companies

In the meantime nineteen different routes had been talked of, principal among which were Nicaragua and Panama. The railroad not being altogether satisfactory in service and charging enormous rates, President Grant, in 1869, appointed a canal commission which in 1870 arranged a treaty with Columbia by which this country agreed to build a canal if a satisfactory route could be obtained. It was while officials of this country were debating routes that France stepped in and for 28 years, or until 1904, succeeded in controlling operations. The failure of several French companies is well known. Congress on March 3, 1899, passed an act authorizing the president to appoint a commission to make a complete investigation with a view to constructing a canal. This commission considered principally the Panama and Nicaragua routes.

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