

Uncle Sam in Panama

Like the phoenix arising from its ashes, the isthmus of Panama has awakened of late to new activity. A few years ago the visitor could hardly meet fifty people crossing the "zone." Today workmen are clearing the jungles, making roadways and repairing the old dwellings for occupancy. Every steamer arriving at Colon brings hundreds of negroes, mostly from Jamaica and Port-au-Prince, situated in the Windward passage. They leave their families at home, to send for them later as soon as each has a home prepared. Once such a family arrives it generally stays. They are rounded together in groups of fifty, the port physician examining them very closely. Afterward they are given in charge of the proper agent, who conducts the laborers to different places along the canal.

The negroes are a good natured, happy, don't care sort of people, fully realizing the dangers, especially during the first few years the work will bring. It is said that 135,000 laborers are buried up in Monkey hill, the cemetery near Colon. During the last year of 1888 42,000 men were buried there. Although the government has made experiments with Chinese and coolie laborers, the Jamaicans, it was found, can bear the hardships of the climate better than any other laborers. They require very little to eat; tropical fruits grow in abundance. They plant yam, a sort of root, which when boiled tastes not unlike potatoes. A little yam and a banana or two, sometimes a little rice, constitutes a laborer's meal.

Arriving at his quarters, the first thing the negro does is to dig for all-day long in the country yards ago the laborers buried their silver around their quarters. So many died that considerable amounts have been found by their successors and the search for treasure has become second nature to the negro.

They are willing workers. Each camp has a commissary depot, where supplies are to be had; the larger camps have their own slaughter house, where fresh beef can be obtained.

In case of sickness they are well taken care of either at Ancon or at Colon; every afternoon the funeral train, consisting of an engine, caissons and box car, passes over the line, to put the sick in the caboose, the dead in the box car. All laborers are buried at Monkey hill. A curious grave on top of this cemetery can be seen from the railway, that of "Bohio Dan," who requested to be buried in the caisson facing the railroad track, so as to see the trains pass. His request was granted.

Old, rusty machinery is being repaired, tracks are being relaid, the locomotive's whistle sounds through the jungle.

All along the line of the canal from Colon to Panama there are magazines or storehouses filled with machinery and rolling stock, such as dirt cars, locomotives, railroad supplies, etc. One thousand machinists are at work repairing machines, building side tracks near Colon, which will greatly facilitate the work. The great steam shovels are excavating at a surprising rate to the onlooker. Culbra has a peculiar formation of earth and basalt rock, which is very hard. Diamond steam drills bore holes and expert miners dynamite those portions which cannot be excavated by the ordinary or the strong steam arm of the shovel.

The old Belgian engines are very useful here. The trains of cars are run on a track beside the steam shovels, and the dirt is dumped miles out in shallow places. The old machinery strewn along the canal strip is valued in all at \$18,937,309.43. Think of it! Nearly twenty million dollars' worth of scrap iron! A foundry at the isthmus could do a fine, remunerative business.

There are five sections in the "zone"—Ancon, Empire, where the main engines are stationed; Gozon, Bunta Vista and Cristobal. Throughout the section all laborers are paid in silver. They earn about \$1.50 silver a day, or 75 cents in American money. They are housed free, and almost every one has a family. All nations are represented. There you see the Spanish negro, the type mostly found; the Martinique darky, with his sweet French accent, and the Jamaican humming "God Save the Queen." I asked one of those Jamaican darkies why he said "Queen," as Edward was King. "The negro would not believe me until I told him that his queen was dead. He had been at the isthmus for fifteen years and of course never read a paper. More than 70 per cent of the workmen cannot write, public writers occupying a seat at court and doing a remunerative business.

The hands of laborers are in charge

of white men, generally engineers. The men are very willing and polite. A blacksmith shop on wheels travels up and down the strip to sharpen and repair broken tools. Water boys carry water for the laborers; then men work from six to nine, then have breakfast at ten; they work until eleven and from two to half-past five p. m. When canal work is at its height it will require about fifteen thousand men. At present there are three thousand five hundred laborers, mechanics, engineers and others. One thousand tons of powder and dynamite are required to finish Culbra cut.

Chief Engineer Wallace is a hard worker. He inspects everything himself thoroughly, not forgetting the comfort of his subordinates. White or black, he gives justice to all. He lately ordered netting for every man, so they can rest in comfort, and that means much, as mosquitoes are deadly enemies in that country. President Roosevelt picked out Mr. Wallace with rare judgment and on his will rest the responsibility of building the canal; and his wide experience and able corps of consulting engineers will enable him to see that the third attempt to build the canal shall not be a failure.

The Chagres river is put down as the main obstacle in this work. To control its waters requires the combined skill of the world's most eminent engineers. This river is known to have risen sixty feet in twenty-four hours. Near Bohio at times the Panama railroad is forty feet under water. Hundreds of civil engineers are yet needed; sixteen more steam shovels will be down the isthmus in three months; forty large steel cars haul heavy machinery have been ordered by the government.

Timekeepers, mechanics, skilled laborers and others connected with the workings now going on along the canal zone have been receiving various rates of wages at the points of work, and the water is informed that there has up to this time been no uniform scale. The commissioners have now completed the laws of the zone, and it is reported that all departments will operate under new rules and laws and that wages will be higher and more uniform in the future.

The idea of cutting the canal across the isthmus dates as far back as the sixteenth century. The first actual survey was made in 1581 by Antonio Perera. In the year 1620 San Diego de Mareno submitted an elaborate report to the king of Spain, but the monarch's silence further discussion, saying that the will of God was made manifest by the fact that he had created an isthmus instead of a strait and that it would be impious for a man to attempt to unite the waters of the two oceans which God had separated. In 1763 the French engineers, Boussingault and others, further projects of the kind have been advanced.

In 1879 two French engineers, Wyse and Reclus, advanced the proposition of digging a sea level canal. A congress of engineers, scientists and capitalists met at Paris, and, after thoroughly considering the question, adopted a plan. It was estimated that 2,520,000,000 cubic feet of earth would have to be moved and that it could be completed by 1888 at a cost of \$125,000,000. In 1879 M. Ferdinand de Lesseps, who built the Suez canal in 1868, became interested in the scheme, and in 1881 at the head of a company, he commenced operations.

The company figured on constructing a sea level canal, and estimated that it would take eight years and cost \$166,000,000. The company received \$260,000,000; it expended \$154,000,000 on the isthmus on excavating machines, light, making surveys, etc. The directors drew a salary of \$50,000 a year each and were allowed \$50 a day for expenses. At the company's expense they built residences costing from \$100,000 to \$150,000. They also had Pullman cars that cost \$42,000 each and palaces for office in Paris, Panama and Colon.

In 1891 the crash came; they failed, with less than two-fifths of the work done. In 1894 the receiver transferred the property to a new company, which obligated itself to complete the canal and pay the old stockholders 60 per cent of the net receipts from the income derived from tolls until the old stockholders, numbering more than two hundred thousand, were fully paid.

With that understanding all the rights and assets, consisting of the canal, Panama railroad and expensive machinery scattered along the whole length of the canal, together with \$7,780,000, cash belonging to the old company, were transferred to the new company, whose sole capital was \$13,000,000, or less than the old company paid for nine-tenths of the stock in the Panama railroad. The new company has had a small force at work since 1894.

but it has allowed the canal from Bohio to the coast (Atlantic side) to fill in many places it is almost obliterated.

On May 3, 1904, Lieutenant Brooke, U. S. A., furnished the chairman of the Isthmian Canal Company with a copy of the report from Messrs. Day and Russell, then in Paris, and also informed the chairman, Admiral Walker, that Mr. Renaudin, the director general of the French new company, had received instructions from his company to make delivery of the property. The transfer was arranged May 4, 1904, at 7:30 a. m.

The persons present at the transfer, besides Lieutenant Brooke and Mr. Renaudin, were Mr. W. W. Russell, United States charge d'affaires; Mr. Joseph W. Lee, secretary of legation of the United States; Mr. H. A. Gadsden, United States consul general, and Dr. Claude C. Pierce of the marine hospital service. Lieutenant Brooke's declaration was executed in French, English and Spanish and authenticated by the certificate of Mr. Renaudin.

The United States government paid \$40,000,000 for the rights and title to the canal property, including the Panama railroad, and \$10,000,000 to the Panama government for a perpetual lease of a strip of land seven miles wide from ocean to ocean. It is estimated that it will take nine years to finish the canal at a cost of about \$150,000,000.

The canal will be forty-six miles long, including three and one-half miles sea reach in the Pacific. The total estimate cost of completing the Panama canal is as follows:

Colon entrance and harbor	\$ 7,334,673
Harbor at Bohio locks, including levees	10,718,288
Bohio locks, including excavation	10,902,305
Lake Bohio	2,786,449
Obispo gates	295,435
Culbra section	44,378,335
Peru Miguel locks, including excavation and dam	8,496,326
Pedro Miguel level	1,169,611
Miraflores locks, including excavation and spillway	5,720,343
Pacific level	12,366,914
Bohio dam	5,500,000
Gigante spillway	1,224,524
Channel between marshes	1,148,076
Canagras diversion	1,929,976
Gatunillo diversion	100,000
Panama R. B. diversion	1,267,500
Engineering, police sanitation	23,723,763
Aggregate	\$142,342,579

This estimate is for the completed project. A canal begun upon this plan may be opened to navigation earlier than expected. If single instead of double locks be used and the bottom width be made 100 instead of 200 feet the cost will be reduced \$26,401,864, and the estimate becomes \$115,941,214.

At Bohio will be located a double flight of locks, having a total lift varying from eighty-two feet at the minimum level of the lake to ninety feet at the maximum, forty-five feet to each lock, the normal lift being eighty-five feet.

These locks are on the location adopted by the French company. The estimated cost of this flight of double locks, four lock chambers in all, is \$10,902,345.

The Pedro Miguel locks will be similar to the Bohio locks, the aggregate lift varying from fifty-four to sixty-two feet. There is an excellent rock foundation here. The estimated cost of these locks, including an adjacent dam, is \$8,496,326.

The Miraflores lock varies from eighteen feet at high tide to thirty-eight feet at mean low tide. There is a good foundation for this lock. A spillway will be required to regulate the height of this level. The estimated cost of this lock is \$5,720,363. Lake Bohio will be an artificial lake, covering thirty-one square miles. Its waters will be from fifty feet to sixty-five feet deep. The dam will be built of earth and masonry, and will cost \$9,786,449.

Alhajuela lake will cover 5,900 acres and will be 165 feet deep. The dam will be constructed of masonry, and will take five years to complete, at a cost of \$5,500,000. It will furnish motive power for operating the locks and lighting the canal at night from ocean to ocean, including the cities of Colon and Panama.

HA! HA! HA!



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ARTICLES FILED

PROMOTERS INCORPORATE STAYTON WOOLEN MILLS WITH \$100,000 CAPITAL.

Incorporators Are S. Phillip, F. Carter and W. L. Freres, All Men of Business Ability and Means—Mills to Be Erected at Stayton.

(From Sunday's Daily.)
Articles of incorporation of the Stayton Woolen Mills were filed in the Marion county clerk's office yesterday. The capital stock is given at \$100,000 and the mills are to be erected and operated at Stayton, this county. The incorporators are S. Phillip, F. Carter and W. L. Freres. The first named is a wealthy sheepman of Kingston; Mr. Carter is said to be a California man of considerable means, and Mr. Freres the Stayton banker. The stock of the new corporation has been divided into 10,000 shares of the par value of \$10 each.

A rumor has been afloat for some time to the effect that a woolen mill was to be built at Stayton in the near future, but nothing definite came to the surface until the articles of incorporation were filed yesterday. The new manufacturing concern will have an excellent business management behind it and will mean much to the town where it will be located as well as to the entire county.

DEEDS RECORDED.

The realty transfers filed for record in the office of the Marion county recorder yesterday aggregated the consideration of \$4287 as follows:

M. M. and F. P. Bachner to Christina Fischer, 80.36 acres in t 6 s, r 1 w, w d.	1800
A. T. and A. E. Winches to C. T. and M. M. Zosel, lots 46 and 47, S. S. F. F. No. 3; w d.	1000
A. N. and C. L. Moores to L. M. Olmsted, lot 1, block 59, Salem; w d.	750
B. T. and M. M. George to B. D. Smith, land in t 9 s, r 4 e; w d.	500
Oliver Lewis to Free Methodist church of Woodburn, land in Marjory county; w d.	100
Z. E. and F. M. Harcas to E. L. Remington, lots 4 and 11, D. L. Remington's addition to Woodburn; q e d.	75
J. and A. P. Willis to V. Johnson, 4.02 acres in t 9 s, r 4 w; q e d.	50
D. A. Goode to Trustees Free Methodist Episcopal church, land in Salem; w d.	10
B. M. Krechter to A. M. Krechter, life estate; d.	1
O. A. Neal et al, to Casale J. Bruffy, lots 5 and 6, block 2, Settlemier's addition to Woodburn; q e d.	1
Total	\$4287

THE WAY OF THE WORLD.
Claude (hoarsely)—Angelina Murphy has just found a dime.
Harold—'Sht! Make out yer didn't notice it an' we'll bot' go up an' swear we love her for herself alone.

Horticulture in Oregon

PORTLAND, April 30.—Oregon, the state in which the Lewis and Clark expedition is to open June 1, offers more inducements to the horticulturist than any other commonwealth in the country, not only on account of its diversity of climate, but because of the excellence of its facilities for transportation, which afford the growers access to the best markets.

At the Lewis and Clark exposition a comprehensive display of the state's horticultural products will be made and the visitor will be enlightened as to the phenomenal productivity that has gained for Oregon the name of the "state of plenty."

Oregon is particularly adapted to horticultural pursuits. Varieties of climate are offered. In Eastern Oregon to that of the north, central and eastern states. In the southern part of the state marvellously fertile valleys abound and an extremely mild climate prevails. An equable climate, second to none, is found in the great Willamette valley, more than two hundred miles in length; and bordering on the coast are many valleys in which the salt air and sea breezes aid greatly in maturing fruit peculiar to such climatic zones.

East of the Cascades, a range of mountains running through the state and shutting the extreme climate out from the milder atmosphere of western Oregon, are located vast areas of lands which bear the title of the "Inland Empire." These lands are now being irrigated profitably. Great feed ditches and laterals have been built, varying in length from twelve to thirty miles, and they have brought many thousands of acres under water. In this manner the sagebrush land has been transformed into a region of remarkable fertility, and this is especially noticeable along the canyons and level areas of the Snake river. Thousands of acres are sown to alfalfa. This forage crop thrives under irrigation with truly wonderful returns.

Many growers in this district are devoting their attention to fruit culture. On one ranch two hundred acres are planted to peaches, apples, pears and prunes. This orchard is now full bearing and in perfect condition as to health and vigor, luxuriance of foliage and bearing capacity. It is but one of the hundreds that ably demonstrate what may be produced upon these soils, with the assistance of water judiciously and intelligently utilized. In this

region is room for thousands of happy and contented families.

Producing even more remarkable results without irrigation, great orchards are found in the beautiful Grand Ronde, Wallowa, Burnt river, Powder river and Eagle creek valley, scattered throughout the higher plateaus, and the Blue mountains, as well as the Hood river valley along the great Columbia river.

In these valleys apples, cherries, pears and prunes grow to perfection as regards size, flavor and color. More than \$500 have been received for the production of one acre of Jaenetta strawberries, and results with raspberries have been equally as profitable. The apple, pear and cherry are unquestionably the most remunerative fruits in the higher altitudes. Products of these regions, owing to climatic influences, have peculiar keeping qualities because of the absence of rain in the ripening season, the cherries do not crack open, and they color highly because of the ample sunshine, and coming into the markets late they consequently bring excellent prices.

The Hood river valley is especially noted for its apples and strawberries. With unusually fertile soil, the valley is peculiarly adapted to the production of large, sound and highly colored apples of fine flavor and long keeping qualities. In 1903 the Hood river valley apple crop amounted to 50,000 boxes of forty pounds each, which sold at an average price of \$1.25, while the 1904 crop of Spitzenburgs was sold under contract at \$2 a box and Yellow Newtown Pippins at \$1.80, f. o. b., at picking time. It is estimated that one-tenth of the available ground adapted to apple culture is planted. The Hood river strawberry yield for 1903 was about 90,000 24-pound crates and sold at \$150,000 in round figures. The strawberries, by means of refrigerator cars, find markets in Montana, Wyoming, Kansas, Nebraska, Iowa, the Dakotas and Manitoba, while the apples, generally, are shipped to France, England and Germany.

The same advantages for horticulture are offered in southern Oregon, especially in the Rogue river and Umpqua valleys. The soils here are of decomposed granite and exceedingly rich in all plant foods necessary to produce excellent fruit. The small dealer is afforded a good local market by the vast mining districts of this section, while the commercial grower prefers to ship his products to the east and to foreign countries, where the fruits

always find profitable markets. Peaches, apples, pears, prunes, walnuts, almonds, chestnuts and filberts grow abundantly in this region and in the Rogue river valley, which in respect to soil and climate is like the famous Burgundy valley of France, where fine wine grapes are grown. These are of quality equal to the best grapes grown in California, France and Germany. The industry as yet is in its infancy. Hundreds of grape culturists may settle in this valley and raise profitable vineyards.

Owing to the wet climate of the great Willamette valley, the fruits raised there do not possess the keeping qualities of those raised in the more dry regions and the higher altitudes, but as regards size, color and flavor, they are not excelled. Proximity to large local markets, however, and cheaper transportation rates to the outside world makes the lot of the horticulturist in the Willamette valley equally as happy as those of his colleagues in other sections of the state.

The beautiful and fertile little valleys adjoining the coast are particularly adapted to fruit culture, and especially to apples. One progressive experimenter has commenced the culture of the olive, and results so far have surpassed his most sanguine expectations. A little enterprise and energy will accomplish great ends in horticulture and viticulture in Oregon.

The value of the annual production of Oregon in horticulture is approximately as follows:

Apples	640,000
Prunes	900,000
Pears	148,500
Peaches	75,000
Cherries	35,000
Grapes	50,000
Strawberries and kindred fruits	652,500
Total	\$2,501,000

The orchards of Oregon, and likewise of her sister state of Washington, which also excel in many respects, may be studied to advantage the coming summer by horticulturists from eastern points. The remarkable snowing made at St. Louis last year by Washington and Oregon in the palace of horticulture whetted the appetite of the fruit fancier. The large apple at the St. Louis world's fair, by the way, was from the state of Washington.

Tincture of iodine: Flour or starch water, drink all the stomach will retain, if much iodine has been swallowed.

NOTICE

LINCOLN FLOUR MILL

To the Patrons of the Lincoln Flour Mill:—
As some seem to think because this mill is not running there is no flour on hand, I wish to state that since the mill started last fall there has been flour on hand at all times, and that we will always make it a point to keep flour on hand so long as we are in the business, also that Mr. Oscar Doidge, of Lincoln, has charge of the mill in the absence of Oscar Doidge.

Oscar Doidge, Manager.

CUT THIS OUT

To the Northwest Poultry Journal, Salem, Or:

Enclosed please find 10 cents for a three month's trial subscription to the Northwest Poultry Journal. If I do not stop it at that time you may continue to send it and I will pay 50 cents within six months for a year's subscription. If not paid till the end of the year the price will be 60 cents.

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TO BE FINISHED

DALLEB-CELILO PORTAGE RAILWAY WILL BE READY FOR OPERATION BY MAY 15.

Board of Portage Commissioners Take Official Inspection of Work and Express Satisfaction With Progress Made—Locomotive and Cars Arrive.

The Dalles-Celilo Portage railway will be completed and ready for operation within the contract limit, May 15, according to the observations of State Treasurer C. S. Moore, who, as a member of the board of portage railway commissioners, has just returned from a tour of inspection of the road and the work. He says that, barring the driving of some piles and a short stretch of grading, the road is practically finished, as it will not take long to lay the track upon the short unfinished piece. The locomotive and rolling stock is all on the ground now, and the contractors are satisfied that everything will be ready to turn over to the state before the limit of the contract expires.

The locomotive is a brand new one, but the greater part of the rolling stock and other equipment is second hand, but good. The rails are light weight, but the ties are laid close together, and the track will be quite substantial for the character of traffic. The board, which consists of the governor, secretary of state and state treasurer, took a trip over the road, so much of it as is finished, on a flat car, and Mr. Moore expresses himself as well pleased with the work so far as completed, and he feels that the state is getting value received for its money. The full length of the road is a fraction over nine miles, and nearly four miles of the total distance is completed.

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