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INTERESTING POINTS IN HISTORY OF THE GREAT DITCH AT PANAMA

Series of Noteworthy Events to Be Crowned With Opening of Canal Next Saturday

[Associated Press]

WASHINGTON, Aug. 12.—When the Panama canal is opened to world's commerce next Saturday, it will crown a series of more than a score of interesting points in the history of the isthmus. As briefly told they are:

First crossing of the isthmus—By Balboa who, on September 25, 1513, much to his surprise found himself gazing upon the Pacific ocean after 23 days' journey on foot.

First ships to cross the isthmus—In 1514 Balboa and his men carried two small ships, piecemeal, across the isthmus, intending to use them for further exploration in the Pacific.

First settlement of old Panama—In 1517, to become known later for a time as the richest city in the world.

First regular traffic across isthmus—The spoils of conquest sent back to Spain from Peru, which became so heavy that highways paved with stone were laid for the pack trains.

First thought of a canal—Credited to Savadera, a Spanish engineer, one of Balboa's followers, who was about to forward his plans to King Charles V of Spain when the latter died.

First surveys for a canal—In 1581 by Spanish engineers who deemed the project impossible of accomplishment.

First official decision on canal project—By King Philip II, in 1620, adversely referring the matter to the Dominican friars. The latter, desiring to obey the king's orders, but unable to report intelligently, suggested that the project was sacrilegious. They quoted from the bible: "What God hath joined together, let no man put asunder." Accordingly the project was put on the shelf for three centuries.

First British interest in latter part of 17th century, when the expedition launched by William Paterson, founder of the Bank of England, attempted to found a community on the isthmus of Darien, south of the present Panama, with the ultimate intention of establishing a transisthmian route. The plan proved an utter failure. Many other British surveys followed in later years.

The German poet Goethe, a hundred years ago, made this remarkable prophecy: "It is absolutely indispensable that the United States effect a passage from the Mexican gulf to the Pacific ocean, and I am certain they will do it."

First decision to build—In 1814, just 100 years ago, the Spanish government by decree entered upon the construction of an isthmian canal, but the idea was blocked because the Central American colonies succeeded in throwing off the Spanish yoke.

First French interests—Came in 1825, when President Bolivar of the Republic of New Granada gave a franchise for a canal at Panama to a Frenchman, Baron Thierry, who failed to raise the required capital.

First action by the United States—In 1835, as the result of a resolution introduced in the senate by Henry Clay, Charles Biddle was sent by President Jackson to visit the isthmus and report on the various canal routes proposed.

First report to the United States government—By Biddle in 1836, favoring the Panama route. He had been so struck with it that he returned to the United States without examining the Nicaraguan, Darien or Tehuantepec routes. No action followed.

First railroad built—From 1849 to 1855, more than half as long a time as has been taken to build the present canal. Fever killed so many thousands that it was said a laborer was buried under every sleeper on the Panama road.

First actual canal building begun—In 1878 the Universal Inter-oceanic Canal Company incorporated in Paris by Ferdinand de Lesseps, who had built the Suez canal.

First blast on Culebra hill, now Culebra cut, on January 10, 1880, by the de Lesseps Company, in the presence of a distinguished gathering.

First failure—In 1887 the impossibility of digging a sea level canal within 12 years and at the estimated cost of \$240,000,000 became apparent. More than \$250,000,000 had already been spent. The company went into bankruptcy.

First work on a lock canal was taken up by the New Panama Canal Company in 1894, which practically ceased operations after five years' work.

First digging by Americans May 4, 1894, taking over the rights and property of the French Canal Company, and obtaining necessary concession from the Republic of Panama.

First union of Atlantic and Pacific waters—Blowing up of the Gamboa dike, when President Wilson touched an electric button in Washington, October 10, 1913.

First boat of any kind to make transisthmian passage—A nameless mud scow of the Panama railroad, which passed from the Pacific entrance to Culebra cut in November, 1913, and was sent to the Atlantic entrance in December, 1913.

First vessel to steam through canal—The crane boat Alexander La Valley, an old French boat of 1200 tons, which passed from the Atlantic to the Pacific on Jan. 7, 1914.

First man to swim through the canal was Alfred Brown, an American, who swam from Gatun locks to Balboa, a distance of 30 miles on November 24 last in 16 hours 35 minutes actual swimming time.

First vessel to pass completely around South America by way of the canal was the tug Reliance, Captain R. C. Thompson, which sailed from Colon February 11, 1912, voyaged 10,500 miles around South America and returned to the Atlantic ocean through Gatun locks February 1 last.



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NAPOLEON RELICS IN CARNAVALET MUSEUM FOR SAFE KEEPING

[Associated Press]

PARIS, France, August 12.—Some interesting Napoleonic relics have been placed, by order of the Paris courts, in the keeping of the Carnavalet Museum. They consist of a sword given by Napoleon to General Rapp bearing the inscription, "Napoleon General to Colonel Marmier," the dagger snatched by General Rapp from the student Knapps at Schoenbrunn, when the latter attempted to assassinate Napoleon, and a sword of honor bearing the inscription "To Governor General Rapp with thanks from the city of Dantzig, 1808." These relics were deposited by their owner in the hands of a woman who had undertaken to sell them. As they were neither sold nor returned, however, the matter came before the Tribunal, which decided that they should be placed in the Carnavalet Museum pending judgment.

"A LITTLE BIT" THE TEST OF KNOWLEDGE OF THE LANGUAGE

[Associated Press]

LONDON, England, August 12.—While the phrase "a little bit" is so easy for native English speaking persons to pronounce that it would seem to make a weak test for sobriety, it has been picked out from all other tongue twisters by Prof. Walter Rippman of the University of London for foreigners to practice on. Anyone who can say "a little bit" correctly has nothing else to fear in pronouncing English. Prof. Rippman has told the students from some 18 foreign countries who are here to take the special summer course of lectures arranged for their benefit.

The beginner in English usually gets no closer to "a little bit" than "a leet beet" or "a leet bid." But when he does master it, the classic "prunes, prisms and persimmons" and "picked a peck of pickled peppers" come comparatively easy.

JOSHUA TUCKER SELLS LOTS ON THE BIG ISLAND

Joshua D. Tucker, land commissioner, returned from a trip to Waimea, Hawaii, yesterday where he held a sale Thursday of 34 three-acre town site lots. The total realizations from the sale were \$3215. The following were the purchasers:

John Raposo, Sam Mahuka Spencer, T. S. Nakanalua, John Cordelro, John John Vieira, Manuel Vieira, Tama Yamaguchi, Charles Bell, Antonio Perry, Jr., Antonio Perry, Kauwe Lilihi, James Palalika, Yokopa Kahakapuna, Joseph Pal, Jr., John Maguire, John Lindsey, Jr., John Lindsey, James K. Lindsey, George Lindsey, Albert Lindsey, Pika Kaaekuauiwi, Elizabeth Lindsey, Kamaki Lindsey, William Heeb, Kalko Maunaaupo, William M. S. Lindsey, Joseph K. Miller, Thomas Lindsey, Chas. Lindsey, John Kahakapuna, Keao Kallikini, Maude Woods, Chock In, Archie Kaaua.

CARRIED KING FREE AND DRAWS LARGE TIP

[Associated Press]

MADRID, Spain, August 12.—On one of his recent visits to Biarritz King Alfonso had to use one of the ordinary railroad station cabs. Arriving at his destination the King asked the amount due. "Oh, I recognize you well," said the driver. "For the King of Spain it will be 10 francs (\$2)." His majesty smiled, glanced at the meter of the vehicle and handed the driver the sum indicated thereby, plus an ordinary tip. Some days after Alfonso returned to Biarritz to consult his physician. This time he also made use of a cab, but a different result. When the King inquired what the bill was the driver replied: "Your Majesty owes me nothing for this small service which I have had the honor to render him," whereupon the King handed him a new 100-franc (\$20) bill.

TUBERCULOSIS DEATH RATE SHOWS DECREASE

A marked decrease in the number of deaths from tuberculosis in the territory during the past month, as against a like period in 1913, is shown by the July report just issued by the Anti-Tuberculosis bureau. Deaths to the number of 21 were recorded during July of last year, while 12 were noted last month. The report also shows a decrease in the number of cases throughout the territory. Forty-three cases were found in July, 1913, and 37 cases last month. Of the cases existing last month, 13 were Hawaiian, 11 were Japanese, 5 Chinese, two each were Americans, Filipinos and Portu-

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