

THE CORINTH CANAL.

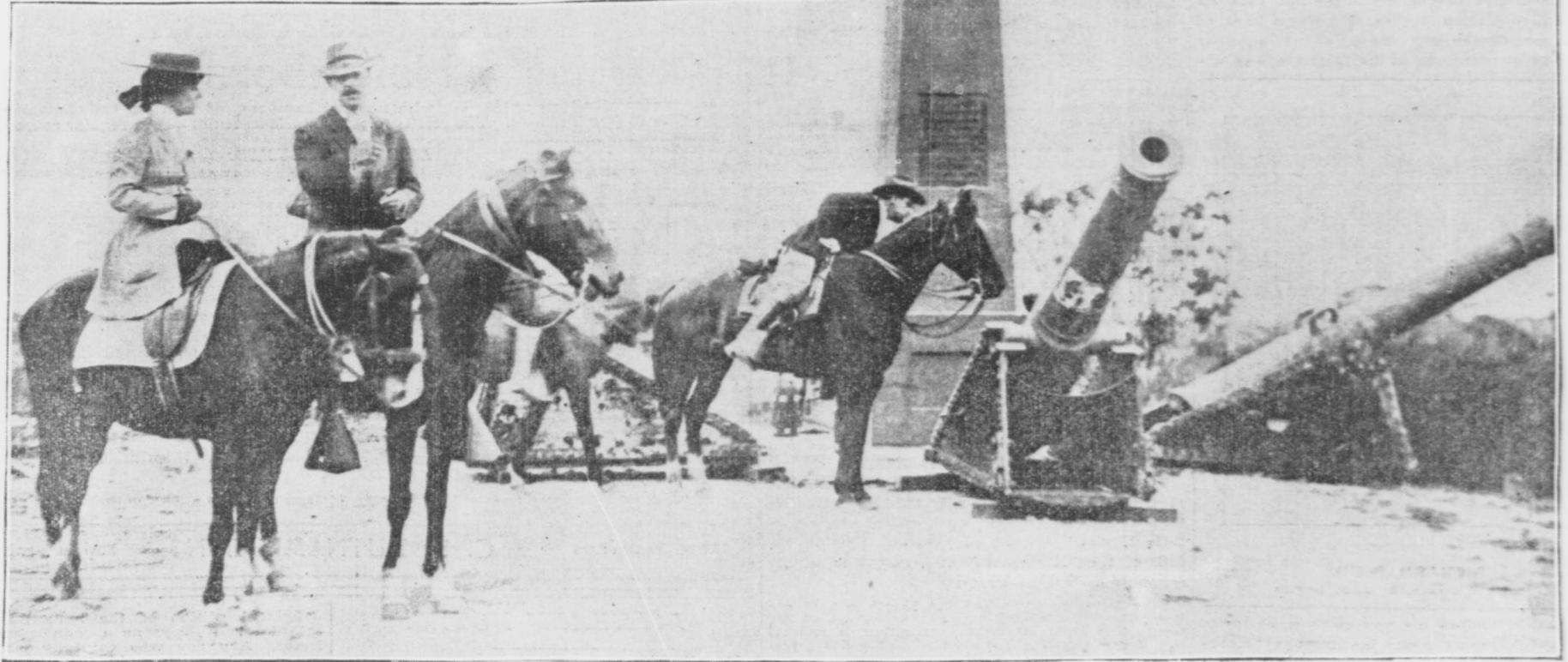
Morgan's Corsair Recently Passed Through This Grecian Waterway.

When J. Pierpont Morgan, who is now cruising in the Mediterranean with his 270-foot steam yacht the Corsair, passed through the Corinth

spade he made the beginning. But the canal was not to be dug. An insurrection in Gaul put an end to the digging after four stadia, or about 2,400 feet, had been excavated.

As there seemed to be no prospect of a canal the Grecians built the Diolkos, a level road equipped with rollers for moving small boats across the rocky ridge that separates the two gulfs. The remains of this public work are still to be seen.

cutting was 237 feet deep, almost as deep as the Culebra cut would be if the Panama canal were a sea level canal, and the average depth for two miles was 200 feet, about that of the Culebra cut at the proposed level. It was found after the canal was cut that the rock was so soft that the wash of vessels would disintegrate it, so long sections had to be protected by masonry and rubble. Altogether 436,000 cubic yards of stone were quarried for this purpose. When the canal



REPRESENTATIVE NICHOLAS LONGWORTH AND HIS BRIDE, WHO WAS MISS ALICE ROOSEVELT, VISITING, ON THEIR HONEYMOON, SAN JUAN HILL, IN CUBA, NEAR WHERE HER FATHER WON FAME BY HIS FAMOUS CHARGE. The monument stands on top of the hill, and was erected by the United States in memory of the Americans who fell there. Mr. and Mrs. Longworth are together at the left. (From stereograph, copyright, 1906, by Underwood & Underwood, New-York.)

canal on his way toward Athens he put the shining black paint on her graceful sides in some jeopardy. One would not think there was much danger in sailing through a sea level canal 72 feet wide, 26 feet deep and as straight as an arrow's flight for a distance of less than four miles with a 770-ton vessel like the Corsair, but when one tries to cut off the two hundred miles involved in skirting the deeply indented coast of the Peloponnesian peninsula, and thus save time in the journey to Athens, one in reality is running some risk. The dangers lie in the relatively swift current which courses through the waterway and the possibility of landslips from the precipitous walls on either side. It is a veritable canyon, about the width of Broadway, with banks rising as high as the skyscrapers on either side of New-York's great highway. The water sometimes moves through this channel at the rate of three knots an hour, making it difficult to prevent vessels from scraping the rock walls which border it on either side. Because of the difficulties involved in navigating this strait few vessels besides the Grecian craft venture to use it. Large vessels prefer to take the long journey around Cape Matapan. About half of the foreign vessels which make use of the passage are steam yachts whose owners desire to make a short cut going to or from Athens. By using the canal they save considerable time and have an opportunity to visit the site of the famous old city of Corinth and the noted Isthmian games and to see the remains of the Isthmian wall.

If the ancient Greeks never besought Neptune to cut with his trident a passage through the Isthmus, which was the part of the country where he was held most in esteem, it was not because they did not want such a waterway. Six hundred years before Christ, Perlander, the Corinthian tyrant, took the very practical method of determining whether Poseidon would permit such a channel to be filled with water by employing some Egyptian engineers to survey the Isthmus. Demetrius I, a successor of Alexander the Great as King of Macedonia, was the next to take up the scheme. But his engineers decided that the Gulf of Corinth was higher than the Gulf of Aegina. The priests added to the apprehension of the engineers as to what the result of opening the waterway would be by solemnly announcing that a great disaster would follow such an undertaking. Julius Caesar and Caligula gave the idea some thought, but nothing came of it.

The Isthmus came nearer being cut in 67 A. D. than at any time until it was actually constructed. The notorious Nero had an idea that he was a singer, an actor and an athlete, and he determined to raise his voice and display his limbs at the Grecian festivals. He accordingly went to Greece, and the Grecians accommodatingly arranged that all the festivals should be crowded into one year. Nero flung his horses and chariot around the arena like any other charioteer and graciously sang and acted for the entertainment of the Grecian populace. The Grecian judges tactfully humored him and he won in everything. Crowns in great profusion were placed upon his brow. As a lasting memorial of his visit he decreed that a canal should be cut across the Isthmus, and with a golden

In 1829 a French engineer brought forward the old project, but again it was to bear no fruit. Ferdinand de Lesseps, looking for engineering fields to conquer, visited the site of the present canal in July, 1869. Finally, in 1881, a French company secured the concession to dig the canal which had been hanging fire six or seven times longer than the project to bisect the Isthmus of Panama.

On May 4, 1882, King George of Greece, with

another spade took up Nero's project. For eleven years the work dragged along. Funds gave out and it remained for a Grecian company to complete the work. The material to be cut through proved to be different from what test drillings indicated and more difficult to excavate. A large proportion of the 15,000,000 cubic yards of material taken out was rock, which had to be blasted. The strata were full of faults and irregularities. At one point the

was formally opened in August, 1893, by the act of the Queen of Greece in snipping the ribbon stretched across the entrance on the Athenian side with a pair of gold scissors it had cost \$14,000,000. Since then land slips several times have blocked traffic. It was expected that engines could be used on the retaining walls to draw vessels through, but this has proved to be impossible owing to the fact that slides of sand sometimes cover those walls. The canal is crossed by one bridge, which carries both the highway and the railroad over the waterway.

A GALLANT BOY.

A Bostonian was talking about the late Henry Harland.

"Harland was a graceful, gallant soul," he said. "Even in his boyhood he turned the prettiest compliments.

"In his boyhood he studied Latin under a charming young lady.

"This young lady, calling him up in class one morning, said:

"Henry, name some of the chief beauties of education."

"The boy, smiling into his teacher's pretty eyes, answered:

"Schoolmistresses."

STUNTED.

"What's the matter with that little Cuban baby? He looks below par."

"Yes; modern science did it."

"How's that?"

"Oh, he was brought up on sterilized cigars."

-Life.



"THREE PORTRAITS," BY WILLIAM SERGEANT KENDALL. Copyright, 1906, by William Sergeant Kendall. Included in the twenty-eighth exhibition of the Society of American Artists, at No. 215 West 57th street, which opened yesterday and remains until April 22.

Advertisement for Superfluous Hair removal. Includes a small portrait of a woman's face and text: "Superfluous Hair positively permanently removed. CURS GUARANTEED. Free trial treatment at office demonstrating latest scientific method. Registered 1905, Washington. NO ELECTRICITY OR POISONS. A package will convince you of my cure. Mme. MAYME, face specialist, Dept. B, 320 Fifth Ave., 32d St. Tel. 6537 Mad Sq."

Advertisement for Superfluous Hair removal. Includes two small portraits of women's faces and text: "SUPERFLUOUS HAIR RADICALLY DESTROYED. MME. JULIAN'S SPECIFIC is the only unflinching remedy. 36 years' experience. Protected by law. Trial treatment at office. Beware imitations. No connection with any other person. Mme. Julian, 123 5th ave."

Advertisement for The Deaf Can Hear. Text: "THE DEAF CAN HEAR BY USING THE AUROPHONE THE MEARS EARPHONE CO. 1 West 34th St., N. Y."

Advertisement for Hair Goods. Text: "HAIR GOODS Finest Human Hair Goods Direct from Manufacturers. Mail Orders Filled. RECKWELL Specialist Ladies' Hair Dressing and Coloring. 133 W. 42d St., N. Y. City. (Tel. 833 Bryant.)"

Best Line to Cincinnati and St. Louis—New York Central.