

OPENING OF CANAL DEPENDS ON SLIDES

Colonel Goethals Fixes No Official Date in Annual Report.

TELLS WHY DREDGES DISPLACED SHOVELS

Ditch Would Have Been Completed Last Year Except for Culebra Problem.

Washington, Nov. 23.—No definite date for the official opening of the Panama Canal is set in the annual report of Colonel George Goethals, chairman and chief engineer of the canal commission...

"If these things are liable to occur, the sooner the better, if the official opening of the canal is to occur January 1, 1915, for if water were not admitted this fall...

Plans Based on Blow-up of Dike. The present plans, therefore, are based upon the blowing up of Gamboa dike on October 10, its removal by dredges immediately thereafter, the transfer of two suction dredges and a ladder dredge to the Culebra slide...

The canal proper, exclusive of the approaches, the machine shops and warehouses and great ocean docks at either end, would have been completed during the last fiscal year but for the extensive slides in the Culebra Cut.

removal of the slides no effective way was found except the bodily displacement of vast hills. The slides and breaks increased as the cut was deepened.

"No treatment has proved effective for slides when once developed except that of excavating and hauling away material from the moving mass until the slide comes to rest or until the angle of repose for the particular material in motion is reached," said Colonel Goethals.

Geologists' Prediction Wrong.

Last year it was predicted by geologists that the slides had been conquered and that little more activity could be expected because all the loose surface soil and stone had almost slid off, exposing great ridges of solid basalt rock which would act as barriers to further earth movements.

Since then, the canal workers have been digging away that material, and though there have been several slides, steady progress was made, for not only did giant dredges work on the face of the slides, but powerful hydraulic monitors, such as were extensively used in hydraulic mining on the Pacific Coast, were brought into play to wash away the treacherous hills from the rear, carrying the material into unused valleys distant from the canal.

A great engineering problem was involved in the solution of the question of continuing the excavation of the canal by steam shovels or by hydraulic dredges, and Colonel Goethals for the first time makes an official statement of the reasons which impelled him to choose the wet method. In brief, these were based on the apprehension that the Gamboa dike would not be strong or high enough to keep the water out of the cut as the Gatun Lake rose in the wet season.

It would have been possible, with the shovels, to have removed all of the slides by January 1, 1914, except the Cucaracha slide, which could not have been entirely carried off before April, 1914.

Financial Operations of Canal.

The financial operations of the canal are told in big figures: The disbursing officer has paid out \$20,524,705 on pay rolls alone. Congress so far has appropriated \$39,566,223 for canal construction, of which \$19,675,560 went for fortifications.

In great detail Colonel Goethals tells the story of the engineers' work during the last year, and with particular satisfaction it is reported that the mechanism of the vast locks and dams was tested with perfect success. The gates at Gatun were swung in one minute and fifty seconds for each leaf. The heavy iron chains which are depended on to prevent an unruly vessel from crashing into the locks were raised and lowered in ample time to meet any emergency and demonstrated their ability to check or stop any vessel unless of very great size and moving at excessive speed.

Altogether the technical sections of the report seem to demonstrate the accuracy of Colonel Goethals' statement that practically nothing but the great slide at Cucaracha remains to prevent the successful operation of the canal.

In discussing the fortification of the canal the report says:

"By the act approved August 24, 1912, an appropriation of \$1,000,000 was made for the gun and mortar batteries for the defense of the canal against naval attack, making the total appropriated \$3,000,000, which is sufficient for the completion of this portion of the work. In addition, \$300,000 was appropriated for land defenses.

"Work was continued during the year on the gun and mortar batteries. The detailed surveys necessary for the location of land defenses were well advanced to completion and arrangements made to begin work on July 1, 1913, on the construction of redoubts in accordance with plans prepared by a board appointed for the purpose and approved by the Secretary of War.

"During the year 416,842.5 cubic yards of excavation, at an average cost of \$0.9225 per cubic yard, were done; 121,752.8 cubic yards of concrete, at an average cost of \$7.0670 per cubic yard, were laid; 93,808 linear feet of piling, at a cost of \$0.4311 per linear foot, were driven; and 100,557 cubic yards of filling, at a cost of \$0.1720 per cubic yard, were done by one of the dredges. The amount expended for gun and mortar batteries was \$1,432,767.01 and for surveys, \$41,750.95."

Sanitation.

As to sanitary work in the Canal Zone and in the cities of Panama and Colon the total cost was \$510,529.17. Of this sum, the report says, \$62,555.96 was for sanitation proper in the two cities, \$371,844.99 for sanitation proper in the zone, \$10,627.60 for removal of garbage and street cleaning in the two cities and \$65,101.61 for removal of garbage and street cleaning in the zone.

Of the amount expended for sanitation proper in the zone the construction divisions expended \$91,877.98, principally in the maintenance of existing ditches and the construction of new ones for drainage purposes; the quartermaster's department, \$50,533.13 for grass and brush cutting; The sanitary department used in the zone 674,682 gallons of oil, costing \$17,559.59, and 126,992 gallons of larvicide, costing \$21,759.96; the labor expense for distributing was \$21,320.39 and \$19,567.29, respectively.

All work performed by the construction divisions and the quartermaster's department was done under the direction of the sanitary department. The removal of garbage and night soil in the zone was done by the quartermaster's department.

Admissions to hospitals and sick camps during the year, including those sick in quarters, totalled 13,779; the daily average number of employes sick was 19.04 out of every thousand, as against 22.91 for 1914 and 24.77 for 1913—this on the basis that the total numbers employed during the years mentioned were 54,000, 50,008 and 49,125, respectively. The total number of deaths among employes was 183, of which 36 were Americans, 58 were white employes of other nationalities, and 89 were blacks. The total number of deaths from violence among all employes was 164, as against 154 for the preceding year. In addition, on the recommendation of the medical examining board, 153 deportations were made—124 for disease and 19 on account of injuries.

Convict Held on Girl's Charge.

George Morgan, seventy years old, who has served more than twenty-five years in Sing Sing for picking pockets and for other crimes, was arraigned in the Jefferson Market court yesterday morning charged with picking the pocket of Miss Emma Kosmer, of No. 24 Toque street, Stapleton, Staten Island, on Saturday evening. The magistrate held Morgan in \$1,500 bail for examination Wednesday.

INDIANS AND OTHERS

In Chicago the Indians are laying claim to the Lake Front and we presume the owners are worried, unless they have title policies and then the title companies are worried.

We have heard of no New York claims in Greater New York but there are plenty of others. Anneke Jans—Yellis Hopper—Lancaster Symmes—the Edwards claim and more besides have been or still are nightmares to property owners.

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HER CONFESSION RELEASES FOLSOM

Letter from Wife Telling of Love for Ranchman Decides Divorce.

FATHER GETS CUSTODY OF 15-YEAR-OLD SON

Sister of Self-Accused Woman Identifies Incriminating Note Describing Affinity.

Justice Gieserich has granted to Charles Dwight Folsom, a lawyer of Great Neck, N. J., a divorce from his wife and the custody of his fifteen-year-old son, Mrs. Folsom did not defend the suit, and the decree was granted chiefly on her confession.

The other man in the case, according to Mrs. Folsom, was A. G. Williams, a Nevada ranchman whom she met in Reno, where she went with her son to sue for a divorce. Miss Georgianna Bluxome, a sister of Mrs. Folsom, identified the handwriting of a letter, which satisfied the court that the husband was entitled to a divorce.

Mrs. Folsom appeared in Vancouver, B. C., last June and sought the aid of the American vice-consul. She said she feared her husband would try to take their son from her. Mrs. Folsom was next heard from at Oak Harbor, Mich., where she was served by mail in the divorce suit. On the day the case came up in court she was found in a hospital at Chico, Calif.; also it was reported that her mind had been affected by her marital troubles.

Mrs. Folsom's letter of confession was dated "February 27, Dawn," and read in part:

"Dear Dwight: I am stronger now, and able to write you the full truth, and before God I mean to do it. The situation of your family, of Charles and myself, is terrible, tragic and frightful as can well be imagined. I am writing this letter because I love our son, because I once loved you, and because I love Gus Williams. He has treated me with crushing brutality. He has also treated me with the utmost kindness. Both are possible to him. You will hear him described as worthless, a liar, a rake. He is weak in many ways, which showed in his allowing his mother to revile and abuse me. On Monday, February 2, I endured, in his presence, without defence or protection from him, in spite of his solemn promises, the fiercest and cruelest ill treatment I have ever suffered. But I must have deserved it all.

"Up to the time I met Gus Williams on January 19, I had never led an innocent and decent life. We went each evening to the moving pictures. I was lonely and unhappy, of course. Except for Charles, I lived the life of a recluse.

"Gus Williams sought me out because of a chance word of mine heard by him on the street. He was kinder to me than any one has ever been. I did not love him at first—merely contented and happy with him. He took me for long drives. He is as much a lover of horses as I. He knows nothing but horses. His whole life has been spent with them as jockey, trainer and breeder. You would consider him illiterate. He is that. He cannot write intelligibly. He is a man in whom good and evil are strongly blended. I never loved you one-tenth as well, not any other. He is my natural mate.

"I can make no excuse for my conduct except that I am a very strange being, not like other people. I am not crazy, but very strange. As his wife I shall have to endure rough language and usage, but I shall be happier than you made me, for Williams is a being of my own kind and species. You are not.

"My head is now clear and I see the awful, shocking, ghastly ruin I have made of my life. I will plead no excuses. I am suffering the limit of my capacity. Do what you will. I have told you the truth. I love Charles, I loved you and I love Gus, and I have bitterly and grievously injured you all. Asking your pardon is nothing. There is no more for me to say."

France Asked to Arbitrate

Between Bulgaria and Greece Sofia, Nov. 23.—The Minister of Foreign Affairs has proposed to the French Chargé d'Affaires here that the differences between Bulgaria and Greece concerning prisoners of war be submitted to arbitration by President Poincaré. Bulgaria complains that Greece still holds and refuses to release Bulgarian prisoners of war, contrary to the practice sanctioned by international law.

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GERMANY TO PROFIT BY CANAL OPENING

Orders Already Placed by Leading Steamship Companies for New Vessels.

BIG BOOM EXPECTED IN WESTERN CANADA

Great Commercial Development Predicted for Pacific Coast States of This Country.

Berlin, Nov. 13.—Germany above all other foreign nations expects to profit by the opening of the Panama Canal. Maritime experts here point out that while the United States naturally will receive the greatest advantage, owing to its lack of ships it will not be in a position to profit by the great increase in the carrying trade which the German shipowners have foreseen and prepared for.

Orders placed by three of the leading German companies for new vessels designed particularly for service by way of Panama, large increases of capital stock by the same companies, and the announcement that the four big lines now running to the Orient, Australasia and the Pacific coasts of North and South America will be diverted to pass through the canal as soon as it is open to commerce, speak plainly of the importance attributed in this country to the new waterway.

German authorities say that the effect of the opening of the canal will manifest itself chiefly in a great commercial boom in Western Canada and the Pacific Coast states, from which shipping interests generally will profit. In increased freights as a result of the opening of hitherto undeveloped or slightly developed states on the western coast of South America stored with raw material; in the diversion and expansion of the streams of European emigration to regions on the Pacific coast well suited to settlement, of which the European emigrant hitherto has had slight knowledge, and, finally, in the opportunity offered to the industries of the United States to compete under highly favorable conditions in the markets of the Orient, western South America, Australia and New Zealand.

Count Reventlow's Opinion.

Though reluctant to venture definite prophecies, in view of the divergence of expert opinion, Count Ernst zu Reventlow, the well known German naval writer and student of American conditions, reviewed the subject recently as follows:

"There is no doubt but that the United States will derive the greatest benefit from the canal. Furthermore, there will follow great changes in existing American trade conditions. The most important result, from the German viewpoint, is that the American East and the American West will be brought much nearer to each other. The distance between San Francisco and New York will be shortened more than 8,000 miles.

"The West of the United States will experience a strong business and commercial development. The immigration from Europe will probably turn itself far more than before to the Pacific Coast, now that the immigrants are not deterred by the expense of the railroad journey from New York. That separation of the East from the West of the United States existing up to the present in the business field will gradually disappear, making the United States a commercial and business whole, and in this way much stronger. San Francisco will lose its present importance for the East-Asiatic trade, but in return score a great gain through its new position in the trade with the western United States and with the western states of South America. Here, on the west coast of South America, lies the greatest importance of the canal for the United States, and this importance will manifest itself not only economically but probably in the political field as well.

"The canal will mean to the United States a very dangerous competitor of all nations that engage in commerce with the South American and Central American states, for its position will become, through the canal, even more favorable than it was. The same is true as to the Far East and Australia. The canal will also prove the strongest competitor of the American railroads.

Friction a Possibility.

"The canal will bring an interesting political importance to the West Indies and the Tonga Islands, which are owned by Great Britain, France and Denmark. In so far as these islands already possess harbors, their importance will be augmented, either as maritime bases or as ports of call, and their economic positions and their commerce will be greatly increased. It is possible, too, that this development may create new political complications, and thereby give occasion for international friction.

"One cannot yet say what the plans of the great shipping companies will be. Naturally these companies will keep their plans secret as long as possible. A very important factor for the United States, and, indeed, for all America, is, in my opinion, the immigration from China and Japan. One cannot doubt that the Panama Canal will divert this immigration to the eastern part of the American continent, whereas it has heretofore been chiefly confined to the west. Here, too, the purely economic significance of the canal is complicated with an earnest political factor, and the issue which has heretofore been known only as 'the Californian question' will make itself known in the East. Possibly the yellow population of the Hawaiian Islands will increase still more rapidly, for these islands will undoubtedly enjoy an immense benefit from the Panama Canal.

"So far as Germany is concerned, the main significance of the canal for our shipping interests lies in the fact that it will make it possible to reach the West in a far shorter period of time. Commerce between the German harbors and San Francisco will increase as soon as the necessary vessels are available. German industry will in all likelihood gain a new and very fruitful market in the West. In like manner, importation of the products of the American West into Germany will increase.

Transpacific Lines.

"Trade between the German harbors and the Western harbors of South America, already of ever-growing proportions, cannot fail to be greatly increased. German East Asiatic services will probably be run as extensions of the lines to the Pacific Coast. In other respects, however, the Suez Canal will continue to be the shortest and most advantageous route for German ships plying to East Asia and India, and only

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where the German East Asian and German West American lines can be linked up to advantage will the Panama Canal come into consideration as a route between German and East Asian harbors. Which route would be the more advantageous can be determined in each case only by experience.

"All in all, it can be said that the Panama Canal will be highly advantageous to German commerce, but it signifies by no means a reversal of conditions or a new epoch for the German maritime industry. On the other hand, the canal will have none of the economic or other drawbacks for Germany which it will have for other nations, for example, Great Britain and Japan.

"The full economic significance of the Panama Canal will make itself apparent only gradually. At first we may expect a hot competition between a number of steamship lines. The survivors will have the commerce in their hands. Only the fittest will survive. Apparently all the great steamship companies of the world are preparing for this battle.

"Facing, as it does, both oceans," concludes Count Reventlow, "the United States will profit double from the opening of the canal connecting them, but it needs, above all, to take advantage of this, ships and lots of them. The Pacific, however, will never become the rival of the Atlantic, as an ocean of equal importance. The world and its commerce will continue to centre around the Atlantic; the commercial centre of gravity will never be moved to the Pacific, though a second centre may be created there. In my opinion, the most important results of the canal will be manifested in the political consequences which will ensue when the business world, the industrial life of the East and West, the North and South of the American Continent are drawn nearer, perhaps even joined firmly into an economic whole."

Hamburg-American Plans.

A. Ballin, general director of the Hamburg-American Line, says that it is almost impossible to foresee the effect of the opening of the canal upon the commerce of the world. The plans of his company include a line from New York to Valparaiso via the canal, for which he has contracted for one 15,000-ton steamer from China for some time ago. A new service from China and Japan to Honolulu, Portland, Seattle and San Francisco has been instituted in view of the expected boom on the Pacific Coast. The capital of the company was last year increased by \$2,500,000.

Three of the smaller Hamburg companies are equipping themselves to get their share of the expected new business. The German-Australian and the Cosmos lines have decided to establish a joint service to Honolulu, which will be routed through the canal as soon as it is finished, and the South American Shipping Company has increased its capital by \$2,500,000 to build two big triple-screw steamers.

The Hamburg-American's big rival, the North German Lloyd of Bremen, has made no announcement yet regarding its Panama plans, but its managing director, Philip Heinekin, has spoken so optimistically about the great openings for German commerce on the West coast of America that there is no doubt of the company's intention to be nowise behind the Hamburg companies.

Mr. Heinekin believes that the canal will open a big market in the Orient for steel, iron, woollens, cottons and other products of American industry, but that the United States, owing to lack of ships, will be in no condition to take advantage of it. The lines to the Southern

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ports of the United States, by which the company has endeavored to divert the stream of emigration from the overcrowded industrial North to the agricultural South of the United States, will be extended, he indicates, to Pacific ports through the canal.

Fiddles His Way to "Opera."

Strains from a violin played in the open air trickled into the offices of Henry W. Savage Saturday afternoon and as the tones drifted to the ear of Frederick Rye-croft, chief of the Savage engagement department, he arose and peered down upon the street. Salvatore Bellini, a curbstone virtuoso, was there saving hunks out of a Hungarian rhapsody.

As a result, Bellini's career as a street musician will come to an end next Thursday. He then will report for rehearsal with the "Bari" company, which Colonel Savage has assembled to interpret the Hungarian operetta of that name. The operetta will be produced in December.



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