PANAMA CANAL IS A WORK OF PERMANENCE, U. S. GEOLOGIST DECLARES AFTER LONG STUDY

Troublesome Slides Will Be Overcome Declares Donald F. MacDonald—No Danger of Obliteration Through Earthquake—Denies Fragility of Gatun Dam.

Washington, March 14—That the Panama Canal will not be swallowed up by an earthquake and that the troublesome slides now being encountered eventually will be conquered and the great waterway made an unqualified success, is the opinion of Donald F. MacDonald, formerly canal geologist anw new mining geologist for the United States Bureau of Mines.

Mr. MacDonald, who spent several years on the Isthmus making a careful study as to fragility of the earth's crust, has just made an official report to the effect that, while through seismic disturbances the whole Isthmus is rising at the rate of three feet every hundred years, this will not necessarily injure the canal. As far as he sees, it will merely mean a little additional expense in the dredging of the big waterway. The cause of this rising, he says, is the sinking of the ocean bottom outside the Isthmian shore waters. Every time there is a little movement of the ocean bottom, the Isthmus, to be in harmony joins in. He also suggests that if the rising motion be rapid, then there would be serious danger for the canal, but, that from what has happened in recent geologic time, it may be concluded that the canal is not in any appreciable danger from the instability of the Isthmian land. The rising of the Isthmus, however, has been responsible for the many slides that have been encountered, in that the motion of the ground has dislocated and crushed the rocks, leaving them weak and unstable.

"At any rate," says Mr. MacDonald, "so far as the digging of the Culebra Cut is concerned, these faults have increased the cost of the canal several million dollars.

"As to the slides, Culebra Cut is a vast ditch that passes through many varieties of rock in the nine miles of its length. Some of these are weak and unstable, and where the slopes of the cut were steep and 100 to 300 feet high the weaker rocks are crushed down to flatter slopes. Whenever the slope got flat enough, the sliding stopped. At no time did the engineering staff constructing the canal believe that the slides were a menace to the ultimate completion and successful operation of the canal, in spite of the fact that at times they were somewhat troublesome. They have made necessary the excavation of about 30,000,000 cubic yards more than was included in the first estimates for Culebra cut, but they have not in the past and will not in the future endanger the ultimate success of the canal."

Mr. MacDonald calls attention to the fact that one is apt to forget that the greatest variation of atmospheric pressure near sea level may be more than four million tons per square mile and that if the adjustment of atmospheric pressure, in a very large cave or mine lags behind any quick increase in atmospheric pressure at the surface, a considerable strain may be added to the roof of such an excavation. Discussing the real cause of the slides, Mr. MacDonald declares that in many cases the immediate cause was the oversteepness and height of the slopes, the blasting and other work attributable only to man. He adds that the geologic conditions were not sufficiently considered in the first plans for digging Culebra cut.

As the strength of the famous Gatun dam has been brought into question on a number of occasions, Mr. MacDonald refers to it in some length. "It was found that the Gatun rocks are relatively solid and compact and suitable for foundations for heavy structures. However, some writers, even recently, have affirmed that the Gatun rocks would soften into mud when Gatun lake filled, and thus the locks and dam would sink their foundations and be damaged or destroyed. Opinions of this sort spring from a vivid imagination and not from facts.

"If the weight of Gatun lake is going to force water into the Gatun formation and cause it to soften into a semi-mud that will allow the dam to sink, then all the islands in Gatun lake and all the hills around it, which are of the same formation, should also have their bases softened the same way, and sink into the depths. Reports that the Gatun dam and locks are in any danger from sinking have not the slightest foundation on geologic data."

WISE AND TRUTHFUL

"The roads have a great deal of difficulty to contend with and are entitled to fair consideration for not accomplishing the impossible, while the shippers and receivers of freight have much cause for irritation in their inability to get the service they feel themselves entitled to and for the loss they suffer in consequence," says an editorial in The Journal of Commerce of New York, March 8, speaking of the unprecedented freight congestion on all the railways of the country and the editorial adds:

"There is need of patience and mutual consideration in trying to solve the problem of relief, and of co-operation in the effort to work it out to practical results. In this the Commission may be of service in bringing the conflicting parties together for a hearing of their complaints and for an exchange of practical suggestions. There is little to be gained by laying stress upon the inadequacy of the means of transportation and of terminal, warehouse and transfer facilities. The situation, as everybody knows, is not only exceptional, but absolutely unprecedented. The railroad companies could not be expected to be prepared for it, for the necessity could not be foreseen. Besides, they were greatly hampered in all their efforts to expand facilities on their lines and at terminals by the restriction put upon their earnings and the accumulation of surplus funds, which impaired their credit for raising new capital.

"The emergency having come and pressing upon them in a manner to absorb attention, it was not possible in any hurried manner to supply the deficiencies. The means for supplying what was necessary were inadequate.

"The lines coming from the interior to the Eastern coast have not only been overloaded by the pushing forward of freight, so as to be unable to handle it expeditiously on arrival and get the tracks clear for the return of empty cars with promptness, but they have encountered a situation at the seaports over which they could exercise no control. There was not shipping enough to take away the export cargoes wtihout delay, or warehouse roomo enough to have them stored. Then there were some shipments which were for one reason or another entitled to prefernce on account of special contracts or the perishable character of the goods. Much of the blockade on tracks and at terminals has been absolutely unavoidable.

"The railroads are bound to do their part as effectively as possible for facilitating and expediting movement in all its lines to meet such a situation as has been forced upon them. On the other hand, shippers should do their part, in duly classifying and distributing shipments, to avoid mixing and clogging the way and hindering deliveries, and consignees should co-operate so far as practicable by avoiding unnecessary storage and delays and the detention of rolling stock which should be kept moving as continuously as possible. There is no doubt a good deal of fault and or human regard for self-interest and disregard of the interests of others on both sides. That cannot be helped without a regeneration of human nature, but this is a time when many lessons are taught of the importance of subordinating individual claims to the general well-being. This is conspicuously illustrated in the present situation in the transportation and shipping business. There are national interests at stake as well as individual, local, industrial and commercial interests. There should be an honest endeavor to improve conditions by mutual concession and equitable co-operation for the general benefit."

AMERICAN DIPLOMATS IN FRANCE

William Graves Sharp, the American ambassador to France, will be fifty-seven years old today, as he was born on March 14, 1859 at Mount Gilead, Ohio. He holds the degree of LL. B., from the University of Michigan. He began his career as a lawyer in Elyria, and in 1885 became prosecuting attorney of Lorain county. Later he engaged in the manufacture of charcoal, pig iron and chemicals, and thus gained the wealth which enables him to afford the luxury of an ambassadorship. Mr. Sharp was elected to Congress as a Democrat in 1908, and was appointed ambassador to France in 1914, succeeding Fyron T. Herrick, also of Ohio. As the representative of the great American republic in the capital of Europe's foremost republic at a time when the latter is engaged in a struggle for existence, Mr. Sharp has had a difficult role to play, but to all appearances he has given entire satisfaction. His predecessor, Mr. Herrick, was very popular in France, and his passing was viewed with regret, but Mr. Sharp's public utterances have been of such a character as to win for him much of the same approval.

Mr. Sharp is the last of an illustrious line of diplomats who have labored for America in France. During the days of revolution Benjamin Franklin and Thomas Paine performed conspicuous services in Paris, and Thomas Jefferson also represented the United States in that capital. Governeur Morris, James Monroe, John Marshall, Joel Barlow, Lewis Cass, John Bigelow, John Hay, Levi P. Morton, Whitelaw Reid and many other distinguished men have served as American minister or ambassador to France.

A number of members of the German Reichstag will visit Bulgaria next month and study the resources of the country.

William H. Orpet will be placed on trial at Waukegan, Ill., today on a charge of murdering Marian Lambert.

GIRLS! HAVE BEAUTIFUL, LUSTROUS, FLUFFY HAIR--25 CENT DANDERINE.

No more dandruff or falling hair—A real surprise awaits you

To be possessed of a head of heavy, beautiful hair; soft, lustrous, fluffy, wavy and free from dandruff is merely a matter of using a little Danderine.

It is easy and inexpensive to have nice, soft hair and lots of it. Just get a 25 cent bottle of Knowlton's Danderine now—all drug stores recommend it—apply a little as directed and within ten minutes there will be an appearance of abundance; freshness, fluffiness and an incomparable gloss and lustre and try as you will you cannot fnd a trace of dandruff or falling hair; but your real surprise will be after about two weeks' use, when you will see new hair—fine and downy at first—yes—but really new hair—sprouting out all over your scalp—Danderine is, we believe, the only sure hair grower; destroyer of dandruff and cure for itchy scalp and it never fails to stop falling hair at once.

If you want to prove how pretty and soft your hair really is, moisten a cloth with a little Danderine and carefully draw it through your hair—taking one small strand at a time. Your hair will be soft, glossy and beautiful in just a few moments—a delightful surprise awaits everyone who tries this.—Adv.

SALE OF DANISH WEST INDIES IS AGAIN DISCUSSED

Conditions On Island Poor, Natives Consider Deal With the United States

St. Thomas, March 14—The report that the Danish government might reopen the old question of the sale of the Danish West Indies to the United States has attracted attention to the industrial and economic conditions here at the present time. In answer to inquiries from the United States it may be said that the conditions are most unsatisfactory both on this island, and the island of St. Croix.

There is a serious depression in trade and scarcely any money in circulation in St. Thomas. This is chiefly due to the European war and the closing of the Panama Canal. The chief industry of the island has always been the supplying of coal and water and other necessities to ships, but this is now practically at a standstill, particularly because of the suspension of the steamship service of the Hamburg-American line. This company gave employment to a large number of laborers and others, the majority of whom have had to emigrate to Santo Domingo or other agricultural islands in order to make a livelihood. In fact it is felt now that the Hamburg-American line has, more than was heretofore realized, been the main support of the island, disbursing a large sum of money annually. It is only recently that there was completed here an extensive system of harbor works, with an up-to-date dock and all modern appliances such as electrical coal cranes, warehouses and oil tanks, and with the opening of the Panama Canal it was expected that a great trade would develop here. But the slides in the canal have prevented these hopes from being realized.

There are no serious labor troubles nor real signs of distress, however, and the people are living in hopes that with the reopening of the Canal and the cessation of the war, conditions will rapidly improve.

On the island of St. Croix the strike which paralyzed the sugar industry has been a serious matter. The island, very much more so than St. Thomas, is agricultural, and this year's production of sugar and rum promises to be exceptional. Following the formation of a labor union, the laborers on the sugar estates contended that with the increased prices for sugar they should be paid more wages, but this was refused by the planters. When the strike began, thousands of the workers were turned off the estates, and flocked, with personal belongings, to the towns of Fredericksted and Christiansted, where, for the past month, they have been living in tents and thatched houses, and school buildings.

Notwithstanding the unsettled conditions, there have been few disorders, except for a small amount of suspected incendiarism.

The government has recently passed several bills looking to the improvement of the laborers of both islands including the parcelling out among them of small lots of land under certain conditions. If these measures are carried out they should improve the situation greatly.

Short after the foregoing was mailed from St. Thomas, cable dispatches announced the settlement of the sugar strike, the laborers winning a small increase in wages.

GETTING THE BUSINESS OF NEW PEOPLE

One reason why the advertising game is such a leading factor in modern business is that population is so constantly changing.

Years ago people used to settle down in one place and live there all their lives. Having grown up in a place, they knew all the merchants from way back. They had some idea as to who was enterprising and alert, and who was slow and indifferent. Advertising was useful then, but not so wholly necessary as now. But many merchants are still trying to do business as if these conditions still existed.

Nowadays the population of most towns is very fluctuating. If a store is satisfied merely to keep its old customers, it finds that a certain proportion have moved elsewhere. Meanwhile a constant influx of new people come in. It is a common remark even in small places, that the town is full of new faces.

When a family comes in, they immediately want to know where to trade. They know nothing of the history or reputation of the merchants. The first thing they do is to buy a newspaper and find out what stores are advertising. Usually they open up accounts with merchants whose notices they have read.

A man may have done business for a lifetime in his old location, all of it honorable trade. He may have given good value all these years, and have an established circle of patronage. The newcomer knows nothing of all this. Indeed he is a little suspicious of old established firms, knowing that sometimes they live too much on old reputation.

Business relations made with new comers through advertising usually prove permanent. The man who advertises realizes the necessity of making good promises he puts into print. He gets the cream of the new trade, and wins the friendship of new people, who to less enterprising merchants are wholly strangers.

The Dutch-Belgian frontier, closed by the Germans, has been partially re-opened.

"I am in full sympathy with President Wilson's Mexican policy," William J. Bryan stated at Detroit.

The new 27,500 ton battleship Nevada was put into commission at the Charlestown, Mass., navy yard.

President and Mrs. Wilson return to Washington today from their week-end trip on the yacht Mayflower.

Lieut-Colonel Waldo E. Ayer of the 1st United States Infantry, died at Honolulu, aged 56. He graduated from West Point in 1884.

THE CHRIST OF THE ANDES

: SOONER SHALL THESE MOUNTAINS CRUMBLE INTO DUST THAN ARGENTINES AND CHILEANS BREAK THE PEACE TO WHICH THEY HAVE PLEDGED THEMSELVES AT THE FEET OF CHRIST THE REDEEMER. :

Such is the English translation of the inscription on the noblest peace monument ever reared by human hands. Solitary and alone it stands in the towering Andes, surrounded by snow-clad peaks, a memorial of the past and a promise for the future.

In days like these, when the greater part of Europe is torn by strife and weltering in blood, it is inspiring to recall how the two most progressive nations of South America settled their differences and averted a terrible and destructive war.

It will be twelve years next Monday since the Christ of the Andes was dedicated as the sign and symbol of lasting peace between Argentina and Chile. The historian, who devotes so many of his pages to wars, has written all too little of this momentous triumph of peace.

In 1900 a boundary dispute arose between Chile and Argentina. Both governments and peoples felt sure of the justice of their contentions. The press of the two countries breathed threats of war. Both countries commenced feverish preparations for the struggle which seemed imminent and certain. Vast sums were spent on military and naval preparations. The lofty peaks of the Andes, serving as a natural barrier between the two nations, seemed inadequate to prevent the Argentines and Chileans from flying at each other's throats.

The situation held all the elements of tragedy. In the heat of the moment the proud Chileans permitted themselves to forget those facts of their history which placed them under a debt of eternal gratitude to their neighbors. It was Jose San Martin, as pure a patriot as ever drew the sword in a righteous cause—San Martin the Argentine—who early in the nineteenth century led his brave and gallant four thousand through the lofty defile of the Nepallata Pass, 12,800 feet high, and drove the Spaniards from Chile. San Martin's march over the Andes deserves a greater niche in history than Hannibal's crossing of the Alps. The great Argentine leader, having triumphed over the enemy and conferred upon the Chileans the priceless boon of liberty, proudly refused the proffered dictatorship, and with his ragged army of heroes march on Peru, there to fly the flag of liberty over the ancient City of the Kings.

And now, for a few square miles of almost worthless land, the Chileans were preparing to make war on the land of their deliverer. For the matter of that, who shall blame them? What nation has not been guilty of that blackest of sins, ingratitude? Did not the United States, before the ink on her declaration of independence was scarcely dry, threaten to join the enemies of France, who had made her independence possible? Republics are proverbially ungrateful—almost as much so as monarchies.

If Argentina and Chile were ready to fight, other nations were not willing to have them do so. The British ministers in Buenos Ayres and Santiago used all their influence to avert the impending struggle. It was one of the most difficult tasks ever undertaken by diplomats, but they succeeded. After long negotiations Argentina and Chile were induced to submit their controversy to King Edward as arbitrator. The British monarch, after considering the evidence submitted by impartial geographers and jurists, handed down a decision which was favorably received in both countries.

The first great fruit of that settlement was a general arbitration treaty between Chile and Argentina, the first of its kind ever concluded between nations, by which both countries agreed to submit all future controversies to arbitration.

The hatred which had existed for a time between Argentina and Chile immediately gave way to a spirit of fraternal love. The two nations, metaphorically speaking, fell on each other's breasts and wept tears of joy at their deliverance from war, while vowing eternal friendship.

This spiritual jubilation led the women of Argentina, acting on the suggestion of Bishop Benavente, to raise a fund for the erection of a memorial to commemorate the peace. The money was quickly raised, and Mateo Alonso, a young Argentine sculptor, made the design, a gigantic Christ. The statue was cast from old Argentine cannon, and, when completed, was carried by rail to Mendoza. At that city the figure was placed on gun carriages, and so, with much difficulty, was transported up the mountainside. The site chosen for the statue was near the old mountain trail between Chile and Argentina, where it could be seen by all passers-by.

On the thirteenth of March, 1904, the statue was formally dedicated. Thousands of the most influential citizens of the two nations traveled to that remote spot on the mountain side where the Christ of the Andes held out its promise of peace. The site chosen was on the boundary line, and during the dedication ceremonies the Argentines stood on the Chilean side and the Chileans on Argentine soil. To the booming of guns and the music of military bands the statue was unveiled, as a lesson of peace and good will to the whole world.

Since then a railway tunnel has been built through the Andes and the old mountain trail is almost deserted. The Christ of the Andes is now seldom seen by human eyes, but it none the less potent because of that. The figure is of bronze and the Christ on the cross has a height of thirty-one feet, and stands on a granite column twenty-two feet in height.

According to reports made to the Congress on Religious Work in Latin America, recently held in Panama, Christianity is decadent and dying in South America. The investigators asserted that in all the southern republics practically universal belief exists as far as modern learning has proceeded.

This is certainly true in so far as the intellectuals are concerned. Disciples of French culture as they are, the Latin American men of education have followed the example of their Parisian models in discarding the faith of their fathers and embracing atheism and agnosticism. Among the illiterate peons and the great majority of South American women the church is still supreme, and to these the Christ of the Andes is more potent for peace than the arbitration treaty signed and sealed by the freethinking statesmen.

Irreligious as they may be, however, there is not a man in Argentina or Chile who is not thrilled by the thought of that noble monument standing alone and solitary amid the mountains in the land of perpetual snow—the great bronze Christ of the Andes.

After 25 years' idleness the Franklin refinery in Philadelphia of the American Sugar Refining C will resume operations.

Oral arguments will be held by the Interstate Commerce Commission on April 19 on the question of ownership of private cars.

Pasquale Zuppa was hanged in the Connecticut State Prison at Wethersfield, for the murder of a friend, from whom he stole $1.25.

Drs. Rusk and Obiatsky of New York, members of the Rockefeller expedition sent to Mexico to combat typhus, have contracted the disease and have been taken to Neuvo Laredo.

At Woolsey Hall, New Haven, Friday Eve.

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A good product is worth giving a name to. Accordingly, we have given the trademarked name Socony to our best grade of kerosene oil. Ask for Socony and you are sure of getting the best.

Every gallon of Socony Kerosene conforms to certain fixed standards of quality. And quality is just as important in kerosene as it is in any of the other things you buy from your grocer—sugar, or flour or butter.

Socony Kerosene is free from dirt or other impurities, burns with a clear full flame, and does not make wick crust. It is so much better than ordinary kerosene that it is decidedly worth asking for.

Say "Socony" to the grocer's boy when he comes to take your oil can. Look for the Socony sign in the window of the grocery, hardware or general store where you buy your kerosene.

It is a quality sign and one of the easiest ways to recognize a reliable dealer.

We recommend the following oil burning devices as the best of their kind: *New Perfection* Oil Cookstoves and Water Heaters, *Perfection* Smokeless Oil Heaters, *Rayo* Lamps and Lanterns.

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