

PANAMA CANAL TALK

Main Features of a Stupendous Engineering Work.

New York Firms Hope to Get Contracts for Building the Ditch—Political Aspects of Canal Treaty.

[Special New York Letter.] NEW YORK financiers and contractors are taking a deep interest in the progress of the Panama canal negotiations. It seems to be the consensus of opinion that both the United States and the little republic of Colombia are to be congratulated on the outcome of Secretary of State Hay's negotiations, according to which the United States is to pay \$10,000,000 outright and an annual rental of \$250,000, the latter to begin nine years after the ratification of the treaty. The canal strip is to be leased to the United States for 100 years, with the privilege of renewal; but all rights and privileges of sovereignty are reserved by Colombia. Even the right to enforce police regulations in the leased territory is granted only in case of emergency. According to article 23, in case armed troops are required, "Colombia agrees to provide the forces necessary;" and if these Colombian troops are unable to preserve order the United States may, with the consent of Colombia, bring in its own forces. Under exceptional circumstances, it is conceded, the United States may bring in troops without red tape, but in that case "as soon as sufficient Colombian forces shall arrive those of the United States shall retire." Colombia is to establish judicial tribunals within the canal belt; and joint tribunals, to consist of Colombian and American jurists, shall sit for the trial of all cases between citizens of Colombia and those of the United States. The only exclusive judicial jurisdiction the United States will enjoy in

out into a lake, called Bohio, 12 1/2 miles long. Much of this can be used for the canal at small cost. The general course of the Chagres is northwesterly, and it empties into the Caribbean several miles west of Colon, having flowed through a low, marshy country much of the way. From Lake Bohio the canal follows a different route from the river. It is proposed to have the bottom of the canal 150 feet wide. The slope of the banks, and hence the width at the top, will depend on the nature of the soil through which the canal, which is to be 35 feet deep, is cut.

To the first stretch of 12 1/2 miles southward from Colon there will probably be no interruption. In order to reach the level of Lake Bohio two or three locks will be necessary. Gen. H. V. Abbot advised having the lake, whose height will be determined by a dam across the old path of the Chagres, only 70 feet above sea level. The United States commission adopted 90 feet as the standard, although in the driest season this may fall off to 82.

Where the canal taps the lake two or three locks are to be introduced. The commission favored only two, each making a difference of 42 or 45 feet in the water level. Although such locks are feasible, it is remarkably possible that three may be finally adopted, as it is safer to lock up and down only 30 feet at a time. If a third lock is introduced perhaps it will not be located close to the other two, but be constructed at Tiger hill. An enormous dam, blocking the course of the Chagres, is to be built a little east of the Bohio locks. Engineers say that there will be less danger of seepage, or leakage through the soil, if there is a head of only 65 to 70 feet here, instead of one of 90. Still, if there is another lock at Tiger hill the same effect would be secured.

A spillway, to discharge the surplus water of Lake Bohio, will be constructed three miles to the southwest of the dam and locks, on a small tributary called the Gigante. A nat-

ADDITIONAL LOCAL NEWS.

Death of a S. A. R. Veteran.

Carl Hanson, a highly respected resident of New London, died on Monday after an illness of twelve weeks. Death was due to dropsy and a complication of diseases.

Deceased was 60 years of age. He was a former resident of Litchfield, and left that city about two years ago to make his home at New London. The remains were taken to Litchfield for burial and the funeral took place in that city yesterday afternoon. The family and relatives passed through Willmar Thursday to be present at the funeral. Deceased was a veteran of the Fifth Minnesota and was given a military burial by his G. A. R. comrades of Litchfield. The funeral was largely attended.

Deceased leaves a widow and family of seven children, all of whom are married except Lillie, who has resided at home. They are H. T. and A. D. Hanson, of New London; J. C. Hanson, of Grove City; Elling and Lovie Hanson, of Litchfield, and Martin C. Hanson, of Petersburg, N. D.

The grief stricken family has the sympathy of friends in this vicinity in their affliction.

Interviewed the Governor.

A. E. Rice of Willmar, formerly lieutenant governor, passed through St. Paul today on his way home from Cuba. Governor Rice has been visiting his son who is in business at Puerto Principe, Governor Rice says:

"It was one of the greatest mistakes we ever made when we withdrew from Cuba and left the islanders to themselves. There is no reason why they should not be prosperous with very little effort, but good land is still selling there for \$10 to \$15 an acre, while no better land in Porto Rico is selling for \$75."

Governor Rice thinks, however, that Cuban land is a good investment. The cattle industry is booming. Ranchmen from North Dakota, Oregon and Texas, have established themselves there. The war practically exterminated the native cattle, and new stock has been imported from Colombia, Mexico, Florida and Texas. The cattle require no shelter and keep fat all the year, while running wild in the rank vegetation.—Minneapolis Journal, Wednesday.

Rev. Buell in Chicago.

Rev. C. H. Buell received a telegram this morning from his wife at Chicago stating that she had been called to Topeka, Kansas, on account of the death of her father. A sick daughter being left at home, it was necessary for Rev. Buell to leave at once for Chicago, and he departed on the Eastern Express. There will be no preaching services at the Presbyterian church to-morrow on account of his absence. Sunday school services will be held at the usual hour.

Will Build New House.

Henry Bergdahl sold his residence property on Fifth street Wednesday to Mrs. C. A. Green, of New London, for a consideration of \$2,200. Mrs. Green will make this city her future home and expects to remove here early in the summer. Mr. Bergdahl has purchased a lot and a half of the property of Mrs. Solomon Porter on the same street and intends to commence the erection of a large new residence for himself at an early date. \$600 was the price paid for the Porter property.

Lutheran Mission Meeting.

The Swedish Lutheran mission meeting for the Pacific district of the Minnesota Conference, which has been held at the Svea church, closed last Wednesday evening. Thirteen ministers of the district were in attendance and addressed the congregations. In spite of the disagreeable weather and bad roads the meetings were quite well attended. The next meeting will be held at Watertown, Minn., the last week of April.

Lake Lillian Wedding.

A quiet wedding will occur in the town of Lake Lillian next Monday afternoon, when Miss Hilma Erickson will be united in marriage to Mr. Oscar L. Lundahl, of Two Harbors, Minn. The marriage will be solemnized at the home of the bride's parents, Mr. and Mrs. John Erickson, in the presence of only immediate relatives and friends. Rev. J. O. Lundberg of Svea will officiate.

The City Election.

Tuesday, April 7, is the date of the city election, and pursuant to a call issued to the voters of the republican party, the convention for the purpose of placing a ticket in the field will be held at the engine house next Thursday at ten o'clock a. m. The primary elections will be held in the different precincts on Wednesday evening.

The county commissioners have been in session during the past three days. The most important business transacted was the establishment of the new road between Norway Lake and Colfax. The official proceedings will appear in next Wednesday's edition.

R. Ziesemer left yesterday on a business trip to Kansas City, Mo.

INJURY PROVED FATAL.

Conrad W. Wigdahl Died Last Evening From The Injuries Received at The Wood Yard Monday.

The community was shocked this morning to hear of the death of Conrad W. Wigdahl, which occurred at his home last night at ten o'clock. Death was due to concussion of the brain, which was the result of injuries sustained in the accident of last Monday. It was at first thought that nothing serious would result, but later in the week developments of a serious nature became noticeable. The attending physicians did all in their power to save the patient. Concussion of the brain was the inevitable result of the hard blow received in the accident and the patient remained unconscious up to his death.

The affair is a hard blow to the family, and the entire community will extend its heartfelt sympathy to them in this their hour of sorrow.



CONRAD W. WIGDAHL.

Deceased would have been 45 years of age the 16th of July. He had been a resident of this county for the past sixteen years, removing to Willmar from a farm in town of Whitefield fifteen years ago. He came to America in 1886 from Norway, his birth place being Borgan, Vigten. During his residence in this city he was employed by J. S. Robbins in his fuel business and later conducted business for himself in the same line. He was at the time of his death a member of the firm of Wigdahl & Westberg, and had carried on a fuel business for seven years.

Deceased was a man of sterling character, a conscientious Christian, and active worker in the Lutheran Free church of which he was a devout member. He was "singer" of the church and had been a Sunday school superintendent for several years. In the community he was highly respected by all who knew him.

His wife, Aletta Odine Wigdahl, and five children are left to mourn the death of a kind and loving husband and father.

His children are Odin and Ludvig, and Misses Paulina, Clara and Lura. Three other children by the widow's first husband are Nellie (now Mrs. Martin Olson), Mary and Andres. The relatives in this country outside the family are a sister, Mrs. Anton Nelson, of Green Lake, and a niece in Minneapolis. A large number of relatives reside in Norway.

The funeral will take place next Wednesday afternoon at two o'clock from the Lutheran Free church, Rev. E. E. Gynild officiating.

Died.

Warren Edwin, the five-year-old son of Mr. and Mrs. Patsy Blake, died early yesterday morning of Bright's disease, which had been contracted as a result of scarlet fever. The remains will be taken to Browns Valley this afternoon for burial. The family has the sympathy of the community in the loss of their beloved son.

Miss Emma Forsberg left yesterday for Toronto, Ont., Canada, the American headquarters of the China Inland Mission, where she expects to spend some time before returning here. Miss Forsberg will spend tomorrow in Chicago with the family of Rev. C. Harmon Johnson.

Messrs. Albert and Ole Bagne, of Olivia, have leased the Glarum hotel barn and will conduct a livery business there. The gentlemen were in the same business at that point for eleven years.

Miss Mabel Rodun returned yesterday to resume her work in the schools of Eyota, Minn. She has been elected as teacher in that village for another year.

Rev. and Mrs. J. P. McCullough are the happy parents of twins, a boy and a girl, born to them Wednesday. Mother and babe are doing well.

The Ladies' Social Union realized \$65 as their net proceeds from the entertainment given here Tuesday and Wednesday evenings.

A marriage license was issued yesterday to Oscar L. Lundahl and Hilma Erickson.

China Is Awakening; Japan Has Awakened

By Dr. CHARLES B. GALLOWAY, Methodist Bishop of Mississippi

If we can ever thoroughly instill American ideas into the Chinese instead of the conservative Confucian methods, they will be one of the most powerful people on earth, and there will be no more far eastern problem to solve, for the Chinese, with their great population, thrift and industry, will relieve the western part of the world of the burden. The only objection the Chinese have to the Americans is our exclusion act. Notwithstanding this, the natives like the American, I believe, better than any other foreigners.

The spirit of education seems to have fairly grasped China. The emperor recently issued a decree establishing a department of education, and all applicants for government appointment must now have some knowledge of the western hemisphere.

There is no question as to Chinese commercial integrity, and the Chinese are among the foremost agriculturists of the world. In the great valleys of the country they are now cultivating lands that have been under cultivation more than 2,000 years, from which they raise two crops a year.

The Japanese I regard as the most wonderful people on earth. Isolated as they are, yet they are one of the most enlightened nations in the world, and but recently the Japanese shipyards turned out a warship for the United States. The emperor of Japan is a remarkable man. Born as he was, a direct descendant of the "Son of Heaven," he relinquished his claim and gave the people a constitution, since which time the progress of the country has been very rapid. They have the third largest steamship line in the world. Fifty years ago Japan had no connection with the outside world, but today she has electric street railways, a postal system equal to our own, with free delivery all over the country, and daily newspapers. A daily paper at Osaka has a circulation of 180,000. An intellectual ferment prevails in Japan that is perfectly wonderful.

No Other Nation Has a Model Like Washington

By Senator GEORGE F. HOAR of Massachusetts

It is the great good fortune of the people of America, especially of the youth of America, that we have for our national hero a character whom they can take as a model of behavior in every condition, every transaction, every occupation in life. I cannot think of any question of morality, of courtesy or noble and elevated behavior, of expediency in the conduct of doubtful and difficult affairs, which a young man or an old man could not safely answer by asking himself and telling himself what George Washington would have done in a like case. I do not know of any other nation on earth that possesses or has possessed such a model.

Whoever thinks of George Washington as stopping to consider popularity or public sentiment or political or personal advantage to himself by pleasing the people when he had to determine a question of duty? He was as unmoved by the breeze of popular opinion as the summit of the mountain that bears his name. It is for that reason that the reverence in which his countrymen hold him is as enduring and as unshaken as the mountain summit.

THE GAMBLING GRAZE IS A GRAVE SOCIAL PERIL

By Rev. Dr. LOUIS ALBERT BANKS of New York

HE MUST BE BLIND WHO DOES NOT NOTE A VERY DANGEROUS GROWTH OF THE GAMBLING SPIRIT IN AMERICAN LIFE.

There is a great demand that somebody shall call a halt. The women should do it. The matron who leads the way for young men to acquire the gambling spirit in her house must be reckless indeed. Young men will not gamble in social parties if young women refrain from it, and it is surely a bad use for any young woman to make of the charm of her youth and beauty to draw a young man into danger of the deadly and devilish fever of the gamblers.

THE GIRL GAMBLER IS THE STORMY PETREL ON THE SOCIAL HORIZON OF TODAY. She tells of an emptiness of mind and heart, a love for pleasure that does not require thought and a lack of a keen sense of responsibility for the good of others that does not bode well.

LET THE GIRLS CALL A HALT AND LEAD IN A SAFER PATH.

Our Manufactures Can No Longer Find a Market

By CHARLES T. YERKES, the American Traction Magnate of London

TRUSTS ARE SO RAISING PRICES IN AMERICA AS TO DESTROY THEIR POWER TO COMPETE WITH MANUFACTURED GOODS IN THE MARKETS OF EUROPE. THE PRICE OF STEEL GOODS GENERALLY HAS RISEN 25 PER CENT; CARS HAVE RISEN 100 PER CENT.

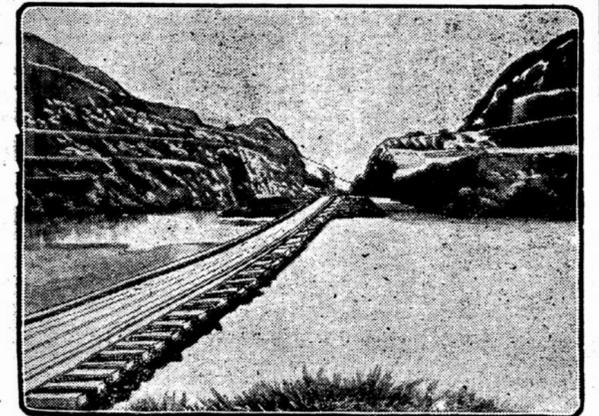
There is nothing unnatural about this. It was bound to come from the great inflation of capital that took place when the steel trust was formed. Interest on the additional money can be paid only by increasing the price to the consumer.

EVERYTHING OUTSIDE OF ARTICLES OF PERSONAL USE MOVES IN SYMPATHY WITH STEEL. THE CONSEQUENCE IS WE HAVE NOW REACHED A POSITION WHERE AMERICAN MANUFACTURED GOODS CAN NO LONGER FIND A MARKET IN ENGLAND.

Chance for a Damage Suit. W. F. Rein, who was on the train that was wrecked last Friday near Russell, is now at the Merchants Hotel with a sprained ankle as a result of the wreck. He was in one of the cars in charge of some implements which he was taking to this city for Peter Trecker from Iowa and in some way met with the accident that will lay him up for some time.—Raymond News.

"A Wise Woman" will be seen at the Opera house next Tuesday evening. This is an attraction which we believe has been more advertised in the local newspapers than any other attraction visiting the city and certainly ought to draw a house in which standing room will be a premium. Everybody wants to see a wise woman.

D. Emquist and wife are enjoying a visit with their daughter near Green City.



VIEW OF CULEBRA CUT ON PANAMA CANAL.

the canal zone, according to article 13, will be in cases "between citizens of the United States and citizens of any foreign nation other than the republic of Colombia."

The principal engineering feats of the canal are, of course, of universal interest just now. The isthmus of Panama is 35 miles wide in a straight line, but the canal will be about

20 miles long, not including channel dredging in the terminal harbors. The general direction from the Caribbean to the Pacific outlet is from northwest to southeast. The Pacific port, Panama, is about 20 miles further east than Colon, on the Atlantic. The highest ground is off to the south, when the elevation sometimes is 300 feet above the sea level. The water supply comes from the Chagres river, to the eastward of the canal route. That stream joins the latter near Gamboa, and widens

ural outlet exists here, 65 feet above sea level. Of course, the spillway must be higher than that to maintain the desired level in Lake Bohio. The commission proposes to have it 85 feet above the sea. From the Gigante the water will drain off through swamps to the lower Chagres, a little excavating helping the flow here. It is expected that the Gigante spillway will serve as an automatic safety valve in time of floods.

As already stated, about 12 1/2 miles of the route lie through Lake Bohio. For fully seven miles there will be deep water. Only a little dredging will be necessary as Gamboa is approached. To the southeast of the latter point lies the heaviest work along the whole route. For nearly eight miles (7.95 to be exact) a cut in the backbone of the isthmus will be needed to bring the canal down to the proper level. This is known as the Culebra cut. The water will be no higher here than in Lake Bohio, and there will be no locks. However, as it may be desirable to drain the Culebra level some time, gates will be introduced near Gamboa (at Obispo). It may be remarked, in passing, that the depth of the Culebra cut bears a close relation to the height of the Bohio dam. The amount of excavation in the former was lessened 20 feet when the commission decided to raise the level of Lake Bohio to 90 feet above the sea, instead of 70 feet. On the other hand, if Gen. Abbot's recommendations had been adopted, it would have been necessary to go 20 feet lower in the cut. Part of the material to be removed here is rock, but a good deal more is merely clay.

Partly to control the excesses of the Chagres in very rainy weather, it has been proposed to build a dam at Alhajuela, 10 or 11 miles east of Gamboa, near the source of the stream. An artificial lake there would serve as a reservoir, take care of part of the surplus water when the precipitation was heavy, and thus relieve Lake Bohio of a part of its responsibility. By affording storage it would, moreover, be able to reinforce the lower lake in the dry season.



ROUTE OF PANAMA CANAL.

38 1/2 miles long, not including channel dredging in the terminal harbors. The general direction from the Caribbean to the Pacific outlet is from northwest to southeast. The Pacific port, Panama, is about 20 miles further east than Colon, on the Atlantic. The highest ground is off to the south, when the elevation sometimes is 300 feet above the sea level. The water supply comes from the Chagres river, to the eastward of the canal route. That stream joins the latter near Gamboa, and widens