

10-YEAR-OLD PANAMA CANAL PASSES SUEZ

World's Greatest Artificial Inter-oceanic Waterway.

Washington.—Ten years old in August, the Panama canal is such a lusty youngster that already it is outgrowing its original clothes and has Uncle Sam wondering if it will need larger garments.

"In traffic handled it has passed middle-aged, fifty-five-year-old Suez canal and is now the world's greatest artificial inter-oceanic waterway.

"At the present rate of traffic growth the canal will have to be greatly enlarged before it is three decades older.

"Such is a thumb-nail sketch of the accomplishments of America's 'Big Ditch' on the eve of its second decade," says a bulletin from the Washington headquarters of the National Geographic society. The waterway was formally opened to the world August 15, 1914.

"The Panama canal's birthday achievement gives the United States the proprietorship of the two busiest canals in the world, the Panama and the Sault Ste. Marie," continues the bulletin. "The latter still handles twice as much traffic as the Panama canal, although it is open only eight months of the year.

"Panama canal's ten-year record reads like the story of the traditional American boy, rising from poverty to wealth. It is a record of financial success beyond the dreams of many of its staunchest adherents; it is a record of service success; it is a triumph of sanitation; it is, as Viscount Bryce predicted, 'the greatest engineering achievement of history or of prospect.'

"In 1923 canal tolls totaled more than \$17,000,000 against expenses of \$4,817,000, a net profit equal to more than 3.5 per cent of the construction cost of the canal, \$375,000,000. In 1923 nearly 4,000 vessels passed from ocean to ocean. But the fiscal year of 1924 far outstripped 1923. Of the 107,000,000 cargo tons transferred in the decade, more than a fourth is credited to 1924 and the tolls rose to \$24,290,000. Expenditure figures are not yet available.

Canal Gets Birthday Gift.

"President Coolidge recently gave the deserving Panama canal a birthday present; an executive order putting aside 22 square miles of additional country for the Canal Zone. This acquisition will be converted into a large reservoir to save up the Chagres floods which would otherwise go over the Gatun dam spillway.

"The new Alhajuela project will further increase the size of Gatun lake, which is already the largest artificial body of water in the world.

"Ever since the Panama canal was proposed predictions of its great boon to trade have filled the press. Ten years show what the canal is good for. Oil is king at Panama today, the figures show. The tonnage of oils, chiefly crude and refined petroleum, passing through from the Pacific to the Atlantic exceeds the total of all other products.

"From the United States' industrial East the iron and steel comes and thousands of tons of other manufactured products and textiles for South America, Australasia, and the Far East. From there also, come at the rate of more than 100,000 tons in one year ammonia, cotton, sulphur, cement, coal and coke, metals, ores and paper.

"In the United States the great argument for the Panama canal, after its necessity for defense, was its advantage to coastwise traffic. Ten years show that the 'Big Ditch' fulfills these expectations. Two-thirds of east-bound tonnage from all sources is coastwise traffic. Of the tonnage originating in west-coast states, 90 per cent is consigned to east-coast ports. Half of the shipments from the industrial East totaling one-third of all west-bound traffic is coastal traffic. California sends millions of barrels of oil east via the canal. Much of her fruit in cold storage moves this way and from the northern part of the coast comes the famous salmon. Lumber is a commodity of rapidly increasing importance in canal business, the east coast exchanging its particular types of wood for the west coast's native trees. Wheat from western Canada instead of flowing to Europe by the lakes and rivers of the St. Lawrence system, goes to Vancouver now and is shipped to England via Colon.

All Kinds of Odors.

"All the odors, scents and smells rising from a crowded Far East port cannot match those at Panama. Tankers with blood from South America, camphor from Japan, algarobilla from Andes forests, garlic, hair, cassia and whale oils from the Far East, iodine from Chile, perfume from France, onions from California, peanuts and tea from China, rubber from Singapore, copra from the South seas, and pungent ammonia from Baltimore, all mix at Panama. But probably no port in Araby dissipates its stenches and its scents in sanitary oxygen and antiseptic sunshine as Panama does. The Canal Zone, from Panama City on the Pacific to Cristobal and Colon on the Caribbean, is as spotless and well swept as a Dutch kitchen.

"In ten years more than 25,000 ships have transited the canal. These ships paid for this privilege \$97,802,000; a sum equal to more than one-fourth the total construction cost. An average of 14 vessels a day now passes through the canal and each day the United States collects \$65,000 tolls."

Find Coin of 1150
Armstrong, Mo.—A coin, bearing the date of 1150 and the image of Queen Mary, was plowed up the other day by F. W. Shiffert, a farmer near here. The coin is made of green gold, the metal used in ancient times for coinage money, and, besides the date and the image of the queen, is marked with a cross, ten stars and has a ring soldered to it, having evidently been used as a watch charm at one time.

NEW RECORD IN RAW SILK RACE

America Winning Heats in Contests Whose Stakes Are Millions.

Washington.—Uncle Sam has been winning heats in one of the most dramatic races ever staged by trade—the raw silk transport race.

The course is 8,300 miles. Swiftest steamships, special trains for which speed limits are waived, seaplanes and airplanes participate. But there is no cheering crowd in the stands, because every mile of the race is concealed with the closest secrecy. The stakes are millions.

In 1918, 81 per cent of the United States' huge silk imports from Japan came in foreign steamers but within two years steamers flying the American flag in the Pacific have obtained an important share of this valuable trade.

Why silk is rushed from Yokohama to New York at break-neck speed, outdistancing the best passenger service, and the thrilling details of this contest against time over the world's longest race course are told in the following bulletin issued by the National Geographic society:

Excepting gold and silver bullion, silk probably is the most precious commodity, weight for weight, carried on a large scale by commerce. A single special train will bring \$5,000,000 worth of silk. Just as it costs dearly to ship money, high charges are put on silk shipments. The saving of two days' sailing time between Yokohama and Seattle is said to make a difference of 50 cents a bale at New York. Interest on the millions of dollars tied up multiples at the rate of thousands of dollars a day and, in addition, there is costly insurance.

New Silk Course Record.

The world's record on the Yokohama-New York silk course was set up a few months ago when the Orient was brought within 13 days, 3 hours and 8 minutes of Manhattan. Laden with \$5,000,000 worth of raw silk, the President Jackson made Seattle on the ninth day. A United States mail seaplane met the liner at Victoria and winged its way to Seattle, 100 miles away. It brought port documents and forwarded cargo papers to New York before the President Jackson docked.

Special port forces moved the rich consignment in three hours to a special silk train waiting with steam up. The swift Oriental limited passenger trains take 70 hours to reach Chicago; the "reefer," as the silk special is known to railroaders, makes it in 65 hours. Twelve cars were required for the President Jackson cargo. With Queen Silk goes a heavy cordon of train guards armed to the teeth. When the treasure train safely reaches New York the shipment is divided quickly among the consignees for storage in warehouses or dispatched to mills in such famous silk towns as Paterson, N. J. or Woonsocket, R. I.

Carried on Mystery Train.

Few people know when the "reefer" is on the rails. Like a ship of war, it virtually runs under sealed orders. Railroad divisions seldom know when it is coming or where it is going until it and orders arrive.

The previous speed record for silk shipments was made when the President Grant landed a \$10,000,000 consignment at Seattle. The "reefer" brought this product of billions of caterpillars into New York in 13 days, 4 hours and 55 minutes out of Yokohama. Night air mail will be a boon to these New York silk merchants. Before silk shipments can be released many papers must be approved and inspected. Seattle has one of the two seaplane mail services in the United States, hence Queen Silk will suffer no embarrassment of delay. Night air mail will hasten dispatch of silk shipment papers to New York so there will be no slip when the dusty "reefer" reaches the Hudson.

Although silk culture originated in China and the very name China finds

its birth in a term meaning "silk people," the United States looks to Japan for most of this raw material. American mills are weaving nearly 50,000,000 pounds of raw silk annually, of which about 80 per cent comes from Japanese mulberry orchards. The ugly little silk worm is treated with great respect in the Orient for it brings to the Far Eastern peoples more than \$300,000,000 from the United States alone.

Queen Silk's throne is as solid as the year it was set up by a Chinese prince, centuries before the birth of Christ. The Western world began to worship her when the crusaders went to the East "to kill the horned devil and returned to imitate the fine gentlemen they found there." The merchants of Venice, thriving on the West's new knowledge, like the merchants of New York today, guarded Queen Silk well; this single city-state built 300 men-of-war to convoy its

THEODOCIA L. MAYO.


4t-8-29-24

Texas has two colored postmistresses.

In each 1,000 colored persons between 5 and 20 years of age, 540, as compared with 670 whites, attend school.

Of the 1,855 colored school teachers in Tennessee, 1,497 are females.

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NOTICE OF SERVICE BY PUBLICATION

To James Mayo Non-President Defendant:
You are hereby notified that Theodocia L. Mayo, your wife and the plaintiff herein, filed her petition in the District Court of Douglas County, Nebraska, on the 26th day of May, 1924, to obtain an absolute decree of divorce from you on the grounds of wilful desertion for more than two years last past, and for non-support. You are required to answer said petition on or before the 27th day of September, 1924.

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! fear
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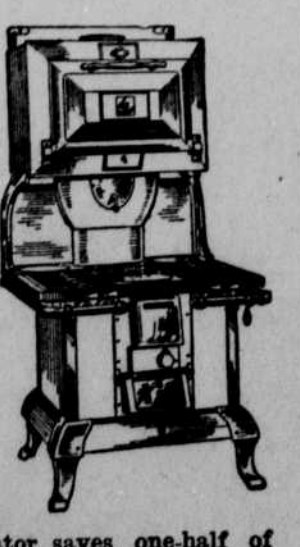
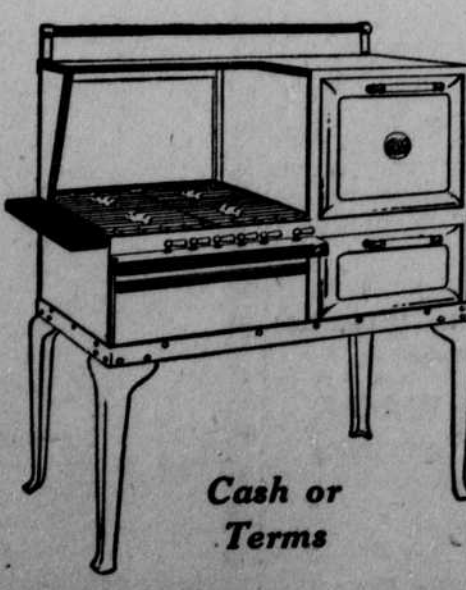
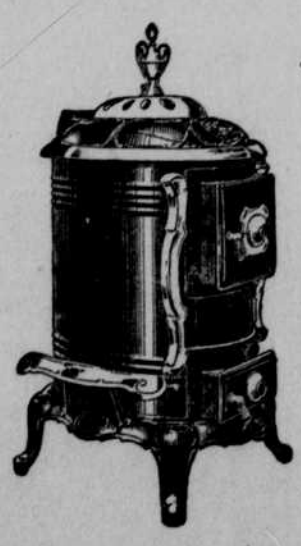
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