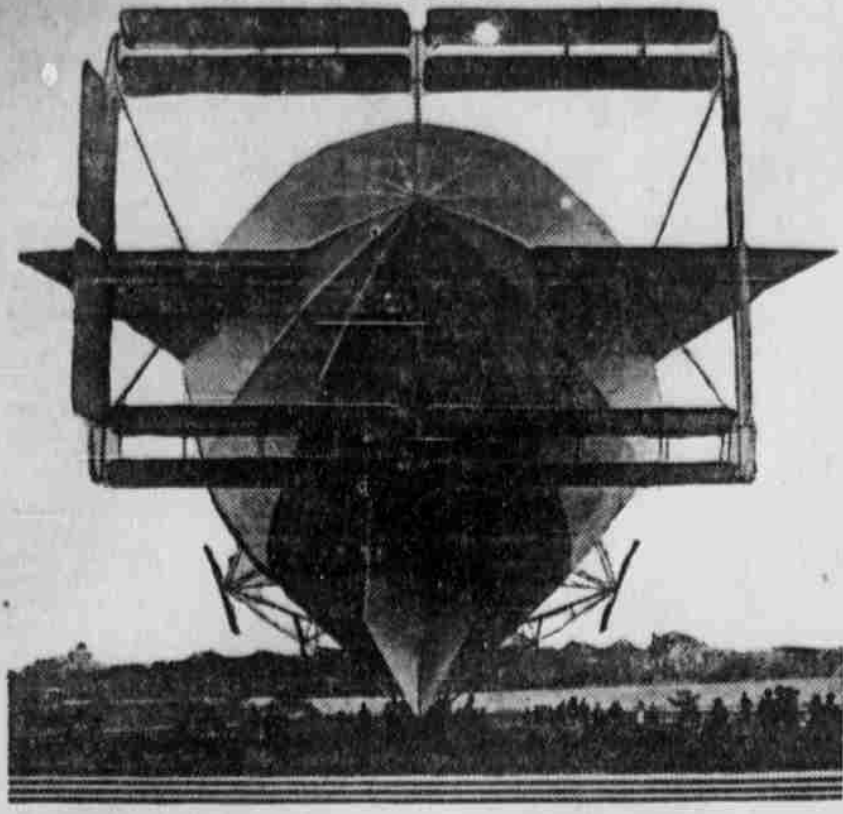


FRENCH DIRIGIBLE SPIESS



Front view of the French war dirigible, Spiess, which is of the semi-rigid type.

PANAMA CANAL IS OPENED TO THE MARINE TRAFFIC OF THE WORLD

Liner Ancon of the War Department Makes Trip Through Waterway That Marked Official Opening of Canal for Traffic—Big Ditch Is Completed After 400 Years of Effort by Leading Nations.

Panama—The United States war department steamship Ancon made the passage through the Panama canal, and transit through the waterway was officially open to the traffic of the world.

The Ancon left its berth at Cristobal at seven o'clock in the morning and made its way to the end of the deep water channel from the Atlantic to the Gatun locks. It went through these



President Woodrow Wilson.

locks, which have a lift of 55 feet, in 70 minutes. It continued through the waterway, from deep water on the Atlantic to deep water on the Pacific side, without incident.

Leaving Cristobal, the Ancon passed several vessels at anchor in the harbor, waiting to follow it through the canal and thus make the first commercial use of the water.

The decks of the Ancon were crowded with guests of the government and officials of the canal administration and the republic of Panama. The party included Colonel Goethals, U. S. A., builder of the canal and governor of the zone; President Porras of Panama, and Capt. Hugh Rodman, U. S. N., superintendent of transportation.

In conformity with a promise made by Colonel Goethals, the peace flag of the American Peace society fluttered from the foremast of the Ancon.

Beneath its decks, however, were two huge pieces of artillery which are destined to form an important part in the defenses of the waterway.

The great waterway now becomes free and open to the vessels of commerce and of war of all nations on terms of entire equality, in accordance to the provisions of the Hay-Pauncefote treaty.

Vessels drawing not more than thirty feet of water and up to 10,000 tons register may now make the passage. It would be possible to put some of the big American dreadnaughts through at any time.

The passage of the Ancon and its company of ships opens the canal to shipping, although the formal opening of the waterway will not take place until next spring. Tickets have been sold at the isthmus to all vessels waiting to make the trip. The charge is \$1.25 a ton, which is purely nominal in view of the fact that it cuts about 10,000 miles and two months of almost continuous steaming from the time required for the ordinary freighter to go around South America to a position

GOV. MAJOR IN OVERALLS

Missouri Executive Heads State Highway Work on Second Annual Goods Roads Day.

Jefferson, Mo.—Armed with pick and shovel, Governor Major for the second time led Missouri men in the betterment of the state's highways. Major inaugurated a good roads plan last year, and 250,000 men in the two days devoted work and material estimated

in the Pacific opposite the canal. American ships will receive no concessions in fare.

The charge made is expected to return \$12,500,000 to the canal treasury in the first year of operation, which will cover the \$4,000,000 a year cost of operation, and almost cover the additional \$11,000,000 interest on the money required to build the waterway. Judging by the experiences of the Suez canal, the Panama waterway will be carrying 20,000,000 tons of freight in a few years, and on that basis a reduction of the tolls would be possible.

The canal has been completed after almost four centuries of effort by the leading nations of the world. Balboa first saw the possibilities of the canal when he crossed the isthmus on September 25, 1513, and found himself gazing on the Pacific ocean. In the next year Balboa and his men carried two small ships across the isthmus, intending to use them in the Pacific, and three years later the city of Panama was founded to become, in a short time, the richest city in the world and the terminus of the route by means of which Spanish adventurers transported the plunder of the Incas from Peru and other South American countries to Spain. Highways were paved with brick across the isthmus to provide route for the pack animals.

The first definite plans for a canal were proposed by Savadera, a Spanish engineer among Balboa's followers, who was about to forward his project to King Charles V. of Spain when the king died. Surveys of the proposed canal route first were made in 1581 by Spanish engineers, who reported the project impossible of accomplishment. In 1620 King Phillip II deferred against building the canal after referring the question to the Dominican friars, who suggested the project was sacrilegious because "What God hath joined together, let no man put asunder."

England became interested in the possibilities of a canal in the latter part of the seventeenth century when William Paterson, founder of the Bank of England, tried to found a community on the isthmus of Darien, south of the present Panama, with the ultimate



THEODORE ROOSEVELT

intention of establishing a transisthmian route. Although that project proved an utter failure, other British surveys were made from time to time for 60 years.

In the first part of the last century the German poet, Goethe, said: "It is absolutely indispensable that the United States effect a passage from the Mexican gulf to the Pacific ocean, and I am certain they will do it."

In 1814 the Spanish government, by decree entered upon the construction of an isthmian canal, but the successful revolt of the South American colonies stopped the work. In 1825 President Bolivar of the republic of New

Granada gave a franchise for a canal at Panama to a Frenchman, Baron Thierry, who failed to raise the capital required to carry out the project.

The first appearance of the United States in the history of the Panama canal idea was in 1835, when Henry Clay introduced a resolution in the senate which resulted in Charles Biddle being sent by President Jackson to visit the various canal routes proposed and report on their relative feasibility. Biddle reported in the following year that he had been so struck by the feasibility of the Panama route that he had not visited the other proposed routes, the Nicaraguan, Darien and Tehuantepec projects.

Ferdinand de Lesseps, the builder of the Suez canal, formed the Inter-oceanic Canal company in Paris in 1877 and actual work on the canal was started in the next year. On January 20, 1880, the De Lesseps company, in the presence of a distinguished gathering, fired the first blast for the tearing away of Culebra hill. De Lesseps withdrew from the project in 1887 when the impossibility of building a sea level canal within the estimated 12 years became apparent.

At the same time it was indicated the project could not be completed for the estimated cost of \$240,000,000, as \$200,000,000 already had been spent. The company went into bankruptcy. In 1894 the New Panama Canal company started work again, but it practically ceased operations after five years of desultory work.

The United States in 1904 obtained the necessary concession from the new republic of Panama for the building

of the canal and took over the rights and properties of the old French company. Actual operations started on May 4 of that year. Two or three heads of large transportation companies in the United States were put in charge of the building of the canal one after another at the start of the project, but each in turn gave up the work and returned home. Finally the government put Colonel Goethals in charge of the operations and under his leadership the bulk of the work has been done.

The first union of the Pacific and Atlantic waters was on October 10, 1913, when President Wilson touched an electric button in Washington, which exploded a charge under the Gamboa dike.

The first boat of any description to make the complete trip through the canal was a nameless mud scow of the Panama railroad, which passed from the Pacific entrance to Culebra cut in November, 1913, and was sent to the Atlantic entrance in the following month.

On January 7, 1914, the crane boat Alexander La Valley, an old French vessel of 1,200 tons, steamed through the canal from the Atlantic to the Pacific. The first vessel to steam entirely around South America by way of the canal was the tug Reliance, Capt. R. C. Thompson, which sailed from Colon on February 11, 1914.

Children of anemic parents have ill developed bloodforming organs at birth and consequently are unable to manufacture red corpuscles in sufficient quantity for normal quality. These congenital anemics, unless given extraordinary care, are unable to develop normally and go to form our arrested development types.

Fortunately, the matter of sound blood need not be a matter of personal opinion, as there are scientific means available for determining its condition once we are made to comprehend the gravity of any departure from the normal.

UNDERFERD BLOOD. The fundamental basis of all philosophies is the pursuit of happiness. And we fail to attain the desire only

REMARKS THAT CAUSED WAR. The clerk's hair started to rise as he heard the word "pesos." He had been reading the paper.

"Come on," continued the young Mexican to his companion. "We will leave this hideous hole and go to a store."

The clerk's face showed astonishment. "Huh?" he said.

"The Mexican was already walking out."

"Wants see something better?" the clerk shouted.

"Your garments are intended for old women," the Mexican shouted back. He had reached the door.

"Well," said the clerk, "when you get through with your old country you'll wish you had these, 'cause you won't have nothing else!"

"Then the fight started. It took the proprietor, two clerks and the friend of the Mexican to break it up—Washington Star.

Must Be Fellow Feeling. We do not comprehend ruins until we are ourselves in ruin.—Heinrich Heine

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Fundamental Principles of Health

By ALBERT S. GRAY, M.D.

ANEMIA.

Life and health are among our most familiar words and in their ordinary meaning probably no words are more widely understood, and yet in specific application no terms are more difficult to express and comprehend. It is generally understood that life consists in an ability to change and to adapt to environment, and probably it will be generally agreed that health is an individual condition of sound mind, normal body, absence of disease and a normal blood supply.

Few of us ever get very far along life's highway without departing in some degree from this ideal condition, and few ever fully recover once it is lost, largely because we do not understand what we have lost, where we lost it, why we lost it, how we lost it or how it may be regained.

The chief characteristic of disease is loss of physical strength and of color, and few convalescents from even comparatively slight illness fail to show these two symptoms in marked degree. We cover the condition, quite satisfactorily to most of us, by saying, "We are a little anemic," and then we take some iron because it is known that iron has a strong affinity for oxygen and we know that our body cells must have oxygen to breathe in order to restore the ruddy glow of health to the cheek, the rhythmic and vigorous swing to the walk, the sparkle of vim and energy to the eye.

Anemia as generally understood is a condition marked by pallor of the skin and mucous membranes, and by palpitation and debility, due to a deficiency in the blood or its constituents.

To be able to sense the character of any physical body we must be able to see and to comprehend its three dimensions of length, breadth and thickness and personally to test its density and hardness; and in like manner to win and maintain health we must see and comprehend its limits.

The blood contains iron and the iron in the blood corpuscle is mostly in a combination known as "hemoglobin," which has a peculiarly loose affinity for oxygen and carries that element to the individual cells throughout the body, enabling them to "breathe."

We have already noted in previous articles that we can live only about three minutes without air, and we shall see as we pursue this inquiry how quickly and intelligently nature adjusts and compensates for material changes in environment, if only we have sufficient intelligence not to interfere with her system.

It is on this complicated cycle of changes that our health, happiness and sanity depends, and the slightest visible evidence of anemia may be taken to mean a grave disturbance of the balance between these changes and consequently of every vital function of the body.

For sound health normal digestion is a necessary; for sound thought, normal digestion is likewise a necessity. The nervous system, controlling physiological processes, is dependent for its health and ability to function on the nutrition derived from the blood; and it is owing to deficient nutrition derived from the blood in anemia that the tissues of the secreting glands and the glands themselves, the secreting cells, the secretions and the muscular system, are in a defective condition, in consequence of which they are incapable of fulfilling their functions.

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STORIES From the BIG CITIES



Newsie to Enjoy What He Calls "God's Freedom"

NEW YORK.—Lower Broadway is going to lose one of its newsies, Iadore Greenberg, who for 13 years has sold papers at the northeast corner of Broadway and Fulton street, is going to enter Cornell to study scientific agriculture! He told a reporter that he had been selling newspapers since he was five years old. He is eighteen.



"I kept my wits about me," was the way he put it. "I worked hard, I studied and observed men and events, and now I am going to be graduated from the street corner. It was a good 'prep' school, even if it was a hard one."

"But why scientific agriculture?" he was asked. "Why not the law or medicine?"

"The woods are full of them," said Izy, "and then you've got to remember that scientific agriculture is the coming thing. I've stood on the corner down there many a long afternoon looking and listening and thinking it all out."

"I've watched the faces of the thousands of men and women who passed me in the crowds and it struck me that a lot of them were playing a losing game. They were prisoners of the city, serving a life sentence."

"I knew that the day would come when I'd have to quit the game on the corner, and I kept wondering what I'd do. The outdoor life has made me hard as nails. I wanted to find something that would keep me out in God's fresh air—something that I liked and that would be a paying proposition."

"And then it all came to me in a flash. People have forgotten that all the wealth in the world comes out of the ground. They've left the open places of the earth and have crowded into the markets in the cities, and they are stepping on each other and narrowing themselves, mentally and physically, while they grub for pay dirt."

"Pretty soon, some day, they are going to go back home—back to the forests and the farms, and when the back-to-nature movement starts the man who has specialized in scientific agriculture is going to have his day."

Love Powders a Failure; Wizard Lands in Cell

CHICAGO.—Prof. Pestizo Gomez, the "love-powder man," landed in jail the other day. The police believe this announcement will have the effect of breaking a number of "love spells" which the "professor" conjured up for negro women on the South side at \$1 per conjure.

Professor Gomez is a negro who found it convenient for business reasons to adopt the Cuban flag as his national symbol. His real name is John Henry William Rogers—at least that is as much of it as the police have at present.

"Lady, has you any love troubles? Is yo' fee-an-see untrue to yo' husband's love gettin' like a col' potato? Does you want to bring back some gentlem'n fren' who loved and went away?"

This was the introduction used at South side back doors by Professor Gomez.

The charm seller then introduced the powder that would bring to pass the wishes of the purchaser.

With mysterious passes of the hand he would mix the powder in half a glass of water and tell his patron to drink it.

"Now concentrate on the object of yo' desires," he would say, tying a small gold-colored thread around the patron's left ankle. The dexterous collection of \$1 completed the "conjuring."

Mrs. Anna Wilvey of 335 West Thirty-seventh street met the love powder man at Forty-second street and Wentworth avenue, where he was just coming out of a house. She called a policeman and had the "professor" arrested.

"That powder didn't work on me; I want my dollar back," said Mrs. Wilvey.

"Bread Cast on Waters" Returned With Interest

INDIANAPOLIS, IND.—Milton Elrod, an Indianapolis business man, has become convinced that bread cast on the waters will return after many days. In his case, however, it came back in a few hours.



With a party of friends he was driving in an automobile in the vicinity of Martinsville. Two miles north of that place they found a dead machine along the road with three perspiring men standing beside it.

"Say, partner," said one of the men, "know anything about an auto? We can't get this blamed thing to move."

Elrod remarked that he did not know a great deal about a machine, but he would fix it if he could. It did not take long to find the trouble and he soon had the engine going. The occupants were profuse in their thanks and offered to pay him for his trouble. He declined with thanks and one of the men said he might be in a position to favor him some day and that he would not forget his kindness.

Elrod got back to the city about nine o'clock the same evening and was "bitting it up" pretty lively in North Meridian street when a policeman stepped out and stopped him.

"Little too fast there, partner. Better drive down to the station house with me," said the policeman.

He then stepped up to the side of the car and got his first view of Elrod. A moment later he surprised that young man by ordering him to drive on.

"Beat it and beat it quick," he said.

The policeman was one of the occupants of the stalled car near Martinsville.

Society Woman's Black and White "Child" Lost

SAN FRANCISCO, CAL.—A symphony in black and white, in which figured a black and white automobile, a black and white gowned society matron of Nob Hill and a black and white "child" almost turned out a tragedy the other day at the ocean beach. First the society woman left her automobile and raced up and down and in and out of the park near by. Finally she saw a policeman, and in accents wild implored him to "find her child."

"Just the sweetest little thing, so high," she moaned. "He's all in white, with a pink face. He crawled out of my car and ran into the bushes. Assistance, Mr. Policeman, dear Mr. Policeman, assistance."

Immediately the doughty officer thought of kidnapers. So before he advanced into the bushes, he drew his trusty revolver and held it ready. The matron followed, remarking that the "child" might be in a sand pile, as he dearly loved to play in dirt.

At the end of half an hour's search the policeman saw a movement in the bushes. He crept up cautiously and drew the branches aside. There, scratching and pawing in the ground, was a little white Spitz dog.

"My child, my own dearly beloved Ruthie!" cried the woman, as she leaped for the animal. "I thought I had lost you, you naughty, naughty girl. Oh, Mr. Policeman, please pardon me, but if you had known it was a dog you wouldn't have looked for it."

The black and white auto flashed up the road. Then, and not until then, the policeman said—

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