

WHERE LOVE IS.

The wolf came along, and he sat by my door, And he scratched and he howled with a terrible roar...

The mists hid the sun from the sight of the day, And over the world was a shadow of gray. All hushed was the song of the caroling lark...

Sunday Clothes a Favorite Collateral in Holland.

The Dutch pawnshop of Amsterdam, known as Bank van Leening, is under the control of the municipality. Up to 1616 the business was leased by the city to a private company...

It appears to be the custom of some people in Holland to pawn their best clothes on Monday morning, redeem them on the Saturday night following and repawn them on the following Monday...

The revenue is derived from interest on pledges, to 10 cents charged on each loan for administering expenses, amounts received from the sale of pledges and rent of parts of the building owned by the pawnshop.

Among the Arabs of Syria a man changes his name after the birth of his eldest son, assuming the name which has been bestowed upon the heir...

In like manner the mother would become known as Em Fudle Allah, "mother of God's bounty." This custom is not merely one of common speech, but extends to all occasions and even to legal documents.

A young woman walked into a well known florist's, and motioning one of the men aside, said a few words in a low voice. They stepped back to the desk, and he gave her some money.

"Did you notice that girl? Mr. B. left a standing order to send her a box of flowers every Saturday. He's away just now, and when she sees something that she had rather have than her weekly bouquet she comes in here and cashes her flowers, so to speak.

"See here," said the irate customer as he entered the clothing store, "you said this pair of trousers would wear like iron. I've worn them less than six weeks, and now look at them. Do you call that wearing like iron?"

"Well, why not?" rejoined the proprietor. "Aren't they rusty enough to suit you?"—Chicago News.

"We had an African explorer at the club last evening. He talked of progressive Abyssinia." "Sounds interesting. How do you play it?"—Louisville Courier Journal.

On the Panama Canal.

The Third of a Series of Impressionistic Stories of the Lower Mississippi Valley, the Great Canal and Native Life in the Tropics—As Seen by a Centre Countian on the Way to Panama.

—Already the movement set afoot for an exposition in celebration of the opening of the Isthmian Canal calls the attention of the world to the rapid approach of the time when the greatest engineering feat that it has ever seen is to be completed.

We view the work with no thought of politics, for it is a great national affair; we take no pessimistic stand concerning its outcome, for all of the best modern engineering skill and enlightenment is being employed in its construction; yet its magnitude is so far beyond the average faculty of perception, its ultimate success so hedged about by conditions no mind can keep that we are constrained to the belief that we should hope and wait and see.

If it proves what we hope it will be time to celebrate the achievement; if celebration is necessary in marking the climax of the world's most stupendous undertaking. Its advantage would be incalculable, its success a monument to American endeavor and determination that would cast ever lengthening shadows over the entire earth.

Losing no opportunity to make the most of our time we took a special train on Friday afternoon and went out to Culebra, the location of the great cut to look over a working model of the canal as well as a relief map of the zone that are in the office of the chief engineer of the Commission.

In the days that are to come, the pages of history will mark as a milestone, in the progressive western trend of civilization, the completion of the Panama Canal, which can now be predicted to occur by January 1st, 1915.

Spain, England, Portugal, and France have all embarked upon the work, either directly or by giving aid and encouragement to their representatives, and failed. The time for success had not yet arrived, for even if the funds which to prosecute the work had been unlimited, the difficulties were then too great for engineering and medical science to solve.

It was President Grant's first advance policy of "an American canal under American control," and it was President Roosevelt who, voicing the sentiments of the entire American people, lent the aid of the United States in undertaking the work, which is being hastened to completion by President Taft.

It is interesting to review the various steps and numerous attempts which have led up to the construction of the canal. First there was Balboa, who, driven from home by his creditors, landed on the Isthmus of Panama in 1500, where he married the daughter of an Indian chief.

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It was in those early days that the idea of a canal took birth, even while the existence of a natural strait was in doubt. A Spanish engineer, named Saavedra, one of Balboa's followers on the Isthmus, is reported to have been its first advocate, in 1517. After studying the subject for years he was about to forward his plans to Charles V, King of Spain, when his death occurred.

What God hath joined together, let no man put asunder." This was sufficient for King Philip, who laid the canal project on the shelf, where it remained through the reigns of his various successors for two centuries after his death.

In 1814, feeling the necessity of reviving its waning prestige in its Central American colonies, Spain entered upon by decree, the construction of an Isthmian canal, but before any steps could be taken to carry out this purpose her Central and South American colonies obtained their independence.

All the enthusiasm of those early days in regard to the canal idea was unavailing for lack of proper tools and sufficient capital. Moreover, the old stone highways filled requirements very well. The Atlantic terminus of the road from old Panama, which passes through Cruces, on the Chagres river, had been changed from Nombre de Dios to Porto Bello about 1597. This route was followed by Morgan in his raid, which resulted in the destruction of old Panama in 1671, two years after he had sacked Porto Bello.

England entered the lists with Lord Nelson and Baron von Humboldt as its representatives, who made researches and reports on the Nicaragua and other canal routes in the latter part of the eighteenth and the early part of the nineteenth centuries. Goethe's farseeing prophecy, at this time, of American settlement and control of the Pacific coast, and the necessity of an Isthmian canal as a connecting link between our east and west coasts deserves especial attention.

In 1825, President Bolivar, of the Republic of New Granada, gave to a Frenchman, Baron Thierry, a franchise for a canal at Panama, which failed in raising the required capital. President Bolivar then commissioned a British engineer, Mr. J. A. Lloyd, to survey the Isthmus for either a road or canal.

While some negotiations were undertaken by citizens of the United States prior to 1830, the year 1835 really marks the entrance of the United States into the history of the canal, through a resolution introduced in the Senate by Henry Clay, in pursuance of which President Jackson commissioned Mr. Charles Biddle to visit the Isthmus and report on the availability of the different routes for interoceanic communication.

In 1838 a concession was granted to a French company for the construction of highways, railroads, or a canal across the Isthmus. The government of France became interested, and sent an engineer, Napoleon Gareila, to report on the enterprise. He advocated a canal as the only adequate means of communication across the Isthmus.

The attention of the American people was again turned to transportation via the Isthmus by the settlement of the Northwest boundary question, by which we came into possession of Oregon, and by the Mexican war, which added California to our possessions. The communication overland, the Pacific slope was difficult and dangerous, which deflected the main current of immigration via Cape Horn.

The promoters of the Panama Railroad had based its prospects on the advantages which it would afford from shortening the route to California and Oregon, and also to the Orient, and from the development of the Pacific coast. The discovery of gold in California in the latter part of 1848, with its accompanying immigration westward, changed the prospects of the railroad and put it on a firm basis financially and made the enterprise one in which the government as well as the people of the United States became deeply interested.

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Railroad communication across the Isthmus was now finally established and the construction of a canal was relegated to the background, so far as the Panama Railroad was concerned. Meanwhile other canal routes were exploited by a small army of promoters.

Altogether 19 different routes have been suggested and received more or less attention. Of these, the Tehuantepec, Nicaragua, Panama, and Darien projects are the most important, and Nicaragua has been Panama's principal rival in the last thirty years.

The Universal Interoceanic Canal company by which the work was performed was organized and incorporated by Ferdinand de Lesseps in Paris in 1878. The movement in which it resulted was started by a French promoter who secured a concession from the United States of Colombia for the construction of a canal. He transferred his concession to a speculative company called the "International Civil Society of the Interoceanic Canal."

The Universal Interoceanic Canal company was then formed with De Lesseps at its head. The control of the Panama Railroad was secured through the purchase of its stock at a high figure—over \$18,000,000. Work was entered upon and pushed vigorously on the sea-level plan. The original capital of \$60,000,000 was quickly snapped up, and the first two years were spent in making surveys, examinations, and other preliminary work.

The first plan adopted was for a sea-level canal 29 1/2 feet deep and having a minimum bottom width of 72 feet. It included a tunnel through the continental divide at Culebra. Work was continued until 1889 when the company went into bankruptcy. A receiver was appointed and work was suspended on May 15th. Over \$260,000,000 had been spent and about 66,700,000 cubic yards of excavation had been accomplished, at a cost of nearly \$4 per cubic yard.

The new Panama Canal company was formed in October, 1894, and resumed operations on the canal, principally in Culebra cut, in accordance with plans recommended by a commission of engineers. This company continued to do sufficient work to maintain its franchise until all of its rights and property were transferred to the United States Government in 1904. It excavated about 11,400,000 cubic yards.

Progress having practically ceased at Panama under the new French Canal Company, to meet the growing sentiment in favor of more satisfactory interoceanic communication, on March 3, 1899, the Congress of the United States passed an act authorizing the President to make full and complete investigations of the Isthmus of Panama with a view to the construction of a canal to connect the Atlantic and Pacific oceans.

This marks the opening of the last chapter in the construction of the Panama Canal, the end of which is now, by the early completion of the canal, in sight. The commission appointed in accordance with the above act was called upon to investigate particularly the Nicaragua and the Panama routes and to report which was the more practicable and feasible, and the cost. In November, 1901, it reported in favor of the Nicaragua route, considering the demands of the new Panama Canal Company for its franchise and property more than balanced the other advantages of the Panama route.

Satisfactory arrangements were completed for the purchase of the French company's rights, etc., for \$40,000,000 and negotiations with the Republic of Colombia were carried on to secure other necessary rights and privileges not held by the French company. After a long delay, a satisfactory treaty was formulated, which was rejected by Colombia in 1903.

The province of Panama, a part of Colombia, thereupon seceded and organized an independent republic. This resulted in the negotiation of a satisfactory treaty with the new Republic of Panama, including the payment, under certain terms, of \$10,000,000 by the United States to the Republic of Panama. Under this treaty the United States guaranteed the independence of the Republic of Panama and secured absolute control over the canal zone, a strip of land about 10 miles in width, with the canal through the center, and 45 miles in length from sea to sea, with an area of about 448 square miles. The United States also has jurisdiction over the adjacent water for 3 miles from shore. To all intents and purposes it is a perpetual lease from the Republic of Panama to the United States of all governmental rights and privileges in this territory, and yet, strictly speaking, it is not United States soil, for residents therein acquire no rights of United States citizenship and have no voice in United States elections, while citizens of the Republic of Panama residing in the Canal Zone are protected in their electoral rights and are accustomed to go to Panama and Colon to vote in the Panamanian elections.

The 85-foot lock canal which is being built consists of a sea-level entrance channel 7 miles long and 500 feet wide on the Atlantic side to the foot of Gatun locks. On the Pacific side there is a corresponding sea-level channel to Miraflores nearly eight miles long. For fifteen of the fifty miles the canal will be at sea level. At Gatun the 85-foot lake level is obtained by a great dam. The lake is confined on the Pacific side by a smaller dam between the hills of Pedro Miguel thirty-two miles away. These two dams make a great lake 85 feet above sea level, with an area of 164 square miles. Ships pass from the sea level to the lake level, and vice versa, at Gatun by a series of adjoining locks, "in flight" as it is called, three in all, each with a lift of 28 1/3 feet. The locks are in duplicate. On the Pacific side of Pedro Miguel, instead of dropping down at once to the sea level, there is one lift, with duplicate locks, by which vessels are lowered to a small lake called Miraflores Lake, which is 56 feet above the mean level of the Pacific Ocean. One mile from Pedro Miguel, through Miraflores Lake, are the Miraflores locks, where by two lifts, with locks in duplicate, vessels reach sea level on the Pacific side.

From deep water to deep water the distance is about 50 miles and it is expected that a vessel can easily make the transit within less than twelve hours. The Atlantic channel has a depth of 41 feet below mean sea level, and the average range of tides is not over a foot. On the Pacific side the tides have a range sometimes as much as 20 or 22 feet, and in order to provide ample depth the channel is to be dredged to a depth of 45 feet below mean sea level. The elevation of both oceans is the same at high tide. At extreme high tide, therefore, the Pacific ocean is ten feet above the Atlantic and at low tide ten feet below.

Gatun Lake will be a body of fresh water, and its level will be maintained at practically a constant height by the rivers which flow into it. The principal river is the Chagres, which rises in the hills to the east of the canal. It catches all the rain which falls off an area of about 1,200 square miles. A second large river is the Trinidad, which will flow into the lake from the west. The Trinidad river has a drainage area of 340 square miles. Its headwaters extend within sight of the Pacific ocean. Elaborate investigations and observations have shown that the annual rainfall is entirely sufficient to keep the lake amply supplied. The rainfall averages 100 inches per annum, varying from 120 to 140 inches on the Atlantic side to 60 to 80 inches on the Pacific. The rainy season extends from April to December, during which time practically all of the rain falls. From January to April there is little or no rain.

Evaporation will be one source of loss of water from Gatun Lake and averages not far from one-seventh of an inch per day, or 50 inches per annum. Water will be required to pass vessels through the locks and will also be used, as far as available, in generating electric current for use in lighting, in furnishing power for canal operations and for the future operation of the Panama railroad. This will be accomplished by installing a hydro-electric plant at Gatun, and making available the energy due to the 85 feet head of water. Any surplus water will be disposed of by allowing it to flow over a spillway, which is merely a large waste-weir.

The three great pieces of work on the canal, aside from the sanitation and engineering problems, the solution of which have made the work possible, are the Gatun dam, the Culebra cut and the locks. The breast of the dam is 9040 feet long, 2000 feet thick at the base and 100 feet thick at the top which will be 30 feet above the level of the water and 115 feet above sea level. The spillway or waste weir will be 300 feet wide and through it the overflow from the Chagres and other rivers that are to supply the water for the dam, will flow to the sea through a new channel that has been cut for that purpose. It was deemed cheaper to cut a new course for this overflow because so much soil is carried down by it in flood seasons that it would have filled up the canal bottom if carried off through that channel. The locks installed in the breast of this dam are in pairs each 1000 feet long and 110 feet wide; large enough to carry any boat that the future might produce; inasmuch as the largest boat now contemplated will be slightly less than 800 feet in length and none of the dreadnaughts of the English or American navies are in excess of 500 feet. The construction of the locks at Gatun are the same as those at Pedro Miguel and Miraflores, all of reinforced concrete on rock foundations and anchored into the adjacent hills. The locks are designed to lock two boats an hour making the maximum capacity of the canal forty-eight boats a day of the largest size afloat; though

FOR AND ABOUT WOMEN.

DAILY THOUGHT.

It's rude to be merry and wise, It's rude to be honest and true, And afore you're off w' the auld loave It's best to be on w' the new.

—Old Scotch Song.

Besides the rough diagonals in worsted, we have a fascinating array of hosiery to choose from if we happen to be a happy bride with a traveling costume in mind. Both of these worsteds are new and unusually stylish. In effect they are the reverse of the zibeline of the winter, being coarse of weave and open of texture.

Hosiery is a basket or canvas weave in varying design, and broadweave diagonal is rougher than ever, in tea green, blue and gray. Huge buttons, some with these materials take on the color, although they are metal, and look as if made for the costume.

Linens suits are everywhere seen. Never was there a showing of greater variety. The severe man-tailored style is still with us, although the feminine touch is evident in the eyelet allover embroidery, of which the entire coat is sometimes made, or in the flat embroidery which ornaments with the coat and skirt. We have, too, the dainty frock to decorate it down the front.

Many of the tailored skirts are habit-backed, made absolutely plain, and fastened with self covered buttons. The pleated skirt, so becoming to some figures, is always more or less popular, and is generally pleated with a yoke at the sides and paneled in front. This yoke may be long or short, as desired.

Linens coats are "finger length," and more closely fitted to the figure than last season, and the sleeves have very little fullness. Some revers reach to the waist line.

The one-piece frock of linen has lost none of its popularity, and most beautiful models are shown. Net for the blouse of the one-piece frock is applied with the linen in ornamental design, and is most effective. Bands of the linen finish the yoke and the sleeve, while coronation braid of the same shade as the linen outlines the designs and conceals the cut edges. Much hand embroidery is used on linen frocks, the work being done with heavy floss and in large, bold conventional designs.

Leghorn in the natural color, which is deeper yellow than some other straws, is very good this season.

The all-white hat is almost a necessity to the summer girl, and Paris sanctions the lace-trimmed white straw. Large black hats are simply trimmed with huge bows, requiring from ten to twelve yards of crisp, glossy ribbon.

The black hat is not mourning, except when the mistake in choosing too dead a straw and too dull a ribbon.

Paris features the crown so low as to suggest a flat or plaque.

The more flaring the turn-up of the hatbrim the more up to date is the hat.

Wreaths of simply white roses lie flat upon the broad brims of plain black hats for those who would avoid the flaring brim.

Hollyhocks "are in." Paris shows whole bedges of these stiff flowers on her model hats, and many other tall, spikelike blossoms are in evidence. When the stem is not stiff enough to hold them in place, on end, as it were, they are wired into up-standing position.

They sometimes rise from among a soft bed of roses, and then, again, they present a fence-like appearance.

Gingham frocks for youngsters are much in vogue, the brightest combination of coloring in the weave and the staunch wearing quality of the material adapting them especially to childish wardrobes.

The Russian-blouse effect is seen in most of these; the plain material generally used as trimming is run up the side as well as around the neck, and sometimes around the pleated skirt. The wide leather belt is worn with these colored frocks, as well as with those of thinner material for less strenuous wear.

Pique is much in favor for children, and when it does not constitute the entire garment, it is used for trimming little frocks, and comes in many variations heretofore undreamed of. Frocks of this material, made with one-piece yoke and sleeves, the square neck outlined with hand-made scallops and the little dress cut on the plainest lines by means of a circular-gored pattern, outgrow their popularity for the mothers who consider the simple and the practical as necessities in the childish outfit.

The friend of the conservative woman, and the foe of the reckless one, a button needs a sane consideration before you allow it to make or mar your gown. To the observant one, the fact is apparent that buttons have decreased in number and increased in size on coats. Two large tortoise-shell buttons are very effective on the new jackets that fasten at the waist line. Cloth buttons, braided and embroidered, are used at odd places on afternoon gowns, but there is never an abuse of the idea. You need not buy buttons by the dozen for the spring costume.

On many white linen coat suits gilt buttons will be effectively used to carry out the military or the marine idea. When vests are worn, brilliant silk or linen can be touched up with a line of five or seven buttons.

Crocheted buttons that are really works of art will be used sparingly but effectively on linen frocks, and buttons of plaited braid can well carry out the decoration of cloth costumes. The important fact for the home dress-maker is to keep well in mind that a little time spent upon the fashioning of four or six buttons will add immeasurably to the frock. It is worth any woman's effort to make the few disks of braid, lace or cloth telling points in the whole effect.

Following the lead of the extreme Paris houses that hinted of the curtailing of the long coat, the fashionable world is now accepting with favorable zest the short jackets. It is not surprising to see the enthusiastic greeting of the antithesis of the long and ubiquitous winter models. A short length is definitely fashionable, giving a jaunty air that is dear to the heart of every woman.

These short coats are straight, loosely fitted models, or the more ornate irregular style that necessitates a waistcoat.