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**HAS NEW IDEA IN SURGERY**

New Yorker Confident of Ability to Graft Limbs of Dead on Bodies of Living.

Dr. A. L. Sorens, a New York surgeon, who astounded the world at the recent medical congress in London by stating that he would soon be able to graft the limbs of the dead upon the bodies of the living, will resume his experiments at his New York laboratories.

"So far I have only taken the limbs of dogs and grafted them on other dogs," said he. "The work is so new that I have to make the instruments to use, and that takes time and patience.

"The dogs on which I have experimented are today just as sound as though they had been born with the limbs grafted on them. When working upon the dogs I take one that has just died and immediately graft his limb to that of a living animal. But with human subjects that question of time is the most serious."

Say, "The bride was very shy." "Very. She was even shy ten years when it came to giving her age."

Considering the entire earth, about one person in 100 lives to be sixty-five years old.

**Well Met— A Good Appetite And Post Toasties**

A dainty, nourishing dish for breakfast, lunch or supper—ready to serve direct from the package with cream and sugar.

"Toasties" are thin bits of choice Indian Corn—skilfully cooked and toasted to an appetizing golden brown.

**Wholesome Nourishing Easy to Serve**

Sold by grocers everywhere.

**FIRST SNAG STRUCK IN NEW TARIFF LAW**

PROVISION FOR REDUCTION ON GOODS IN AMERICAN SHIPS SHIPS NOT CLEAR.

**CONSTRUCTION IS WANTED**

The Treasury Officials Say Revision is Lowest in History With the Exception of Walker Act in 1846—Referred to President Wilson.

Washington.—Officials of the Treasury department are at sea to know what Congress actually meant by the provision of the new tariff law allowing a five per cent reduction of duties on goods imported in American ships with the condition that the differential should not be construed to abrogate or impair any existing treaty between the United States and a foreign Nation. Literally interpreted, it is declared the provision would give a five per cent decrease to goods in American bottoms and automatically grant the same privilege to the ships of the many Nations whose treaties with the United States guarantee no discrimination between their vessels and those of America.

This construction which would be a reasonable reduction of five per cent in the tariff for importation from most of the great countries of the world, involves probably ten millions in revenue for the government, creating a deficit instead of a surplus in the Treasury as has been estimated by the tariff framers. The question undoubtedly will be referred to President Wilson and Attorney General Mc Reynolds and ultimately will reach the United States Supreme Court.

The State and Treasury Departments already are in consultation over the effect of the provision, the first snag struck in the new law.

Whatever the interpretation of the provision for Nations with these guarantees of equality, it is pointed out other serious questions arise as to 23 Nations whose treaties with this country do not guarantee against discrimination.

**A Test of the Clause.**

Washington.—The "Federal Government's effort to prove that the grandfather clause" of the Oklahoma Constitution violates the Constitution of the United States was begun in the Supreme Court with the filing of a brief by Solicitor General Davis. The Circuit Court of Appeals has certified to the Supreme Court the question of the validity of the amendment to the Oklahoma Constitution. The Solicitor contends that the entire provision is unconstitutional because it violates the fifteenth amendment to the Federal Constitution guaranteeing suffrage without discrimination as to race color or previous condition of servitude.

**Eighteen Seamen Drowned.**

Yarmouth, Eng.—Eighteen seamen of the crew of the British steamer *Gardenia* were drowned when that vessel foundered after a collision in a fog with the British steamer *Cornwood*. Four others of the *Gardenia's* crew were picked up alive. The collision occurred in the North Sea of this port.

**Twenty-Seven Arrested at Wolverine.**

Calumet, Mich.—Mass picketing and peaceable parades featured activities in the copper strike zone. Troopers kept the pickets on the move and outside of a fight between a deputy and a striker there were no disorders. Twenty-seven men arrested at the Wolverine mine as the result of a clash between several hundred strikers and the small force of troopers, which followed the accidental injuring by a soldier of a child of one of the strikers.

**Russia Recognizes China.**

St. Petersburg.—The Russian government agreed to join with the other powers in recognizing the Chinese republic on October 10.

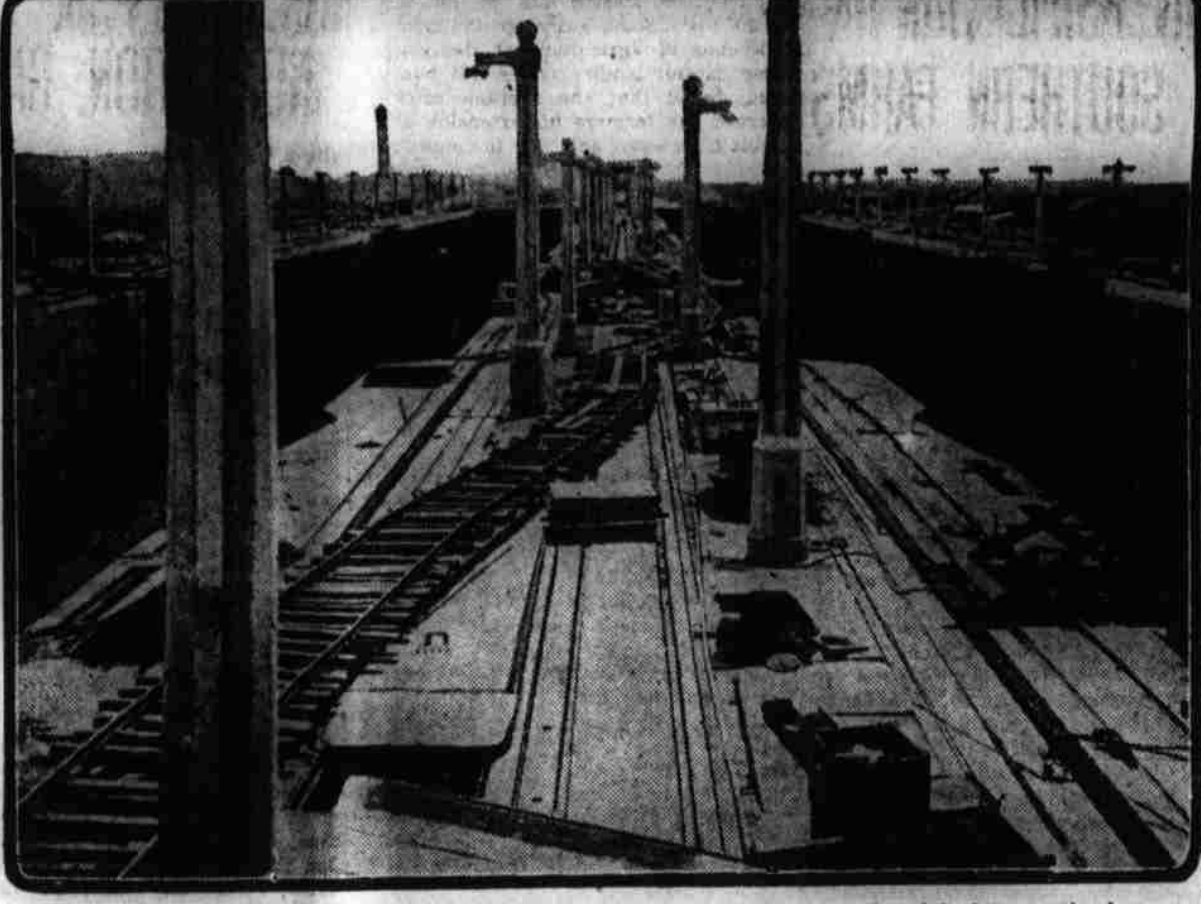
**Atlantic Fleet in Hampton Roads**

Norfolk, Va.—The Atlantic battle fleet headed by the Badger flagship *Wyoming* are now in Hampton Roads. The battleships will remain pending the battle practice drills and firing to be witnessed by President Wilson and Secretary of the Navy Josephus Daniels on October 18. This drill will occur on the "Southern Gravel grounds" and will be the president's first experience of the kind. The presidential party will come down from Washington on the yacht *Mayflower* on the night of October 17.

**Speeding Up Currency Bill.**

Washington.—President Wilson was credited with a new plan to exert "moral pressure" on senate democrats for a "speeding up on the currency bill." Representative Glass let it be known that he would issue a caustic statement informing the country who are the democratic senators responsible for the delay. It was reported that this direct attack on the reluctantists is to be followed by others in speeches. It is a part of a program designed to force the "insurgent" democrats into line.

**FINISHING TOUCHES ON THE GATUN LOCKS AT PANAMA**



This is a splendid view of the upper Gatun locks, taken from the center wall and looking north along upper Gatun locks, showing the almost completed condition of this section of the Panama canal. The water of the canal may be seen on either side in the foreground, being held back by the gates. In the left background is the Gatun lighthouse. The unsightly tracks on the center structure will soon be removed, having been placed there only temporarily during the construction of the center wall.

**WORK ON PANAMA CANAL NEAR END**

**Waters of Gatun Lake Turned Into the Culebra Cut.**

**BIG DIKE IS TO BE REMOVED**

This Will Mark the Practical Completion of the Big Waterway After Nine Years of Labor by an Army of Men.

Colon, Panama, Oct. 1.—The Panama canal stands today virtually complete.

The preliminary steps toward the destruction of the Gamboa dike, which until the present time, has held the waters of Gatun lake out of the Culebra cut, were taken today when the valves in four great 26-inch pipes which pierce the dike were opened and the waters of the lake began flowing into the Culebra cut. Within a few days, it is expected, enough water will have flowed into the cut to form a cushion and prevent the damage that might be done if the dike were blown up and the waters allowed to rush into the empty cut.

The final destruction of the big dike is scheduled for October 10, when charges of dynamite placed in holes already drilled in the dike will be exploded. The explosion of these charges will not completely destroy the dike, but will weaken it and loosen the dirt so that the force of the waters from Gatun lake will carry it away. Steam shovels will remove the remnants of the dike, leaving an open passageway from ocean to ocean.

**Canal Really Complete Now.**

Although the canal will not be officially declared completed for some time, and the formal opening of the waterway to the commerce of the world more than a year distant, the canal engineers look upon the destruction of the Gamboa dike as marking the real completion of the canal. The big engineering feats have all been accomplished, the excavation work practically has been completed, and the great locks have been constructed. The work that remains to be done is largely detail, and is but child's play as compared with that which has been done. More dirt is to be removed from the channel, but this will be done with suction dredges floating upon the waters of the canal. There still remain some finishing touches to be placed upon the locks, but this work will take comparatively little time and presents no engineering difficulties such as have been encountered in the past.

The fact that the canal stands practically complete more than a year before the time originally set as the date for its completion is one of the remarkable features of the work. When Count de Lesseps, the great French engineer, abandoned his efforts to build the Panama canal after eight years of labor, he had scarcely made a beginning upon the gigantic task. In nine years, the American engineers, starting almost at the same point as de Lesseps, for the latter's work was of little value to the Americans, have virtually completed the undertaking. When the work was started the world scoffed at the idea that it would be completed within the time limit set, but hats are now off to the American army engineers who have more than kept their word, despite unforeseen difficulties that have beset them at every hand.

**Goethals to Make Final Test.**

The first vessel to pass through the canal probably will be a boat of the Isthmian canal commission, Col. George W. Goethals, chairman of the commission and chief engineer of the canal, and his principal assistants.

The final voyage through the canal is scheduled for some time during this month. Within another month it is expected the waters in Gatun lake will have risen high enough to bring the waters in the entire canal up to the deep water level required for the passage of the largest ships.

It is said that as long ago as the early part of August, assurances were given Washington officials that if the emergency should arise, the entire Atlantic battleship fleet could be put through the canal into Pacific waters within 60 days from that date. The work has been hurried with that end in view, it is said, as no emergency has existed, but this assurance is an indication of the belief of the engineers that their work is now practically finished.

**Culebra Cut Caused Trouble.**

The excavation of the Culebra cut, into which the water has just been turned, has been one of the engineering feats connected with the building of the canal, and has caused the engineers more trouble than any other portion of the big "ditch." To Col. D. D. Gaillard, the engineer of the central division, is given the credit for carrying this portion of the work through to a successful termination.

The disastrous slides in the cut were discouraging to the engineers, nullifying in a few hours the work of many weeks, but Col. Gaillard and his assistants have kept untiringly at their work, and at last have conquered the treacherous banks of the deep cut. The engineers believe that the danger of slides will be eliminated now that the water has been turned into the cut.

A little more than a month ago the giant steam shovels finished their work in the Culebra cut. Since that time the workmen have been busy removing the shovels, the railroad tracks and other machinery used in the excavation work. There is still some dirt to be removed from the cut before the channel is finished, but this work will be done by suction dredges floating on the waters of the canal, and will not interfere with navigation of the waterway by such boats as may be allowed to pass through.

**Immense Artificial Lake Created.**

Gatun lake, the waters of which are now flowing into the Culebra cut, is the pivotal point about which the entire canal system revolves, and the creation of this lake, together with the construction of Gatun dam, constituted another great engineering feat in the construction of the canal. Gatun lake is an artificial body of water covering about 164 square miles of territory and was created by the building of the immense Gatun dam and the impounding of the wild waters of Chagres river. Beneath the waters of Gatun lake lies what a few months ago was the valley of the Chagres, dotted with native villages and plantations. The channel of the canal passes through this lake for a distance of 24 miles with a width varying from 500 to 1,000 feet.

At the northern end of the lake is the Gatun dam, which is in reality an artificial ridge more than a mile and a half long. Figures alone give an adequate idea of the magnitude of this dam. Nearly half a mile wide at its base, about 400 feet wide at the water surface, and 100 feet wide at the top, the dike which many engineers predicted would never withstand the rush of the Chagres waters, is admitted now to be so strong that nothing short of an earthquake such as has never been known in the Central American region can harm it. The Gatun dam, Gatun lake and the Culebra cut, so gigantic are the proportions of each, dwarf the other engineering works of the canal that in themselves have challenged the admiration of the world.

**World Gives Goethals Credit.**

To Col. George Goethals, chairman of the Isthmian canal commission, chief engineer of the commission and governor of the canal zone, the world will give the credit for the successful completion of the Panama canal. Col. Goethals could not have accomplished

his task without the assistance of such men as Col. H. F. Hodges, Lieut. Col. David Du B. Ballard and Lieut. Col. William L. Sibert, army engineers, who have had charge of various phases of the work, but Col. Goethals is recognized as the real builder of the canal.

Under Colonel Goethals the greater part of the \$375,000,000 which the canal will have cost when it is completed has been spent. It has been by far the costliest engineering project in the world. Nearly three-fifths of a billion dollars has been spent in digging a 40-mile "ditch." This means that the Panama canal has cost the United States \$10,000,000 a mile.

Over \$15,000,000 of the total amount spent has been used to make the canal zone habitable and sanitary. It has been suggested that this is an enormous amount of money to spend in cleaning up a place in which few people will reside permanently, but the engineers say that the sanitation of the canal zone was the chief factor in making the canal a reality. The failure of the French has been attributed to a large extent to the fact that the workmen could not survive in the fever and pest ridden country.

The building of the great locks which raise a vessel to a height of 87 feet above sea level at one end of the canal and lower it the same distance at the other end, has been in charge of two of Colonel Goethals' assistants, Colonel Hodges and Lieutenant Colonel Sibert. Colonel Hodges' work in installing the immense lock-gates that form so important a part of the operating machinery of the canal, and his ability to overcome all obstacles had led Colonel Goethals to call him a genius. The building, polishing and operation of the lock gates constitute one of the delicate problems of lock canal construction, and the proper handling of this problem has been Colonel Hodges' contribution to the work of construction of the canal.

Lieutenant Colonel Sibert has had charge of the building of the great dam and locks at Gatun, in addition to other duties. He saw long, active service in the Philippines, and he is known in the army as a fighter as well as an engineer.

**Realize Dream of Centuries.**

Through the work of these men—all of them members of Uncle Sam's fighting body, the United States has been able to attain what has been in truth the dream of centuries. In nine years these men have carried through an undertaking that was first thought of several hundreds of years ago.

The United States government first took definite action looking toward the construction of an Isthmian canal in 1824, when the senate voted for the building of a Nicaraguan canal. An expedition was sent to Nicaragua to make an investigation, and reported that the canal could be constructed for \$25,000,000, hardly one-twentieth of the amount that the Panama canal will have cost when completed.

**De Lesseps First to Dig.**

The matter rested until after the Civil war, when negotiations for a canal commission were entered into by the United States government. Before anything had been accomplished the concession for a Panama canal had been given to Lucien Napoleon Bonaparte Wyse, a Frenchman. He organized a company, which sold out later to the financiers associated with Ferdinand de Lesseps. The company organized with de Lesseps at its head was the first one to actually begin operations on the isthmus. For eight years de Lesseps struggled manfully against the greatest odds that man ever was called upon to face. Then his company collapsing as a result of dishonesty and extravagance on the part of its promoters, and de Lesseps driven insane by the scandal, ended his days in an asylum.

Such was the history of the Isthmian canal project for some 300 or 400 years, until the day in 1904 when Uncle Sam undertook the task.

In nine years the dream of the centuries has been realized.

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Millions of mothers keep "California Syrup of Figs" handy; they know a teaspoonful today saves a sick child tomorrow. Ask at the store for a 50-cent bottle of "California Syrup of Figs," which has directions for babies, children of all ages and grown-ups printed on the bottle. Adv.

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A bad back makes a day's work twice as hard. Backache usually comes from weak kidneys, and if headaches, dizziness or urinary disorders are added, don't wait—get help before the kidney disease takes a grip—before drooping, gravel or Bright's disease sets in. Doan's Kidney Pills have brought new life and new strength to thousands of working men and women. Used and recommended the world over.

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