

MARVELOUS PROGRESS OF ISTHMIAN CANAL

By EDWARD B. CLARK

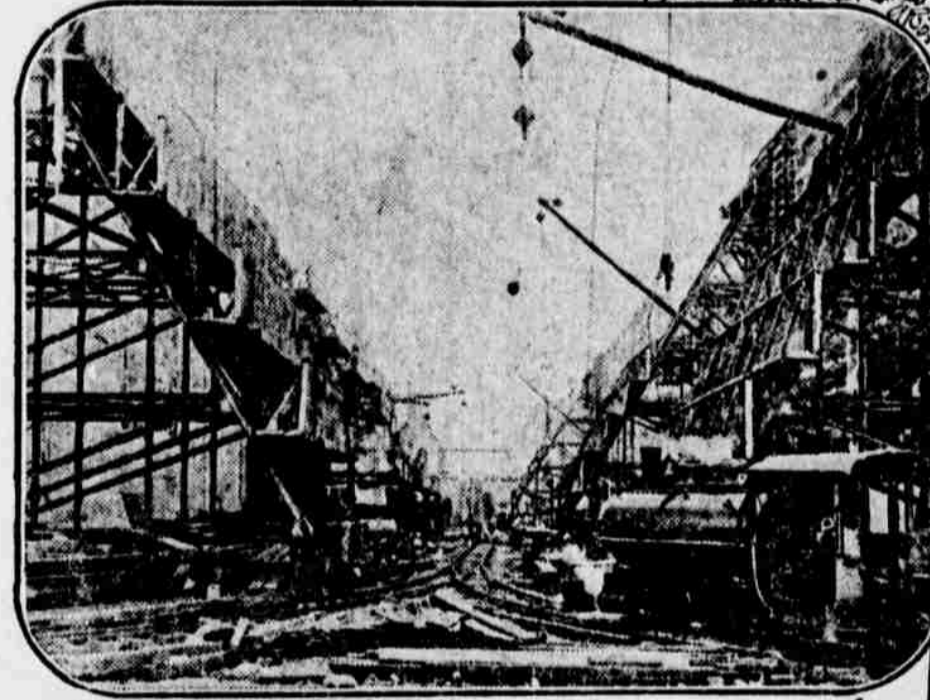
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RESIDENT Taft's word of hope that the Panama canal may be opened for traffic two years earlier than the time tentatively set by Chief Engineer George W. Goethals seems to have redirected the attention of the people to the marvelous (word used advisedly) progress of the isthmian venture since the time when it was finally definitely determined that a waterway was to be opened through Panama and not through its sister State, Nicaragua.

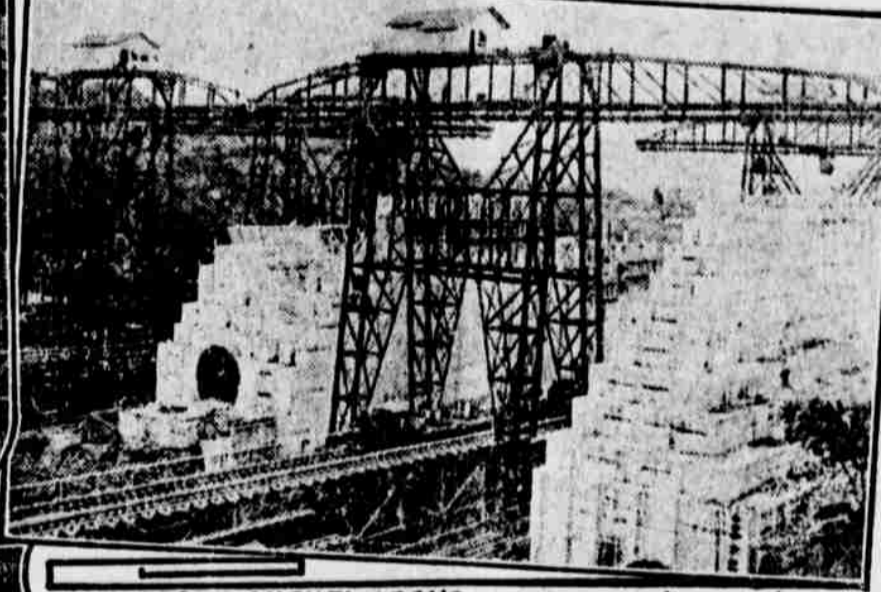
Former President Roosevelt recently has defended vigorously his action in the case of the recognition



COL. GOETHALS SPEAKING AT FOURTH OF JULY CELEBRATION



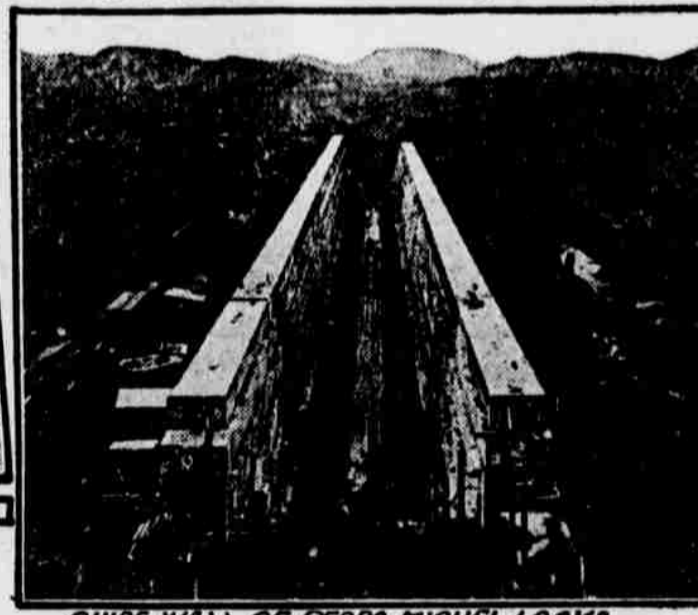
MIDDLE LOCKS AT GATUN



PEDRO MIGUEL LOCKS



ENTRANCE TO ANCON HOSPITAL GROUNDS



GUIDE WALL OF PEDRO MIGUEL LOCKS

of the independence of Panama, an "overnight proceeding" which made it possible for the United States to enter into a treaty with the twelve hour old republic which would allow operations to begin at once. Colombia has not yet forgiven us for giving the Panamanians recognition. Mr. Roosevelt said that if Panama had continued under the rule of Colombia the canal still would be a dream, for the Colombians simply temporized with us and acted as if they thought that in seeking the strip of land for canal purposes, the United States had malevolent territorial designs toward all Central and South America.

No one had any conception that progress on the canal would be as rapid as it has proved to be. Much more time was spent in talking prior to the beginning of operations than has been spent since digging. Now that it is long in the past, the country is perhaps forgetful, but it may be of interest to remember that for many weary months the congress of the United States gave itself over to debate, discussions and even bickerings upon the relative values of two routes for the waterway, the Nicaraguan route and the Panama route.

Senator Morgan of Alabama, who died a few years ago, was an advocate of the Nicaraguan route. He was an old man at the time that he undertook to voice sentiment and argument on behalf of the more northern waterway. He worked night and day, studying the questions involved from every possible viewpoint and the long speeches which he made on the matter in hand were written almost entirely by his own hand. He was indefatigable in labor, and what he did on behalf of the Nicaraguan route and on behalf of the waterway scheme generally is best told in the words of Senator Jonathan F. Dolliver of Iowa. Dolliver, like Morgan, is dead. The Iowa man was in favor of the Panama route, while the Alabamian was in favor of the Nicaraguan route. The two men were opposed to each other politically, but they were personal friends. When bitter disappointment came to Morgan in the final defeat of the Nicaraguan project, Dolliver rose in his seat and paid this tribute to his aged colleague:

"He stands here in his old age, one of the historic figures connected with this canal controversy. He may not be the man who began the discussion, but for nearly a generation he has kept it up. No man has ever exhibited within our knowledge any such marvelous industry, energy and sagacity as he has put into the argument for the Nicaraguan canal. Day and night he has labored, not with the assistance of others, but personally, often with his own pen writing the speeches which have become the chief part of the agitation which has resulted in unifying public sentiment in the United States in favor of the canal."

"I regret more than I can say that he was disappointed in his own personal ambition in respect to the route that finally was chosen, but that does not prevent me from adding that long after the little controversies of this hour are forgotten, his name will be connected in immortal reputation with the isthmian canal, wherever it is built."

Few people probably have forgotten the first attempts of President Roosevelt and Secretary of War Taft to secure the service of a civilian engineer who would stick at his post until the Panama canal was dug. Three great engineers, one after another, resigned their positions as engineers-in-charge.

It is perhaps useless to discuss the causes which led to the resignations of the civilian engineers. All sorts of stories were told, from the fear of yellow fever to inability to maintain discipline in the working forces. It is probable that one engineer's ears tingled for a long time with the rebuke which was given him by Secretary of War Taft, who is now the president of the United

States. It was one of the severest scorings ever given a public official. Probably the country does not know the inside history connected with the final employment of army engineers to build the Panama canal. The engineer corps of the army at the outset thought that it should be given charge of the canal work, but influential civilians brought pressure to bear on the administration on behalf of engineers in civil life. It was said by certain civilians of prominence that the army was not accustomed to handling great business propositions and that no army engineer ever had done a work of anything like the magnitude of the one proposed. There were all sorts of attempts to belittle the engineering work of the army.

This sort of thing had its effect, although it is probable that it was with considerable reluctance that the administration disappointed the proper ambition of army engineers to be assigned to the work of canal building. When three civilian engineers, one after another, had given over the work, President Roosevelt and Secretary of War Taft concluded that the time had come to give the army a chance. In effect the president told the secretary that no army officer would desert his post, even by the resignation route, for discipline and inculcated will to do his duty would keep him at the digging until it was finished, or until failure had come. Moreover, it was known that no army officer would flee in the face of yellow fever or in fear of death from any cause.

Colonel George W. Goethals of the West Point class of 1880 was selected by the secretary of war to take up the work that the civilian engineers had dropped. Colonel Goethals is still at it and success has marked every step of the way. The colonel chose at the outset as two chief assistants, Lieutenant Colonels David D. Gaillard and William L. Sibert, who graduated from the military academy in the class of 1884. Since that time other army officers have been detailed in addition to the three who were first assigned, three who are still working and who hope to be present when the first ship pokes its prow into the completed canal.

Colonel George W. Goethals is a tall, slender man with a firmly knit figure and snow white hair. He has a face remarkably youthful and neither the climate, the hard work nor the anxieties of the isthmian life have touched his vigor. He is a sort of court of last resort in the isthmus. He travels from place to place on certain days and establishes headquarters for the hearing of complaints. He brings hard, common sense to bear on all kinds of matters, from the settling of a family row to controversies as to seniority in rank of some of the civilian superintendents. Laborers can go to him with complaints of bad food and be sure of a hearing, and also be sure that any kind of a wrong will be righted. He is a sort of a shepherd of the flock, a father of a family of 43,000 children.

Colonel Gaillard, who is the engineer in charge of the central division of the work, and Colonel William L. Sibert, engineer in charge of the Atlantic division, as has been said, were classmates at West Point. Gaillard's first name is David. When he and Sibert entered the military academy as "plebes" they took a great liking to each other. They were chums and confidants all through their cadet course. Sibert is a big man, physically, and the cadets nicknamed him Goliath. Gaillard

always was called David and so the military academy held a friendly David and Goliath, thereby establishing a better record for amity and friendliness than that contained in the Scriptures.

When the army engineers went to Panama to take charge of the work they knew that in order to make progress with the digging they must have a contented family of laborers. They also knew that they must maintain discipline. In the army discipline is maintained as a matter of course, the men who enlist knowing that they must submit themselves without question to the proper orders of their superiors.

The men who work on the Isthmus of Panama are mostly civilians, and Colonel Goethals and his assistants knew that they would resent anything like army disciplinary methods, even though they were intended for their benefit and would soon prove their worth. Goethals is a most tactful man. With his assistants, he secured army discipline on the isthmus without allowing the civilians even to appreciate that gradually they were coming under the guidance of rules laid down for men who wear the uniform of the service. The army officers worked at first in a suggestive way. Men were directed to "try" certain things and see how they came out.

Trial was made and then other suggestions were made and finally the big working force found that it was living a regular, healthful life with time for regulated recreation, and that it was possible to get pleasure out of existence by other means than by drinking it in. Suggestion rather than command made a disciplined force out of the forty-odd thousand laborers.

There probably is not a healthier place on the face of the earth today than the canal strip of the Isthmus of Panama.

Colonel William C. Gorgas of the medical department of the United States army is the head of the department of sanitation on the isthmus. Under his direction disease virtually has been killed and fear itself has been set at defiance.

A large part of the food for the isthmus is purchased in the United States and it is shipped under the most favorable conditions. A paper called "The Canal Record" is published at frequent intervals and its last page is devoted to a list of the food which can be obtained at the commissary department, with the prices affixed. Living on the isthmus is just as cheap if not cheaper than it is in this country and the food is of the highest possible quality. Many of the civilian employes constituting clerical and engineering forces have taken their families to Panama. They have fine quarters and they buy their food virtually at cost price.

The army was on its metal when it was put in charge of the Panama canal building. Thus far admittedly, its work has been nothing short of wonderful in all lines of isthmian endeavor. It may be that President Taft's prophecy will not come true and that the canal will not be opened until 1915, but it should be remembered that the latter date is the one set for the opening by Colonel George W. Goethals, the engineer-in-charge. It is probable, however, that he hopes to see the procession of ships, with the old Oregon leading, pass into the great waterway on some day within the next two years.

WOODEN INDIANS ARE GONE

Noble Red Men That Once Guarded Chicago Cigar Stores Have Vanished From City.

Chicago.—What has become of the wooden Indian? Where is the army of braves that once peopled Chicago streets, bespeaking the presence of cigar stores?

Time was when no cigar store was complete unless the noble red man stood on guard at the curb or lurked near the doorway. Sometimes he appeared in war paint, tomahawk in hand and looked, with scorn written in his deep set eyes, upon all pale faces who passed without stopping to invest in a 10-cent cigar; sometimes there was supplication in the copper-colored visage with its high cheek bones—



One of the Vanishing Race.

supplication in the face and a bundle of cigars tied up with a ribbon in the outstretched hand. And here and there among the warriors and suppliants a buxom Indian maiden was to be seen.

Now they have vanished from the downtown streets and are disappearing from the outskirts of town. "Flat-head," "Sitting Bull," "Hattie Tom," "Chief Hollow Horn Bear," Comanche, Apache and Seminole, Crow, Digger and Sioux—all alike are banished.

It is like the passing of many another picturesque institution that decorated the landscape of other days—the doleful silk tided cabbies that the taxis have nearly crowded out, and the meandering boy bootblack, whose occupation has been absorbed by numerous "shine parlors."

Several weeks ago a research party discovered a badly dilapidated specimen of the American aborigine hewn from pine in front of a Fifth avenue tobacconist's shop. "Big Chief" looked as if he had indulged in too much fire water and had tried to escape a street car. One arm was broken off above the elbow. Ravages of time and weather had placed the semblance of a wide grin on the immobile countenance. The warping wood left a great gash across the mouth and cheeks, so the face suggested the disfigurement of "the man who laughs."

It was uncanny, for no one ever saw a regular Indian laugh, so 'tis said.

One member of the research party gazed on this deplorable figure and gave voice to lamentation that crystallized itself thus:

"Lo, the poor Indian! His solid leg is busted in front and split up behind. His club (proud signs never learned to away) is gone. The arm that held it broke away."

Whatever hope was kindled in his soul of wood To tomahawk some passerby from where he stood, The chance is past. His limbs from trees Have gone to kindle other fires than these."

Well, that damaged old savage chief, stoical to the last, stood silently nor moved a muscle during this massacre of poetic justice. But the next day he was gone from the old familiar haunt. The junk pile had claimed him.

HIS HORSE KNEW THE TRICKS

How a Nebraska Farmer Identified a Stolen Animal to the Court's Satisfaction.

Omaha, Neb.—A Nebraska farmer turned his trick horse into the pasture one night, and the animal was stolen before morning. A week later,



Did a Few Tricks.

while walking along the streets of Omaha, he recognized the horse, which proved the case of his owner in court, by shaking hands with his right foot, kneeling and prancing on his hind feet. The court adjourned to the street to witness the performance and after turning the horse over to his owner, sent the man who was driving him to jail.

OFFICIAL INVITATION TO AMERICANS

HOW ROBERT ROGERS, MINISTER OF THE INTERIOR, IN WINNIPEG ADDRESS, ISSUES WELCOME OF AMERICANS TO WESTERN CANADA.

During the course of a reply to an address presented to Hon. Robert Rogers, the newly appointed Minister of the Interior of Canada at a banquet given at Winnipeg in his honor that gentleman spoke on immigration. The tone of his remarks was that he intended to pursue an aggressive and forward policy in the matter of immigration. In part, he said:

"The most important branch perhaps of that department (interior) is that of immigration.

"If there is anything more than another we want here it is a greater population, and it shall be my duty to present to the people in all parts of the world where desirable emigrants are to be found the advantages and the great possibilities of this country. We have received in the past a reasonably large immigration from south of the international boundary, and in this connection let me say just a word for our American cousins who have found happy homes amongst us, and those whom we hope to welcome in greater numbers in the years to come. There are hundreds of thousands of them in our prairie provinces, happy in the enjoyment of a freedom as great as they ever knew, and all contributing in a material way towards the development of Canada. We are not blind to their value as settlers. They come better equipped with scientific farming knowledge than most of our emigrants, and constitute without doubt the wealthiest class of emigrants any new country has ever known. As head of the immigration department it will be my privilege to offer them a welcome hearty and sincere, and to so contribute to their welfare that under the protecting folds of the Union Jack they will enjoy as great a degree of liberty and happiness as under the Stars and Stripes. The Borden government cherishes nothing but the kindest feelings for the people of the great republic to the south, and will do all in its power to increase, the bonds of kinship and neighborly good feeling that has so long existed. (Hear, hear.)

"While we adopt a vigorous emigration policy in that country, we will also adopt the same vigorous policy in other parts of the world. We will go to England, Ireland and Scotland, and every other country irrespective of race, creed or nationality, where we can find suitable and desirable emigrants for this great country. I think much good work can be done in those countries, and especially perhaps at the present time in England, Ireland and Scotland. Now, then, it will be my duty to stir up that policy in the most vigorous manner possible."

Was in Real Trouble.

A passenger who escaped uninjured from a serious railway smash, seeing a fellow-traveler searching anxiously among the wreckage with a lantern, offered to assist in the search, and, thinking the old man had lost his wife, asked in sympathetic tones: "What part of the train was she in?" Raising his lantern and glaring at the kindly disposed passenger, the old man shouted with indignant distinctness that triumphed over physical infirmity: "She, sir! she! I am looking for my teeth!"

Love Note.

People may sneer all they please at what is called puppy love; but anybody who has ever had a puppy, and noted the wag of its tail and the look in its eyes as it wriggles forth its protestations of undying affection, can hardly deny its actual sincerity.—Judge's Library.

Important to Mothers

Examine carefully every bottle of CASTORIA, a safe and sure remedy for infants and children, and see that it bears the Signature of *Chas. H. Fletcher* In Use For Over 30 Years. Children Cry for Fletcher's Castoria

Takes More Than That.

"Truth lies at the bottom of a well."
"Yes, and unlike most wells, you can't raise it by hot air."—Baltimore American.

I believe that the borders of our minds are ever shifting, and that many minds can flow into one another, as it were, and create or reveal a single mind.—W. B. Yeats.

Diphtheria, Quinsy and Tonsillitis begin with sore throat. How much better to cure a sore throat in a day or two than to be in bed for weeks with Diphtheria. Just keep Hamlin's Wizard Oil in the house.

What has become of the old-fashioned politician who used to imagine he was destiny's only son — Toledo Blade.

Dr. Pierce's Pleasant Pellets cure constipation. Constipation is the cause of many diseases. Cure the cause and you cure the disease. Easy to take.

His Bearing:

"Is he a man of military bearing?"
"Well, he likes to 'soldier.'"

Mrs. Winslow's Soothing Syrup for Children, cething, softens the gums, reduces inflammation, allays pain, cures wind colic, fits a bottle.

When an optometrist loses his job he is apt to become a backslider.