

# CANAL COMMISSION REPORT

## Nicaragua Route Is the Best and Cheapest.

### COST ABOUT \$189,864,062.

By the Panama Route the Cost Is Estimated at \$253,374,858, and in Addition the Canal Concession Would Cost the United States \$109,141,000.

The Inter-oceanic Canal Commission's report is in favor of the Nicaragua route and it will be submitted to Congress before the holidays. Here is the report in full:

The investigations of this commission have shown that the selection of the most feasible and practicable route for an isthmian canal must be made between the Nicaragua and Panama locations. Furthermore, the complete problem involves both the sea level plan of canal and that with locks. The Panama route alone is feasible for a sea level canal, although both are entirely practicable and feasible for a canal with locks. The time required to complete a sea level canal on the Panama route is probably more than twice that needed to build a canal with locks, excludes it from favorable consideration aside from other serious features of its construction. It is the conclusion of this commission, therefore, that a plan of canal with locks should be adopted. A comparison of the principal physical features, both natural and artificial, of the two routes, reveals some points of similarity. Both routes cross the continental divide less than ten miles from the Pacific Ocean, the Panama summit being about double the height of that in Nicaragua.

#### Both Routes Require Costly Dams.

For more than half its length the location of each route on the Atlantic side is governed by the level of the river, the flow from whose drainage basin is the only source of water supply for the proposed canal, and the summit levels, differing about twenty feet in elevation, the Panama being the lower—are formed by lakes, natural in the one case and artificial in the other, requiring costly dams and water ways for their regulation and for the impounding of surplus waters to reduce the effect of floods and meet operating demands during low water seasons. The investigations made in connection with the regulations of Lake Nicaragua have demonstrated that the lake affords an abundant water supply for the canal by that route. The initial proposition, on the other hand, for the Panama route is to maintain a constant flow by means of the Alhajuela reservoir. For all practical purposes this may be considered an unlimited supply for the Panama route. But the practical operation of a ship canal is concerned, therefore, the water supply features on both routes are satisfactory. The difficulties disclosed and likely to be encountered in the construction of the dams are less at Conchuda, on the Nicaragua line, than at Bohio, on the Panama route. Both dams, however, are practicable, but the cost of that at Bohio is one-half more than that at Conchuda.

#### Commission Desires a Perfect Structure.

A less expensive dam at Bohio has been proposed, but the report states its length it would be underlain by a deposit of sand and gravel, pervious to water. The seepage might not prove dangerous, but the water would be directly dependent upon this dam, and the policy of the commission has been to select the more perfect structure, even at a somewhat greater cost. The water ways at both locations present no serious difficulties. The advantages in the design and construction of the dams are in favor of the Nicaragua route. The system of regulation at Lake Bohio consists of the dam, a lock, and a canal, the crest of a weir, as the lake level rises under the influence of floods in the Chagres River. The plan of regulating the level of the lake is less simple, though perfectly practicable. It involves the operation of movable gates at such times and to such extent as to prevent an overflow of the lake into the Chagres River. The experience and judgment of the operator are essential elements to effective regulation of the lake. The regulation of Lake Bohio is automatic. The only means of transportation now found on the Nicaragua route are the limited service, Sillice Lake Railroad, about six miles in length, and the limited navigation of San Juan River and lake; but the Nicaraguan route is now building a railroad along the beach from Greytown to Monkey Point, about forty-five miles to the northward, where it would be of great value during the period of preparation and harbor construction, and should materially shorten that period.

#### Panama Has Railroad in Operation.

A well equipped railroad is in operation along the entire length of the Panama route, under the most favorable conditions there afford immediate accommodation for a large force of laborers. The Nicaragua route has no natural harbor at either end. At both the Atlantic and Pacific terminals, however, satisfactory harbors may be created by the removal of material at low prices, the construction of protective works of well established design. An excellent roadstead, protected by islands, already exists at Panama, and no work is needed there for either harbor construction or maintenance. At Colon, the Atlantic terminus of the Panama route, a satisfactory harbor already exists. It has afforded harbor accommodations for many years, but is open to northern winds, which a few times in each year are liable to damage ships or force them to put to sea. Considerable work must be done there to create a suitable harbor at the entrance of the canal, which can be easily entered and will give complete protection to shipping lying within.

#### Excavation Work Compared.

The completion of the harbors as planned for both routes, would yield but little advantage to either, but the balance of advantages, including those of maintenance and operation, is probably in favor of the Panama route. The existence of a harbor at each terminus of the Panama route and a line of railroad across the isthmus will make it practicable to commence work there, after the concessions are acquired, as soon as the necessary plans can be collected and put in place and the working force organized. This period of preparation is estimated at one year. In Nicaragua this period is estimated at two years, so as to include also the construction of working harbors and terminal and railroad facilities. The work of existing and proposed Nicaragua route is distributed; it is heaviest near Conchuda, at Tamboquito and in the divide west of the lake. On the Panama route it is largely concentrated in the Culebra and Emperor cuts, which are

practically one. As a rule, distributed work affords a greater number of available points of attack, contributing a quickness of completion, but in either of these cases it is difficult to say which would be successfully met with suitable organization and efficient appliances.

#### Labor Source There.

The time required for constructing the Nicaragua Canal will depend largely on the promptness with which the requisite force of laborers can be brought to Nicaragua, housed and organized with the locations of heaviest work along the route. The investigation of the divide west of the lake probably will require the longest time of any single feature of construction. It contains 12,000,000 cubic yards of earth and rock excavation, or a little less than 10 per cent of the total work of all classes included. With adequate force and plant this commission estimates that it can be completed in four years. This indicates, under reasonable allowance for ordinary delays, if force and plant enough were obtainable, to secure a practically concurrent execution of all portions of work on the route the completion of the entire work might be expected within six years after its being started, exclusive of the two years estimated for the period of preparation. The organizing and maintaining of the great force of laborers needed, largely foreigners, so as to adjust the location of the various portions of the work to such a definite program of construction, is a practically unpopulated tropical country involves unusual difficulties and could prolong the time required for completion. The greatest single feature of work on the Panama route is the excavation in the Culebra section, amounting to about 10,000,000 cubic yards of hard clay, much of which is classed as soft rock, nearly 45 per cent of all classes of material to be removed.

#### Eight Years Required.

It is estimated that this cut can be completed in eight years, with allowance for ordinary delays, but exclusive of the two-year period for preparation and for unforeseen delays, and that the remainder of the work can be finished within the same period. The great concentration of work on this route and its less amount will require a smaller force of laborers than on the Nicaragua route. Hence the difficulties and delays involved in securing them will be correspondingly diminished. The total length of the Nicaragua route, from sea to sea, is 22.3 miles, while the total length of the Panama route is 49.9 miles. The length in standard canal section, and on the harbors and entrances, is 23.3 miles for the Nicaragua route and 36.4 miles for the Panama route. The length of sailing line in Lake Nicaragua is 72.5 miles, the sailing line in Lake Bohio is 12.5 miles. That portion of the Nicaragua route in the canalized San Juan is 20.7 miles. The preceding physical features of the two lines measure the magnitude of the work to be done in the construction of waterways along the two routes. The estimated cost of constructing the canal on the Nicaragua route is \$189,864,062 more than that of completing the Panama Canal, covering the cost of acquiring the property. This sum measures the difference in the magnitude of the obstacles to be overcome in the actual construction of the two canals and does not all physical considerations, such as the greater or less height of dams, the greater or less depth of cuts, the presence or absence of natural harbors, the presence or absence of a railroad, and the amount of work remaining to be done. The estimated annual cost of maintaining and operating the Nicaragua Canal is \$1,550,000 greater than the corresponding charges for the Panama Canal.

#### Panama Route Shorter.

The Panama route would be 134.57 miles shorter, from sea to sea, than the Nicaragua route. It would have less than a mile of excavation, fewer locks, and 65.4 miles less curvature. The estimated time for a deep draft vessel to pass through is about twenty hours for Panama and about three hours for Nicaragua. These periods are practically the measure of the relative advantages of the two canals as elements in the time required by vessels to make their voyage between terminal ports. Compared on this basis, the Nicaragua route is the more advantageous, except that originating or ending on the west coast of South America. For the commerce in which the United States is most interested, that between our Pacific ports and Atlantic ports, European and American, the Nicaragua route is superior by a wide margin. The same advantage exists between our Atlantic ports and the Orient. For our Gulf ports the advantages of the Nicaragua route are nearly two days. For commerce between North Atlantic ports and the west coast of South America the Panama route is shorter by about two days. Between Gulf ports and the west coast of South America the saving is about one day. The Nicaragua route would be more favorable one for sailing vessels, because of the uncertain winds in the Bay of Panama. This is not, however, a material matter, as sailing ships are rapidly being displaced by steamships. A canal by the Panama route will be simply a means of communication between the two oceans. The route has been a highway of commerce for more than 200 years, and a railroad has been in operation there for nearly fifty years. It has not this affected industrial changes but little, and the natural features of the country through which the route passes are such that no considerable improvement is likely to occur as a result of the construction and operation of a canal. In addition to its use as a means of communication between the two oceans, a canal by the Nicaragua route would bring Nicaragua and a large portion of Costa Rica and other Central American States into close and easy communication with the United States and with Europe. The intimate business relations which would be established with the people of the United States during the period of construction by the expenditure of vast sums of money in these states, and the use of American products and manufactures would be likely to continue after the completion of the canal, to the benefit of our manufacturing, agricultural and other interests.

#### Nicaragua the Healthier.

The Nicaragua route lies in a region of sparse population and not in a pathway of much trade or movement of people. Conditions of much sickness and epidemics do not exist there. On the other hand, considerable population has long existed on the Panama route and it lies on a pathway of comparatively large trade, along which currents of moving people from infested places sometimes converge, thus creating conditions favorable to epidemics. Existing conditions indicate hygienic advantages for the Nicaragua route, although it is probable that no less effective sanitary measures will be taken during construction in the one than in the other. The cost of constructing a canal by the Nicaragua route and completing the Panama Canal, without including the cost of acquiring the concessions from the different governments, is estimated as follows:

Nicaragua	\$189,864,062
Panama	\$144,253,358

For a proper comparison there must be added to the cost of acquiring the rights and property of the Panama Canal Company. This commission has estimated the value of these in the project recommended by it at \$90,000,000. In order to exercise the rights

necessary for the construction of the canal and for its management after completion the United States should acquire control of a strip of territory from sea to sea sufficient in area for the convenient and efficient accomplishment of these purposes. Measures must also be taken to protect the line from unauthorized acts of all kinds to insure sanitary control and to render police jurisdiction effective. The strip should be not less than five miles wide on each side of the center line of the canal, or ten miles in total width. No treaties now exist with any of the states within whose territory the two routes lie, authorizing the United States to occupy its territory for the construction and operation of a canal. When it has been determined to undertake the work and the route has been selected, the consent of Colombia, or of Nicaragua and Costa Rica, for such occupation must be obtained before the inauguration of the enterprise, and one or more conventions must be entered into by the United States to secure the necessary privileges and authority. The republics of Nicaragua and Costa Rica are untrammelled by any existing concessions or treaty obligations, and are free to grant to the United States the rights necessary for the attainment of these ends, and in December, 1903, declared their willingness to have their territory so occupied by the United States by executing protocols by which it was understood that they would enter into negotiations to settle in detail the plan and agreements necessary to accomplish the construction and provide for the ownership of the proposed canal, whenever the President of the United States is authorized by law to acquire the necessary control and authority.

#### Colombia Not Free.

The government of Colombia, on the contrary, in whose territory the Panama route lies, has granted concessions which belong to, or are controlled by the New Panama Canal Company, and have many years to run. These concessions, limited in time and defective in other ways, would not be adequate authority for the purposes of the United States, but while they exist Colombia is not free to treat with this government. If the Panama route is selected these concessions must be removed in order that the republics of Nicaragua and Costa Rica may be free to grant to the United States to acquire the control upon the isthmus that will be necessary and to fix the construction. An agreement with the Colombia Canal Company to surrender or transfer its concessions must include a sale of its canal to the United States, and the commission undertook soon after its organization, to ascertain upon what terms this could be accomplished. Much correspondence has been had, but no proposition naming a price was presented until the middle of October, 1901, and after prolonged negotiations, the Colombia Canal Company, in a modified form on the 4th of November, to be included in its report to the President. The estimated cost of the Panama route, as included in an earlier chapter of the report, is \$189,864,062. This added to the cost of completing the work, makes the whole cost of a canal by the Panama route \$253,374,858, the cost of the Nicaragua route is \$189,864,062, a difference of \$63,510,796 in favor of the Nicaragua route.

#### States Must Be Compensated.

In each case there must be added the cost of obtaining the use of the territory to be occupied and such other privileges as may be necessary for the construction and operation of the canal in perpetuity. The compensation that the United States must give for granting these privileges is now unknown. There are certain physical advantages such as a shorter canal line, a more complete knowledge of the country through which it passes and lower cost of maintenance and operation, in favor of the Panama route, but the price fixed by the Panama Canal Company for a sale of its property and franchises is so unreasonable that its acceptance cannot be recommended by this commission. After considering all the facts developed by the investigations made by the commission, the actual situation as it now stands, and having in view the terms offered by the New Panama Canal Company, this commission is of the opinion that the most practicable and feasible route for an isthmian canal to be "under the control, management and ownership of the United States" is that known as the Nicaragua route.

#### THE MINORITY REPORT.

##### George Morrison of the Canal Commission Favors Panama Route.

Following is a summary of the minority report of George B. Morrison of the Nicaragua Canal Commission:

While concurring in the excellence of the greater part of the majority report, I was unable to accept the inclusion therein of which my colleagues have arrived. I accept the location for the Nicaragua Canal as one which is subject to improvements. I consider that the estimate does not make enough provision for unknown conditions and contingencies.

The cost of the work on both the Nicaragua and the Panama routes has been estimated at the same unit prices and with the addition of the same percentage for contingencies, "Police, Sanitation and General Contingencies."

The excavation of the Panama Canal has been opened for nearly its entire length, and for nearly fifty years it has not this affected industrial changes but little, and the natural features of the country through which the route passes are such that no considerable improvement is likely to occur as a result of the construction and operation of a canal. In addition to its use as a means of communication between the two oceans, a canal by the Nicaragua route would bring Nicaragua and a large portion of Costa Rica and other Central American States into close and easy communication with the United States and with Europe. The intimate business relations which would be established with the people of the United States during the period of construction by the expenditure of vast sums of money in these states, and the use of American products and manufactures would be likely to continue after the completion of the canal, to the benefit of our manufacturing, agricultural and other interests.

##### American and European Music.

In the matter of the American invasion of Europe and the alarm it has occasioned it is of interest to note that one of the leading Berlin musical critics recently delivered a lecture in that city in which he said that within twenty years the United States would be teaching music to Europe. He was of opinion that America is on "the threshold of a great musical career" and that native composition, while only "emerging from its infancy, still affords rich promise." He also is of opinion that German, Italian, and French influence is waning, that the time is near when Americans will not have to leave home to get a musical education, and that "Sousa's stirring works will live."

##### The New Projectile.

Secretary Long in his annual report, just issued, says: "In order to gain greater energy guns have been increased in weight and dimensions until it is believed that they have now reached a point beyond which it is inexpedient to go. Any further increase in their efficiency must be looked for in the use of heavier projectiles and in the development of powders possessing higher ballistic properties than those now in use."

##### Illinois Farm Lands.

According to a dispatch from Kankakee there is some high-priced farming land in that part of Illinois. Mention is made of a farm near Manteno, in Kankakee county, which sold for \$112.50 an acre, which price, it was said, "has been the rule rather than the exception in that locality within the last year."

##### Steel Roofs.

A new patent steel roofing will shortly be placed on the market, and it is asserted that this product will completely displace galvanized iron for roofing purposes. The system of manufacture consists of steel strips bent in the press, the covering being formed of plain galvanized sheets bent back on the edges and locked into tubular rafters. Works for the manufacture of this product on a large scale are being constructed at Darlington, England.

# BEFORE THE PUBLIC EYE

## THE ARKANSAS SENATORSHIP.

There is considerable discussion in Democratic papers just now as to who should succeed Senator James K. Jones as chairman of the national committee. There are some who apparently favor Arthur Pue Gorman of Maryland. Others look upon ex-Gov. Stone of Missouri as the right man. Then



HON. JAMES K. JONES.

There are a few who believe that ex-Gov. Francis of Missouri would prove a good chairman, while not a few favor John P. Hopkins, ex-mayor of Chicago, and chairman of the Illinois state committee. Senator Jones, it is said, will tender his resignation at the next meeting of the national committee, which it is now believed will be held in February.

On the other hand, Senator Jones has given no sign that he intends to resign before his term expires, which will be in 1904. If there is any demand for his resignation just now it does not come from the "faithful" in his party. He is a candidate for reelection to the senate and is, therefore, just now the center figure in a lively campaign in his own state. He believes that all this talk of resignation is being done with a view of aiding the opposition to him in Arkansas.

## NEW YORK POST CENTENNIAL.

The New York Evening Post recently celebrated the one hundredth anniversary of its first issue on Nov. 16, 1801, by the publication of a centennial number which cannot help being of interest not only to the publishers of newspapers but to the public generally. While this anniversary edition is a splendid illustration of what is best in modern journalism, its chief value will be found in the contrast it

## THOMAS A. EDISON.

the whole history of civilization. The average layman who sees the streets of the modern city and its stores made as light as day has little conception of the amazing growth of the industry that has arched the highways of human progress with millions upon millions of incandescent bulbs and now is invading the rural districts of the greatest nation upon which the sun shines.

## THE INVENTOR OF THE ELECTRIC LIGHT.

The electric light was exhibited for the first time in the United States at the Centennial Exposition, but those who saw it were skeptical regarding the possibility of using it upon any scale that would be of practical benefit to mankind. While arc lighting was produced upon a commercial scale in 1877, the real history of the art as regards its modern aspects dates from the opening of the Pearl street station in New York city by Thomas A. Edison on Sept. 4, 1882, in which the Edison incandescent lamp was used.

## MAYOR-ELECT SCHMITZ.

The accompanying is a portrait of Mayor-elect Schmitz of San Francisco. He was chosen at the recent elections. All those who did not like this idea, including the Americans, supported the labor unions' candidate, Mr.

## MAYOR-ELECT SCHMITZ.

Schmitz, who was elected by a landslide plurality.

## Forward Under Spur.

The more intelligent colored men in Alabama are not as much disturbed over the franchise clause of the new constitution as the mossbacks think they ought to be. It appears that there are now about 30,000 colored voters in Alabama with qualifications to meet the educational clause of the constitution, and it is believed that in three years the great majority of colored men will be able to meet the limitations as to education and property.

# Persons, Places and Things

## PERILS OF THE GOOD SAMARITAN.

The sad case of Frank Luzincki ought to be a lesson to all other amiable persons, says the Chicago Tribune. Mr. Luzincki, at the suggestion of two strangers who met him one night recently agreed to perform the pious office of watching beside a corpse till the strangers could bring the police. Mr. Luzincki's confidence in strangers was then put to a severe test, for shortly after his lonely vigil began the corpse drew a revolver and despoiled him of his watch and his money. From this story one may get two morals. In the first place, it is well to read the criminal news in the daily papers. If Mr. Luzincki had followed this rule he would have known that only a few days ago a "sick man" played in another little incident the part which was taken this time by a "corpse." He would then have been on his guard and might still be in possession of his valuables. The papers give the public immediate notice of every new device that is employed by the rogues of this town. If the public would carefully note the character of each of these devices the rogues would be obliged continually to invent new ones and would soon exhaust their stock of ideas. As it is, they are able to play the same old games year after year. But this is not the fault of the papers. The second moral to which Mr. Luzincki has given point is that under certain circumstances one ought to repress one's instinct to be obliging.

## GROWTH OF ELECTRIC LIGHT.

Beyond any question the most marvelous development of the century in the field of applied science may be seen in the electric lighting industry. There is nothing comparable to it in

## SUPERIOR TECHNICAL TRAINING.

No nation in the world except the United States has developed industrially more rapidly than Germany. The empire, organized only thirty years ago, has become a great manufacturing nation, has forced its way into European, Asiatic and South American markets against the competition of England and the United States, and is fighting resolutely for new territory. With the growth of a strong national sentiment, there has been astonishing progress in all the departments of industry where trained intelligence and skilled hands play an important part.

## Manufacturers of the United States.

of Great Britain and of France have inquired into the causes of this rapid progress in Germany. They agree that it is largely due to superior technical education. When the empire was established in 1871, the general government found ready to its hand the technical schools that had been fostered by the several German states. Under the policy of the empire all of these were encouraged, and from them was developed a system of higher technical schools.

## FASTEST LINOTYPE OPERATOR.

Daniel D. Tew, the Des Moines (Ia.) operator, who has just broken the world's record for fast typesetting on the Linotype machine, is a native of Taylor county and learned the printer's trade in the office of the Decatur County Journal at Leon. He moved to Des Moines twelve years ago, and was employed as compositor on the Leader. Six years ago he learned the Linotype machine, and two years ago transferred his services to the Des Moines Capital. It was in the office of that newspaper that he made the record of 3,244 nonpareil type lines, representing 86,964 ems and requiring 217,406 touches of the keyboard. The work was done in eight hours, on a machine making nine revolutions per minute and operated by steam.

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

# AS THE WORLD REVOLVES

## PRINCESS HATZFELD.

Princess Hatzfeld, who has been recently entertaining in lavish fashion with the money left her by the late Collis P. Huntington, was the adopted daughter of the great railway magnate. She was Clara Huntington, and was adopted by Mr. Huntington in 1869 in New York, to which city he had removed from the west in 1864. Clara married Prince Hatzfeld in 1889, and



PRINCESS HATZFELD.

would never consent to live in this country. She wanted her father to use the Hatzfeld coat of arms after the wedding, but the sturdy old American positively refused. The princess is one of the beautiful women in Paris.

## PRINCESS HATZFELD.

Manufacturers of the United States, of Great Britain and of France have inquired into the causes of this rapid progress in Germany. They agree that it is largely due to superior technical education. When the empire was established in 1871, the general government found ready to its hand the technical schools that had been fostered by the several German states. Under the policy of the empire all of these were encouraged, and from them was developed a system of higher technical schools.

## FASTEST LINOTYPE OPERATOR.

Daniel D. Tew, the Des Moines (Ia.) operator, who has just broken the world's record for fast typesetting on the Linotype machine, is a native of Taylor county and learned the printer's trade in the office of the Decatur County Journal at Leon. He moved to Des Moines twelve years ago, and was employed as compositor on the Leader. Six years ago he learned the Linotype machine, and two years ago transferred his services to the Des Moines Capital. It was in the office of that newspaper that he made the record of 3,244 nonpareil type lines, representing 86,964 ems and requiring 217,406 touches of the keyboard. The work was done in eight hours, on a machine making nine revolutions per minute and operated by steam.

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."

## THE ENEMIES OF FASHION.

Between the artists and the political economists fashion has really a hard time of it. The artists declare that fashion is a foe to their profession, and while they are worshipping the Winged Victory type of a figure the modern fashionable ideal is a pinched and padded creature that might, from an artistic standpoint, be called a Whalebone Defeat.

## The political economists go even further and declare woman's dress not only ugly but costly and impractical, and Professor Veblen in his "Theory of the Leisure Class" states: "The high heel, the skirt, the impracticable bonnet, the corset, and the general disregard of the wearer's comfort which is an obvious feature of all civilized women's apparel, are so many items of evidence to the effect that in the modern civilized scheme of life the woman is still in theory the economic dependent of the man—that perhaps in a highly idealized sense she still is the man's chattel."