

MARVELOUS PROGRESS OF ISTHMIAN CANAL

By EDWARD B. CLARK

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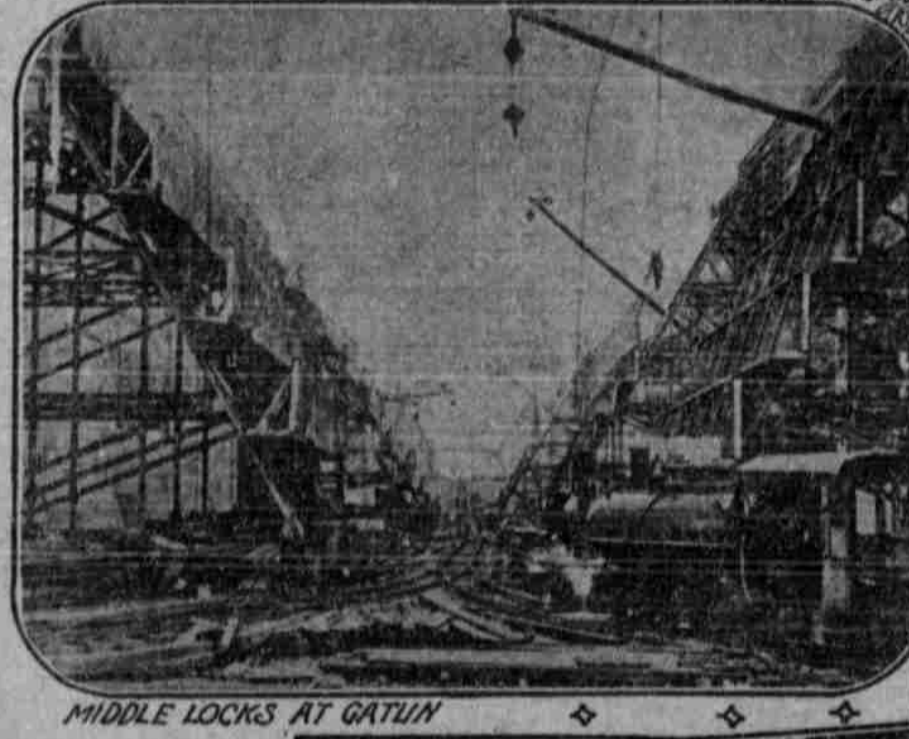
IN THE PUBLIC EYE

PRESIDENT 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.

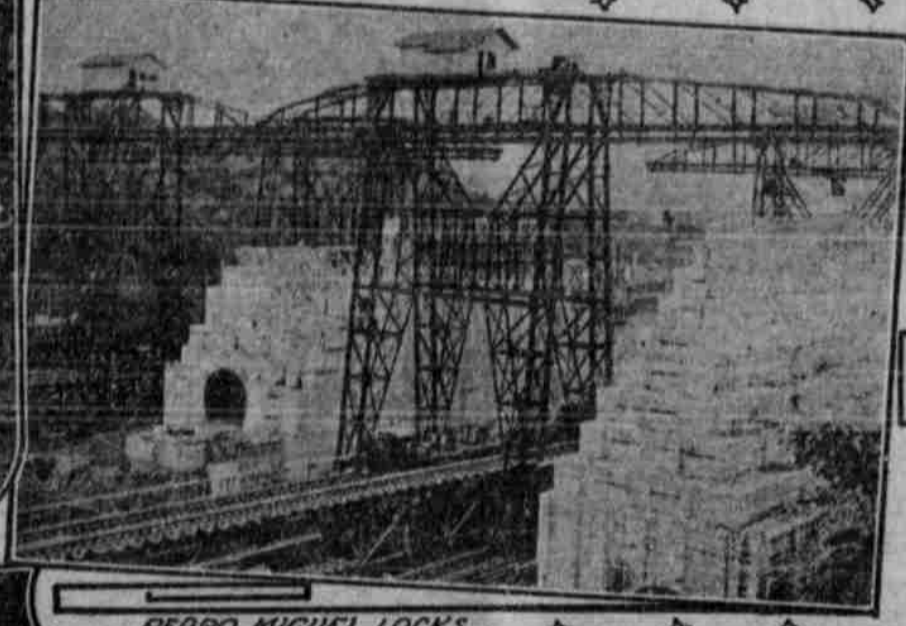
Former President Roosevelt recently has defended vigorously his action in the case of the recognition



COL. GOETHALS SPEAKING AT FOURTH OF JULY CELEBRATION



MIDDLE LOCKS AT GATUN

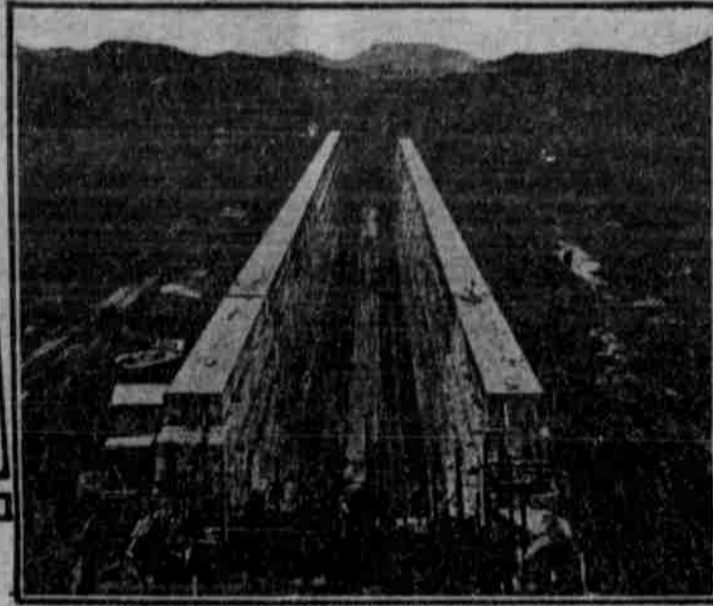


PEDRO MIGUEL LOCKS

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 Panamanian 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.



ENTRANCE TO ANCON HOSPITAL GROUNDS



GUIDE WALL OF PEDRO MIGUEL LOCKS

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. Galliard and William J. 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 Galliard, who is the engineer in charge of the central division of the work, and Colonel William J. Sibert, engineer in charge of the Atlantic division, as has been said, were classmates at West Point. Galliard's first name is David. When he and Sibert entered the military academy as "piebes" 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. Galliard

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 employees 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-chief. 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.

WAS THE OLDEST CHICAGOAN



Fernando Jones, Chicago's oldest inhabitant, and for years the most picturesque old man among the survivors of the city's pioneer days, is dead. With the death of Mr. Jones comes the breaking of a connecting link between Chicago as a swampy village—with one bridge and a major population of Indians—and the Chicago of today, fifth city in the world.

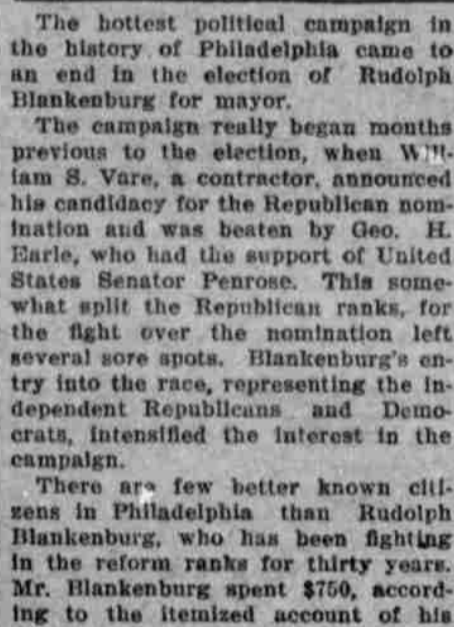
Mr. Jones was born in Forestville, Chautauqua county, N. Y., on May 26, 1820. When four years old the family moved to Buffalo, where he received his early education and where he was once thrashed by his schoolmaster, Millard Fillmore, who later became president of the United States.

When sixteen years old Mr. Jones followed his father to Chicago, where the elder Jones had established a hardware store. He came in a sloop carrying a cargo of stoves. Able to deal with the Indians by virtue of his new knowledge of an Indian tongue, he obtained employment a year after his arrival at the land office then in Chicago.

In 1837 Mr. Jones attended Canandaigua (N. Y.) academy, where he met Stephen A. Douglas. When he returned to Chicago he engaged in the real estate business, but soon went south for his health. Then he took up newspaper work in Jackson, Mich. He then took up again his real estate business in Chicago until retirement from active work.

Mr. Jones married Miss Jane Grahame in 1853. His wife died in 1905. After the Chicago fire he was one of the most useful men in Chicago because of his long acquaintance with land titles and the destroyed records of Cook county real estate.

WON HOT MAYORALTY FIGHT



The hottest political campaign in the history of Philadelphia came to an end in the election of Rudolph Blankenburg for mayor.

The campaign really began months previous to the election, when William S. Vare, a contractor, announced his candidacy for the Republican nomination and was beaten by Geo. H. Earle, who had the support of United States Senator Penrose. This somewhat split the Republican ranks, for the fight over the nomination left several sore spots. Blankenburg's entry into the race, representing the Independent Republicans and Democrats, intensified the interest in the campaign.

There are few better known citizens in Philadelphia than Rudolph Blankenburg, who has been fighting in the reform ranks for thirty years. Mr. Blankenburg spent \$750, according to the itemized account of his election expenses filed. He did not receive money from outside resources but paid all his personal expenses from his own pocket. Two years ago the regular Republicans elected their district attorney by 43,000, while the usual Republican majority is from 75,000 to 100,000.

Mrs. Blankenburg, wife of the successful candidate, is a suffragist who apparently will have much to say regarding the government of Pennsylvania's metropolis during her husband's term of office. "We have pronounced views on how the city should be managed," Mrs. Blankenburg says, "and have wanted for years the opportunity to test our ideas. With the election of Mr. Blankenburg we have the opportunity."

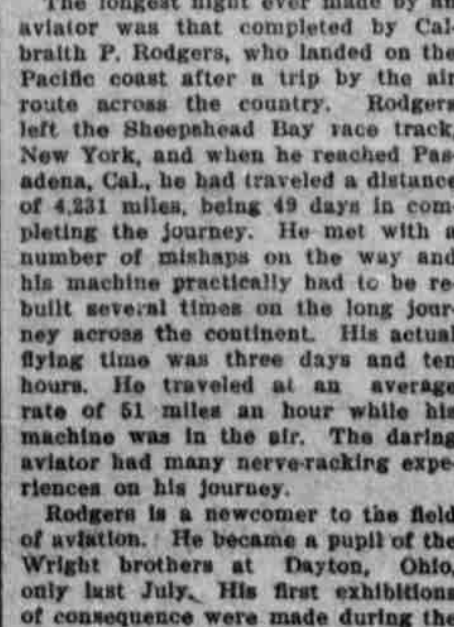
ITALIAN DENIES BUTCHERY



General Caneva, having been requested by the Italian government to give some explanation regarding the charges of brutality and alleged slaughter of unarmed Arab women and children in Tripoli replied as follows:

"If reproach may be made of us, it is only for our exceeding indulgence and benevolence toward the natives. A full demonstration of this is the order and declaration which advised the soldiers to treat the Arabs on friendly terms, respecting their traditions. It was a treacherous surprise and many soldiers were shot, the ambulance corps of the Red Cross was attacked and the sick and wounded were horribly killed in the town by shots fired from roofs. Women cried, 'Revolt against the infidels.' The soldiers were surprised and massacred, and so it was necessary to guarantee our safety and that of the Europeans. The soldiers were ordered to shoot men shooting against us and to arrest those keeping arms and munitions. Hassuna Pasha admitted it was indispensable that we should act as we have done, considering the Turks had in Tripoli a wild band preaching a holy war and using such balls as the dum-dum."

FLEW ACROSS THE COUNTRY



The longest flight ever made by an aviator was that completed by Calbraith P. Rodgers, who landed on the Pacific coast after a trip by the air route across the country. Rodgers left the Sheepshead Bay race track, New York, and when he reached Pasadena, Cal., he had traveled a distance of 4,331 miles, being 49 days in completing the journey. He met with a number of mishaps on the way and his machine practically had to be rebuilt several times on the long journey across the continent. His actual flying time was three days and ten hours. He traveled at an average rate of 51 miles an hour while his machine was in the air. The daring aviator had many nerve-racking experiences on his journey.

Rodgers is a newcomer to the field of aviation. He became a pupil of the Wright brothers at Dayton, Ohio, only last July. His first exhibitions of consequence were made during the meet held in Chicago during September, when he captured prizes of \$15,000. He is thirty-two years of age and comes of a distinguished family. He is a son of Capt. Rodgers, of the United States army, and a grandson of Commodore Perry.