

## Democracy and Its Mission.

Some men seem to think that democracy has no meaning or purpose except to get offices for a few rich men who have exhausted the prime and manhood of their lives in accumulating filthy lucre. They seem to think that the business of the rich man is to hold office in his superannuated years for social and ornamental purposes, and in his effort to secure the ornament he should distribute a few \$10 bills, or a few \$20 bills, and here and there a check for \$100 or more among three, or four, or five ring politicians in each county seat. Each state is infested with a few such rich democrats and a few hundred such hireling democrats, who have no conception of democracy except as it promises immediate returns to gratify the vanity of the would-be rich officeholder, and immediate cash to the machine politicians who have no other occupation and no visible means of support.

Let us get into the midst of things. Why nibble constantly at the edges? Why not have a plain understanding? Why not recognize that Jeffersonian democracy means "equal and exact justice to all and special privileges to none?" Why not recognize at the outset that Abraham Lincoln was a good Jeffersonian democrat when he said: "I believe this country with its institutions ought to belong to the people who inhabit it." What would Lincoln mean by such an expression as that today? What would Lincoln mean today if he were to speak of "a government of the people, by the people and for the people?" if he did not mean governmental ownership of a postal telegraph, if he did not mean public ownership of public utilities, if he did not mean initiative and referendum, if he did not mean that the trust-made commodities should be put on the free list, if he did not mean that on the money question the people should govern the banks rather than that the banks should govern the people?

There is entirely too much talk about the candidate for president in 1904; entirely too much editorial space and news space wasted by the different machine politicians in their efforts to select a presidential candidate who will do the bidding of Wall street always and of the people never. It is all misdirected effort.

The democratic democrats are a class of men who believe that a great political party ought to do something. And now what do these editors who are harping about harmony propose to do? Do they propose to place in the White house an executive, and in the capitol a congress that will hear no other voice except that of the masses, or do they propose to put there men who shall be the tools of the privileged classes? There is no other question before the democratic democracy.

This is no time to consult those who established Hannalism in the land. This is no time to confer with men who betrayed the democratic party when there was an opportunity to place Mr. Bryan in the White house and install a genuine people's government in the national capital. Let us devote our time and our energy to a discussion of the needs of the people and to the legislation which will remedy the evils of the day and bring this government back to its time-honored ideals under which it developed not only the number of its people, but the moral worth and the moral purpose of every man, woman and child whose eyes looked up to the stars and stripes for inspiration.—Columbus (O.) Press.

Chicago Post:

"So you are going to Europe?"

"Yes. I don't care much about seeing it, you know, but I've found it dreadfully hard not to be able to talk about it."

## PANAMA PARAGRAPHS

The total length of the Panama canal will be 46.6 miles, including an extension of 3.1 miles through the Bay of Panama.

The summit level will be from 66 to 103 feet.

The route of the canal lies wholly in Colombia.

Negro labor is obtained from the British Antilles.

An excellent hospital has been established near Panama.

A good railroad exists at the present time along the entire route.

M. de Lesseps' plans contemplated the expenditure of \$120,000,000.

At present a force of about 2,000 men is at work on the construction.

A tide-level canal was planned by the directors of the first company.

The time of transit for an ordinary vessel will be from eleven to fourteen hours.

There are no volcanoes, even extinct, within 180 miles of the route of the canal.

Nearly 4,000,000 cubic yards of earth have been removed for experimental excavation alone.

The present concession allows until October 31, 1910, for the completion of the work.

The receiver of the company appointed by the French courts has never been discharged.

The shareholders in the first company when it went into liquidation numbered over 800,000.

Good housing accommodation for from 15,000 to 20,000 laborers already exists along the line of work.

The Isthmian Canal commission estimated the cost of the work of completing the canal at \$184,233,358.

The first survey of the present route was begun by employes of the de Lesseps company in February, 1881.

The original company formed by M. de Lesseps was known as La Compagnie Universelle du Canal Inter-oceanique.

Beri-berl and yellow fever are among the epidemic diseases which have appeared among the workmen at various times.

The tolls of the canal may not exceed \$2 for each cubic meter of each vessel using it, based on the actual displacement of the hull.

James B. Eads, the American engineer, once proposed to construct a railroad sufficiently large to transport vessels from ocean to ocean.

Labor troubles have not been unknown to the company. Early in 1895 a serious strike among the workmen caused a suspension of operations.

The government of the United States, if Panama is selected, will pay \$40,000,000 for the plant and all concessions of the Panama Canal company.

The temperature throughout the region of the Panama canal is that of the tropics, seldom varying during the year from the mean of 79 degrees Fahrenheit.

The canal is owned at the present time by the Panama Canal company of America, which is organized under the laws of New Jersey, with a capital of \$30,000,000.

About two-fifths of the entire stock has been completed, and sufficient experimental work has been done on the remaining portion materially to lessen the construction.

Part of the property offered to the government by the company is all but about 1,000 shares of the capital stock of the Panama Railroad company, a corporation of the state of New York.

At Culebra, where the deepest cutting is required, and where a disastrous cave-in occurred, the excavation completed and the borings made, show that there is no longer any danger from pressure.

The percentage of diseases, both European and climatic, among the

workmen each year from 1895 until the present time averaged 47, the mortalities reported amounted to less than 3 per cent.

The harbors at each end of the canal are entirely adequate, and at La Boca, where the canal enters the Bay of Panama a wharf with rails permits shipping to load from or unload into the cars.

The minimum draft of water throughout the canal according to the plans now being worked out is 29.5 feet, increased to 32.8 feet at the middle line of the lock chambers, and 34 feet at their side walls.

The first concession was made by the Colombian government to Lucien Napoleon Bonaparte Wyse, a lieutenant in the French navy. This was the concession acquired by the company organized by M. de Lesseps.

The government of Colombia in making the concession for the Panama canal, ceded to the company 1,235,500 acres of public lands, with all mining rights, in whatever localities the company may choose.

The original company expended \$156,400,000, of which only a little more than half was spent upon excavation and construction work, the remainder having been devoted to purposes of bribery and the corruption of the French press.

In addition to the land ceded by the government of Colombia for the digging of the canal, the Panama company's concession includes the gift of a zone of land 656 feet in width on each side throughout the entire length of the work, and wherever it may extend.

The arrangement under which the concessions by the government of Colombia to the Panama Canal company were made give to the company the right to introduce into the country materials, tools, machinery, provisions, and all things necessary for the use and construction of the canal free of duty.

An international committee of engineering experts directed the plans of the new company. The countries represented on this committee were France, Germany, Russia, Great Britain, and the United States. The chief engineers of the Manchester and Kiel maritime canals were on this Comite Technique.

The normal width at the bottom of the canal will vary in the different levels. For the Atlantic level it is 98.5 feet, with two passing stations of 197 feet. In the channel through Lake Bohio it is 164 feet in the summit level, 98.5 in the next two levels and in the land part of Pacific level, and 164 feet in the channel through the Bay of Panama.

The Colombian government is entitled to receive 5 per cent on the gross revenue of the company for the first twenty-five years after the opening of the canal to the public; 6 per cent from the twenty-sixth to the fiftieth year; 7 per cent from the fifty-first to the seventy-fifth year, and 8 per cent for the balance of the term.

If the work is completed by October 31, 1910, the concession will run for a hundred years from the opening of the canal for traffic.

Two large dams are required for the work now being done. One will be erected at Bohio, creating a large lake with about 20 square miles of surface, which for 13 miles will form the bed of the canal. This will act as a flood-regulator, and will obviate the necessity of encountering strong currents where the route traverses the bed of the Chagres. The other dam will be constructed at Alhajuella, about ten miles from the canal, and will store water for lockages, etc. The two dams between them will retain 226,000,000 cubic yards of flood discharge.

## No Figs From Thistles.

The new harvester combine has started its machinery promptly.

It has run its self-binder through the army of traveling men employed by the several subordinate concerns that have entered the trust, and three-fourths of them have been cut down.

The same policy is to be applied to office forces, and it is estimated that, altogether, 10,000 men will lose their positions.

This is making it tough for 10,000 people right away. This has often happened before in the merging of other lines of business into trusts. It is frankly asserted to be one of the great advantages of the trust system that it makes unnecessary the employment of the aggregate of agents and intermediaries indispensable to rival houses, and that thus an economy is secured, profitable in the end to the consumer.

The temporary, though serious, embarrassment of 10,000 men in being deprived of their means of livelihood could be regarded with regretful equanimity if it were certain that it was only the hurt of the few for the good of the many, but there is nothing in the record of trust transactions that justifies such a view. On the contrary, we must expect that it is a sacrifice of the good of a comparatively few for the advantage of fewer still. An economy will undoubtedly be effected, but the fruit of it will be reaped by the manufacturer alone.

That this is the motive behind the organization of trusts is in some cases admitted even by the manufacturers themselves. When the farm implement business was put into a trust a year or two ago it was said by some of the individual houses that competition had made profits so small that combination to reduce the cost of distribution was inevitable.

It is always claimed that the economy effected by concentration will be so great as to increase dividends to a "reasonable" point and at the same time cheapen goods to the consumer. It has been demonstrated, however, that the dividends are increased both by the reduction of the cost of distribution and by an added tax on the last buyer.

In short, the monopoly principle bears its natural fruit just as fast and as sure as it is applied in practice.—Omaha World-Herald.

## Philippine Courts-Partial.

The war department has given out some statistics as to recent court-martial cases in the Philippines which are interesting reading, but which are so indefinite as to be of little value. In all there were, it appears, 1,003 cases in which convictions took place, but the period during which the offenses were committed is not given. In 227 cases the accused soldiers were dishonorably discharged; in 231 others the prisoners forfeited pay and allowances and in 115 others trials different punishments were awarded. It must be noted, too, that 110 were fined, and 320 were sentenced to imprisonment. The charges included murder, manslaughter, assault, and attempted assault, and, most striking of all, it is stated that most of the accusations were made by Filipinos. This fact may well have helped to make General Chaffee call upon his officers "to instill into the minds of their men a proper regard for human rights and of the personal privileges of the people with whom they are thrown in contact, so that they may be taught to appreciate the importance of just and fair association with them." That the commanding general should have thus to warn his officers hardly bears out the theory that our soldiers have been "plaster saints" in the Philippines. In regard to the statistics just printed, the public has a right to further facts, and to the missing details.—New York Post.