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THREE CENTS

THE PANAMA CANAL

Colonel Vifquain Contrasts the Two Proposed Waterways — Declares the Panama Route the Better.

Colonel Victor Vifquain discussed yesterday at convocation the advisability of completing the old Panama canal instead of carrying out the Nicaragua project.

Colonel Vifquain was consul at Panama for eight years and has had ample opportunity for obtaining information concerning the canal, which is of much value.

In speaking of the effect which British interests in the Suez canal might have upon the building of an American canal, Colonel Vifquain said that the owners of the Suez canal recognize the construction of an American canal as inevitable, but it will be their policy, if possible, to influence legislation in such a way as to have a canal constructed where it will least hurt their interests. Thus the question of where the canal shall be built resolves itself into a question of English and American interests.

The agitation of the Nicaraguan project, said the speaker, began in 1888 when a party of New York capitalists obtained a concession from Nicaragua and went to work. This was after the failure of the Panama canal. Two million dollars were spent in making a harbor at Greytown and the work was dropped.

Colonel Vifquain mentioned several points in favor of the Panama route as against the Nicaraguan route. The only argument that can be advanced by the promoters of the Nicaraguan route is that Greytown is 350 miles closer to New York than Colon is, and consequently it would take less time to go from New York to San Francisco by way of Greytown. According to Colonel Vifquain's knowledge, the facts are that it would take three days to go through a canal at Greytown, whereas the Panama canal could be passed in twelve hours; and after considering the distance from Greytown to Colon the journey from New York to San Francisco would be one day shorter by way of Colon. The tolls on the Panama canal would be lower because of its shortness. There are 56 curves on the Nicaragua canal route and only 28 in the Panama route. These curves are much sharper on the Nicaragua canal, and this fact, together with the length of the canal would make the danger of wrecks so great that the insurance on vessels would have to be exceedingly high. That a Panama canal would have a large business is shown by the fact that even the Panama railroad, which is 46 miles in length, last year declared a dividend of \$8,000,000.

Colonel Vifquain believes that there is danger of lobbyism in canal legislation, which will be unfavorable to American interests.

The Junior laws have recitations in Agency twice a week and in Domestic Relations once.

ARE COMING WITH YELLS AND SONGS.

"Basket ball is the only sport that has the whole support of this school. We are coming with yells and songs. We will show the State how to root," said the manager of the Wesleyan basket ball team yesterday in reference to the coming contest. Indications point to large attendance from the Methodist institution.

The line-up for the game as given out is as follows:

University.		Wesleyan.
Hagensick	R. F.	Gearhardt
Cortelyou	L. F.	Fisher
Pillsbury	C.	Smith
Raymond	R. G.	Millison
Koehler	L. G.	Knutson

The opening of the season has been somewhat delayed on account of the unusual amount of material.

Last night Captain Koehler announced that the team was in the proper condition to begin the first contest of the year which has been anticipated a successful one.

The contest Saturday evening will be fast and interesting. The best material in the squad will be selected to compete with Wesleyan's crack athletes. The remainder will take a try at the high school men who were outplayed last week by the Methodists. The 'varsity five will probably appear in their new uniforms.

THE FOOTBALL SCHEDULE.

The football schedule for next season is now beginning to assume some tangible shape and within a week it is very probable that arrangements for the three large games will have been definitely made. At present Professor Weyer is corresponding with Minnesota, Wisconsin and Northwestern Universities in order to reach some definite conclusion as to the time and place of these games.

Before these have been definitely fixed it will be impossible to arrange the games with Kansas, Missouri, Ames and the other smaller contests. From present indications it appears that it will be almost impossible to play the Minnesota game on the home grounds. Minnesota having two games away from home in November refuses to consider a proposition for a third game away from home in the same month. So it is very probable that Nebraska will play her at Minneapolis on November 1.

While nothing definite has been settled with Wisconsin, word is expected at any time to close the contract for a game at Milwaukee on October 25. This will be in accordance with the contract entered into last fall which stipulated that the game was to take place in the above city after the third week in October.

The Thanksgiving game is practically assured with Northwestern University on home grounds. Nebraska will thus secure one of the three northern games.

HOLDS FINAL SESSION

State Historical Society Concludes its Meetings—Archaeology and Railroads Topics for Discussion.

The concluding program of the annual session of the Nebraska State Historical Society was given in Memorial Hall last night. After the reading of the minutes of the session of 1901 by Secretary Caldwell, President Morton introduced E. E. Blackman, the society's archaeologist.

Mr. Blackman by the aid of a specially prepared map gave an interesting description of different points in Nebraska of interest to the archaeologist. Thus far the society, with its limited means set aside for this purpose and in the short years of time devoted to it, has been able to make investigation at but eighteen points. However, enough has been found here to convince even the most dubious that Nebraska has wonderful archaeological specimens buried beneath its surface. Specimens of Indian relics, said Mr. Blackman, have been found which are without equal anywhere in the world. It is only a matter of time when the society will be able to make some highly interesting reports along these lines.

The address of Mr. Blackman was to have been followed by a paper by G. L. Laws, ex-member of the State Board of Transportation. Mr. Laws not being present, this part was omitted. J. H. Ager then read a paper on Nebraska Politics and Nebraska Railroads. The early influences of the railroads in Holdrege, Nebraska, was discussed, and their connection with state politics. Mr. Ager said that their influence in state politics was greatly exaggerated. The aim of the railroad was to keep out of politics. A notable fact was the absence of railroad men in the state legislature of the past fifteen years.

E. L. Sayre, of the Union Pacific law department then followed with an exceedingly interesting account of Nebraska county boundaries. Mr. Sayre has given this question considerable study as well as much time to the preparation of a large number of maps showing the evolution of Nebraska from the early territorial beginning soon after the Louisiana purchase to its present highly organized form. The area covered by the original counties was surprising to many. The early misunderstanding of the real geography of Nebraska, the location of the rivers and streams, have been largely cleared up by Mr. Sayre.

Before the meeting last night a banquet was held in connection with the Horticultural Society, at the Lindell. Covers were laid for fifty.

W. M. Mundorf, the long distance runner on last year's track team, is in Lincoln. He expects to take up work again in the University next semester.

ATHLETICS FOR WOMEN.

The subject of physical culture is attracting more general attention at the present time than ever before. Men and women are beginning to see that through it not only is the power for work and, therefore, for earning money increased, sickness avoided and life lengthened by exercise, but that physical development and strength are to be desired for their own sakes. While women are benefited in much the same way and by the same exercises as men, there are certain essential differences between the sexes which must be considered in order to attain the highest degree of physical and mental development. The February Delineator contains the opening article of a valuable series on athletics for women, under the heading, Physical Culture at Home.

FAMOUS FOOT-BALL COACH ENTERS NEW FIELD.

George W. Woodruff, the well known foot-ball coach who recently resigned from the University of Pennsylvania, has been selected by Philadelphia's new postmaster as finance clerk. He is a graduate of Yale College and the Law Department of Pennsylvania, and was admitted to the bar in 1895. From 1892 to 1901 he had charge of foot-ball at the University, bringing Penn up to the highest standard in that sport.

A coal famine came near playing havoc at Michigan University, during the holidays. Owing to a scarcity of cars and the sudden cold the snap University authorities found themselves at two o'clock in the morning, without a shovel full of fuel in their bins and the mercury in the thermometer standing disagreeably close to the bulb.

Just what the effect would have been had the famine continued would be hard to estimate. It is probable that damage to the extent of thousands of dollars resulting from bursted water-pipes in the laboratories and other buildings would have resulted, and the danger to the patients in the hospital could not be estimated. Luckily help arrived just at the nick of time, in the shape of a carload of coal.

Appropos the general discussion among railroad men of means for the prevention of wrecks, E. F. Bliss, '02, has written an article for last Sunday's State Journal on automatic signals. Mr. Bliss is especially interested in this subject as he has seen service in the signal department of the Pennsylvania Railroad and is at present making it the subject of his thesis.

The department of civil engineering has installed eight expanded metal lockers for protection of the surveying instruments. The instruments may now be stored without being removed from their tripods, and no time need be wasted in opening doors for inspection.