

ONE CANAL MUST BE BUILT

John Jenkins Says Inter-oceanic Waterway is Commercial Necessity.

FAVORS NICARAGUA OVER PANAMA

Objection Based on Liability to Earthquake Shocks Answered by Pointing to Deep Mines and Artesian Wells Along Route.

Hon. John Jenkins, United States consul general to San Salvador, who has within the week returned from Central America is very much interested in the fate of the isthmian canal question pending in congress. He expresses a decided preference for the Nicaragua route and answers the objections recently advanced against it, based on the volcanic character of contiguous territory.

"I do not know the position of the canal of Nicaragua or that of Panama in congress," said Mr. Jenkins, "as I have been more than a month away from where I could get news in relation to the merits of either. I have always been in favor of the Nicaragua canal, and it seemed to me at one time that the route was to be selected as the right one. Much has been said about the merits of either route. That a greater expense would be incurred in building the Nicaragua route needs no explanation. It is a fact; it would be more expensive than the building of the Panama canal, according to the figures for the French commissioners offered to sell their vested rights in that route.

Question of Earthquakes.

"I have lately observed that since it has become known that there have been seismic troubles in the Caribbean sea and the north part of Guatemala, ranging from Nicaragua up to Mexico, that this is advanced as a reason why the canal should not be built in Nicaragua, as it would be subject to these upheavals and in one minute destroy the whole canal. To the person who has lived in those countries for many years and has taken the pains to inform himself, that objection would carry no weight. From inquiries made, as well as from observations taken by myself, I know that in the mines of San Salvador those earthquakes never have any effect beyond a shake, do not destroy the work, nor impair it in the least. Even artesian wells that have been sunk to a great depth have never been disturbed by the earthquakes, showing that an earthquake has greater effect on the surface of the earth than on the interior. The workings of an earthquake are well represented by the distu. ances at sea by winds, which send the waves very high. The waves do not disturb the water below to any great depth, nor is the effect of the earthquake felt at any great depth below the surface.

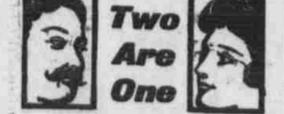
"If the advocates of the Nicaragua canal were as determined and persistent as the promoters of the Panama canal in having no canal unless it is built in Panama, they would not offer that as an objection. They would very properly, if that was their mode of pursuing the advocacy of the canal, point out to the great cut known as the Cut of Culvera, or better known under its old name of Golconda, where a shake would cause the two sides of that hill to come down and close up.

Canal is a Necessity.

"As an advocate of a canal, in the interest of commerce, I would rather see a canal built in Panama than to have none. It is a necessity for the development of the American commerce that it be had. With all the objections that have been offered against the Nicaragua canal there is one reason in favor of it that must not be lost sight of in the interest of true economy. We have a large navy, and while the canal of Panama is built with the acquired interests which the United States will command, it will demand an additional force to guard the coast line of 1,600 miles more, as Nicaragua is about that distance further north than the Isthmus. While the cost of that canal may be greater, and while it will be longer than the route of Panama, a great deal of time would be saved by ships having business between San Francisco and the Atlantic coast, which saving would redound against the first and original cost of the canal.

"There is, perhaps, another reason that may be advanced and that is that I deem it to be the mission of the United States to foster its higher civilization upon this continent. I know the task to be a great one, but if we take it by piecemeal, we will accomplish it in due time and stay in the limits, as it were, with Nicaragua to begin with. It will be much easier to take the rest in due time.

"In conversation with the most advanced



Two Are One

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King Alfonso XIII

Ceremonies Attending His Assuming the Throne.

Young Alfonso XIII of Spain, born to the purple, becomes king in fact on Saturday, May 21, when he will have completed his 18th year. On that day also the authority of regent which has been exercised by his mother, Queen Maria Christina, since his birth, will cease. It is not unusual for a monarch to assume the duties and perplexities of royal station at the age of 16. History records several precedents. Louis XIX of France ascended the throne at 18. Louis IX was 5 years younger. Louis XIII was proclaimed at the age of 5. England has had ten kings and queens ranging in age from 20 years (Edward IV) to 12 (Henry VII). James I began to rule at 12. The crown fell to Victoria at 18. Alfonso's own grandmother, Isabella II, began to reign at 12.

Contrary to the public idea, says the New York Tribune, Alfonso XIII is not to be crowned. In fact there has never been a coronation in Spain, for this is a custom foreign to the institutions of the country. The only official stamping him as the actual king of the realm will be the king of the oath of allegiance to the constitution. Alfonso XIII has been king in name all his life, for the reason that his father, Alfonso XII, died on November 25 of the year prior to the birth of his son.

The ceremony will be celebrated in Madrid in the Chamber of Deputies, in the presence of the court, the ministry, the higher functionaries of the government, the senators, the deputies and a long train of other officials. On his arrival the king will be received at the foot of the stairway by the president of the chamber, who will conduct him to a raised platform in the assembly room, upon which a throne and altar will have been erected. Bowing to the senators and deputies standing at the foot of the throne and to the tribune occupied by

the diplomatic corps the young man will then take the oath of allegiance. The whole ceremony will not take more than fifteen minutes.

Going and coming from the Chamber of Deputies, the king, his mother and the royal suite will ride in a stately procession, which will be both sumptuous and picturesque. Dressed in gala uniforms, those who are to participate in the ceremony will take the Parliament house in the historic carriage painted by famous Spanish artists and by eminent foreign masters. Many of the carriages, too, are richly ornamented with bronze, silver and tortoise shell, having been made for King Philip V, and copied from the court carriages of Louis IV. Four horses will draw each of the first series of carriages, containing the king, his mother and the great dignitaries of the palace will ride next in carriages drawn by six horses. Then will come the carriages conveying the king and his mother, each carriage drawn by six horses and the rein of each horse held by a footman dressed in the glittering uniform of the period of Charles V. Gorgeously attired cavalry, of the regiment forming the garrison at Madrid, together with a special bodyguard of Spanish noblemen on horseback, will center by the side of the carriage of the king.

Following the ceremony of taking the oath there will be a reception at the palace and a "Te Deum" performed at one of the principal churches in Madrid. In the afternoon, because of the popular demand for such a spectacle, there will be a bullfight, but because of the apathy which the king this national sport, the principal feature of the performance, which is known as "bull-fighting in position," where young noblemen

descent into the ring to fight the bull, will be eliminated. This aversion of the royal family to bullfights has had a dampening effect upon these performances, so that they are not as popular as in former times. In the evening the high aristocracy of Madrid, the lords and ladies of the court, the granddaughters of Spain, and especially their marriageable daughters, will attend the grand ball at the palace. At that time, too, many a proud mother will jealously watch to see who dances with her daughter most, and the gossip will find food for months of surmise and conjecture as to the marriages of the ensuing year.

Those who have had the opportunity to know the young king say that, although naturally reserved, he is of a noble and mother's strength of character, and displays a scope of learning which, in the opinion of some, amounts to more than precociousness. His life thus far has been one of routine and study. His education in books has been forced, and from tutors and governesses he has learned, with remarkable correctness, French, German, Italian and English. The boy appears, moreover, to realize in full that at this time, when he steps from the scholar's desk to the monarch's throne, he takes upon his narrow shoulders the burdens of a government which would be likely to break down a less determined spirit.

This country will be represented on this memorable May 17 at the Spanish capital by Rev. D. Jaber Lamar Monroe Curry, who sailed from New York on the steamer Estrella on April 18. Dr. Curry is an administrator to Spain, having been appointed to represent this government at Madrid by President Cleveland in 1885. After three years' service at the Spanish capital Dr. Curry returned to assume again the duties of the general agent of the Peabody educational fund.

Passing of the Frontier

A New Era Makes It a Reminiscence.

To those who are on the ground the "passing of the frontier" is an ancient theme, but it lingers as a live subject in the east. Thus the New York Independent discusses the topic, editorially:

From the southwest portion of the Mississippi valley is reported an era of railroad building that is rapidly developing the only part of the prairie west remaining unsettled, and, in a sense, undiscovered. The great cattle ranches of the Texas Panhandle and the far reaches to the north are being crossed in several directions by new lines of railway and the farmer is following the locomotive into the more promising areas of the newly opened section. In Oklahoma alone, where a decade ago only 400 miles of road were operated, there are now 1,495 miles, most of the addition having been built in the last three years, and 800 miles more are under construction. Two lines have recently been built across the southwest, connecting the states to the north with the Mexican border. Other lines are projected from the heart of the cattle lands to the Gulf, and branches are being built wherever an occupied portion remains. Nowhere in the United States is there so rapid an extension of steel rails.

Such frontier as there has been in the last two decades was in the southwest. There the ranch owners remained monarchs of the grazing lands and barbed wire fences forbade the entrance of the man with a plow. Ranches that had the extent of some eastern commonwealths monopolized the land and the coming of the small farmer was postponed as long as possible. The recent action of the Texas legislature in limiting the amount of school land to be used by one person to four sections, and the federal government's order, now being enforced, compelling the removal of fences from the public domain, have done much to bring about an opportunity for the immigrant. He has taken advantage of it and is making much progress in the transformation of the southwest and the obliter-

ation of the frontier.

Of course, in its fuller meaning, the frontier of the days of early settlement in the west is the only one; that of today is merely a statistical fiction. The census takers find an average population of less than two persons to the square mile and draw a frontier line. Beyond that boundary is "uninhabited." Yet across that boundary are houses, sheds, corrals, barbed wire fences, high grade cattle and wrinkled-fleeced sheep. The frontier of today is a matter of mathematics and theory; that could name the section line at which civilization ceased and savagery began. The rising tide of immigration met with a resistance that gave distinction to its border and clothed its advance with dramatics. The "bad man" and the homesteader went side by side; the town lot promoter and the cowboy. The holders of new railroads and drivers of freight wagons on the long trails were there; professional sharpers came with the hard-working farmers.

The struggle with conditions was often ill-advised. Out of the western Kansas and Nebraska during the five years following 1890 moved a quarter of a million people. The cattlemen fenced up the land, again including alike the public domain and the abandoned claim, thinking that never again would there be inquiry for the property. Of late the tide has turned westward once more, and with a better understanding of the limitations of the soil and climate another effort is being made to settle permanently the vast level expanse known in western parlance as the "short-grass country." Perhaps it can be done, but it will not be by agriculture alone, and those eager advocates of settlement who are urging special methods of crop-raising as adapted to semi-arid regions, may have much to unlearn when the west meets with another series of drouthy seasons. However this may be, it is certain that the new settlers are entering on their task

much better equipped than were those of old. According to reports they are planning to raise stock as well as crops and will be prepared thus to survive in lean crop years.

With the irrigators reaching out from the river valleys and the settlers moving further westward over the open plain remaining this side the Rocky mountains, with Pullman and the rolling where the stage coach and the saddle wagon have since the beginning of American settlement been only modes of conveyance, it is evident that the frontier—even that of the census takers' fiction—is passing into ancient history. With it goes much of the picturesque along the dusty trail has some attraction for nearly every one; the same herd huddled into a rumbling, dirty train of stock cars gets scarcely a glance and not a single thought. The cowboy with his sombrero appeals far more to our imagination than does the hired man following the harrow. Yet it is not the cowboy, but the hired man of the civilization typified by the hired man and the cattle train that comb the fullest and best returns. This it is that is to bring to its consummation the middle west and give to it the business and agricultural standing that its possibilities merit.

It is estimated that 100,000 people have gone into the southwest, which includes the recently settled lands of Oklahoma in the last year. Most of them are there to stay. Others are going by every home-seeker's excursion that is run to that section. They, too, will stay. New towns by the score are springing up along the railroads and in each the full complement of business houses. There will be in this settlement no such receding as in that of the first rush to the plains. The frontier will not return. A glimpse of it may be caught here and there on the plateau of Arizona and New Mexico, but even there the new conditions are being established. The frontier is to the west a reminiscence, a new era has begun.

Tributes to Sailor Dead

Waves Strewn with Blossoms of Many Colors.

Why not make floral tributes to the republic's sailor dead a permanent feature of Memorial day throughout the country? Thus to honor the naval heroes, whose unmarked graves are in the deep, elaborate preparations are being made along the entire coast of California.

The ceremony consists largely in strung flowers upon the ocean, which is to be done literally to blossom as the rose. The unique and beautiful idea originated with Mrs. Aramante S. C. Forbes of Los Angeles, Cal., to whom the inspiration came in a curious manner. Being among other things a newspaper woman, Mrs. Forbes was anxious to provide her paper with an original Memorial day story. While pondering one it one morning she sang a favorite song as she went about the room, "Cast Thy Bread Upon the Waters." In her preoccupation she substituted, unconsciously, "Blossoms" for "bread." "Cast Thy Flower Upon the Waters," she caroled and suddenly stopped. Why not cast flowers upon the waters which covered the sailors' last resting place and thus inaugurate a custom which should become a part of the Memorial day observances?

Being a patriotic woman, Mrs. Forbes saw in the another means of teaching patriotism to the young, and she therefore at once determined to interest the school children in the matter. Their response through school superintendents was most enthusiastic. As a result of this, on Memorial day, a month after the idea was born, beautiful ceremonies in honor of the sailor dead took place in the Pacific coast towns near Los Angeles.

To Santa Monica this year belongs the distinction of having Mrs. Forbes in charge of the ceremonies. Long Beach and other places along the coast have been eager to get her, but she gives the preference to Santa Monica, because its nearness to the Soldiers' home enables the naval veterans there to join her at the beach and do their part in honoring old comrades; besides, Mrs. Forbes naturally likes to be among the veterans who have made her an honorary member of their association.

These jolly old tars are as busy as bees at the home just now rigging a miniature

ship, which on Memorial day will be elaborately trimmed with flowers and launched from the wharf among the other emblems sent out to sea. There is also a rumor that they are designing a marvelous anchor, which they will present to Mrs. Forbes, to be used by her as her tribute to their departed comrades, whom she is interesting the country to honor.

It is Mrs. Forbes' notion to have the observances in memory of the sailors simple, but as impressive as possible. The preliminary ceremonies are to be held on shore and will consist of patriotic speeches and songs, an address to the occasion and part or all of the service for the dead of the National Association of Naval Veterans. After this the officers in charge and the school children are to march down to the end of a wharf. A string of soldiers will precede and on their arrival will cast a salute over the waves. The flower-strewing will then begin and thousands of blossoms will be cast upon the waters, some in garlands, some in nautical emblems, others loose, but all of red, white and blue. The effect of the sea blossoming with the national colors is most beautiful and stirs alike the heart of young and old.

From the start Mrs. Forbes has had the support of the highest officers of the navy, who heartily endorse her plans. Dewey, Sampson, Schley, Evans and many others have written to her expressing their appreciation of what she is trying to do for those who have gone aloft forever.

Through the courtesy of the secretary of the navy and of Colonel Stone of San Francisco a revenue cutter is to be placed at Mrs. Forbes' disposal for the ceremonies this year. This will go from Santa Monica, flower-trimmed and flower laden, and impressive ceremonies will be held at sea under the auspices of the Naval Association Woman's Relief corps of Los Angeles. In addition to this a service will be held on shore by the children.

It is the ardent desire of Mrs. Forbes to have her floral tribute to the sailor dead become a permanent feature of Memorial day throughout the country. It need not be limited to the coast of California—wherever there is water—be it ocean, lake or river, the thing can be done.

while away from home after 10 o'clock at night." Such is the fat issued from the mouth of Judge L. J. Connon in Long Island City, N. Y.

In places where flowers are not abundant

flowers can be substituted and beautiful wreaths and garlands they make, as everyone knows.

This year Mrs. Forbes hopes to succeed in getting a ship sent out from Key West to strew flowers over the Havana harbor, and thus do honor to the victims of the Malinca.

The secretary of the navy has promised that if he can get the flowers, but there arises her difficulty for flowers do not grow at Havana or Key West. This obstacle she hopes to overcome by having flowers donated by patriotic women, two of whom, Miss Helen Gould of New York and Mrs. Posey of Los Angeles, she hopes many furnish all the flowers that are necessary.

There is no reason why every ship at sea should not have a floral service of its own on Memorial day. The sailors could make paper flowers. They are deft with their fingers and could whip up many a tedious hour by flower-making and the designing of flower anchors, ships, flags and such other emblems as suit their nautical taste. The work would have the charm of novelty and appeal to the hearts of all who go down to the sea in ships.

Mrs. Forbes is a resident of Los Angeles, but a Pennsylvanian by birth. She has the blood of patriots in her veins, being descended from John Page, the first male child born in Philadelphia, and her ancestors were conspicuous in the revolutionary war. None of them, however, was a sailor and she is the first of her family in whom patriotism has taken a naval bent. Going to Kansas with her parents in her youth, Mrs. Forbes was educated at Wichita, where she married an Englishman, Aramante S. C. Forbes. With him she went to London, where her taste for art and literature developed and was increased by years of travel in the old world. She wrote letters to American newspapers and upon her return to this country gave considerable time to journalism. Though prominent in women's clubs, Mrs. Forbes has by no means the typical woman. On the contrary, she is intensely feminine, never allows outside matters to interfere with domesticity and has no interests which her husband does not share.

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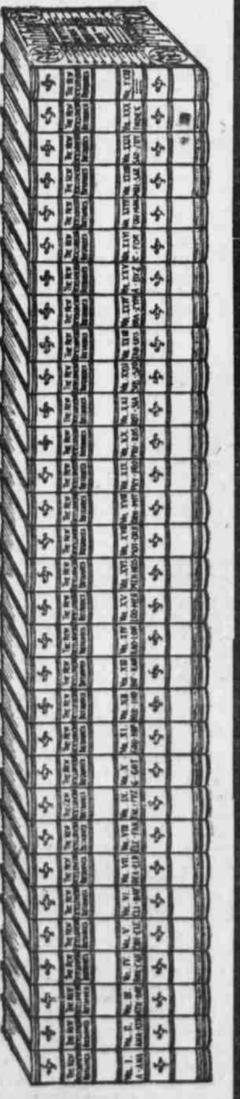
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