

Midianites, etc. (see Genesis, Chapter X.), were not Negroes. Moses, as stated in Exodus 2:21, married Zipporah, the daughter of Jethro, the priest of Midian, a descendant—according to the ethnologic views of the writer of the story of the revolt of Aaron and Miriam—of Cush; hence a Cushite; or, as the King James translators Englished it, an Ethiopian—but not a Negro.

The good that can be done by one Democratic paper in a community, if edited in the interest of democratic-Democracy instead of lending its influence to the schemes of bi-partisan plutocrats, is shown by the experience of the Johnstown (Pa.) Democrat. When Warren Worth Bailey came into the control of that paper, about ten years ago, it was of the ordinary spoils-hunting type of party paper. For democratic principles it did not care one jot, and there was no way of distinguishing it from the Republican paper except by its party label and its smaller share of spoil. Bailey changed all that. He made the paper thoroughly and radically democratic in principle and purpose as well as in name. It was a brave thing to do, for genuine democracy comprehends free trade, and Johnstown is in the heart of a protection-besotted region. In propagating the principles of genuine democracy Bailey not only endured the gibes of Republicans; he also encountered the hostility of his own party. But he persevered, and with the usual result where perseverance is allied with common sense in a crusade for what is right. His paper has long since risen from the humiliating position of a mere dependent upon the bounty of politicians and the corruption funds of monopolists, to a place among the profitable newspaper properties of the country which depend for support solely upon the confidence of the people and exercise a powerful influence in consequence.

How great an influence the Johnstown Democrat has come to exercise within its sphere of publication may be seen from the refreshingly genuine platforms that the Democrats of its county, Cam-

bria, are now in the habit of adopting. Take the latest county platform, for instance, which was adopted a few days ago, and read these crisp enunciations of democratic principle:

The Democrats of Cambria county remain loyal to the declared principles of the party as promulgated in its national platforms.

They declare against all favoritism in taxation and against the devotion of public rights and property to private uses.

They insist that wherever the burden of taxation can be lifted from industry and placed upon privilege, common interest and common morality demand that it should be done.

They believe in local self-government. They believe that the people immediately concerned are the best judges of their own interests. They believe that the principle of the initiative and referendum is essentially democratic.

The Democrats of Cambria county join with the Democrats of the State in denouncing the crowning infamy of Republican bossism embodied in the Salus-Grady law, which is directed against the freedom of the press and which is designed to terrorize the organs of public opinion into silence in the presence of jobbery, corruption and crime on the part of public servants and their allies among the political banditti led by unscrupulous bosses. The Democrats of this county denounce the three alleged Democrats who voted for this monstrous measure and they also denounce the senator and the representative from Cambria who aided in its passage.

We believe in a free press, in free speech, in free government and in freedom of the people from tribute-paying in whatever guise.

We are therefore opposed to the trusts and to the monstrous tariff which has bred them and which is now their shelter and defense.

We are opposed to government by force and to government by injunction.

If only a moderate proportion of the Democrat newspapers of the country would throw off their allegiance to their plutocratic masters and bravely follow the example of the Johnstown Democrat, they would soon give us a Democratic party to be proud of, and incidentally would flourish in business upon their earnings instead of festering with spoils and bribes.

Gov. Yates, of Illinois, is solemnly advised by his leading party paper, the Chicago Tribune, to make no effort for a renomination.

Here is the cheerful picture it urges him to look upon:

By giving up his aspirations he will get surcease of toil and trouble. He will be able to take his ease in the Executive mansion for a year and a quarter. He will not have to plot and scheme to get delegates. He can look on with amused unconcern, while eager candidates are struggling in the 102 counties in the State. It will not be necessary for him to traverse the State, show himself to the people, and make explanations and promises. There will be nothing to interfere with his strict attention to executive business.

If that is good advice to Gov. Yates of Illinois, why not to President Roosevelt, of the United States? It fits snugly enough.

THE ISTHMIAN CANAL.

The Colombian senate's rejection of the Panama canal treaty (vol. v, p. 792) gives importance once more to the question of the Panama route versus the Nicaragua route for an Isthmian canal.

One of the American commissioners who opposed the Panama route, but finally agreed to it against his own judgment, was Lewis M. Haupt, an engineer of long experience and approved and acknowledged ability. Mr. Haupt agreed rather than bear the odium of preventing the construction of any canal at all. For President Roosevelt had intimated to the commission that unless it made a unanimous report there would be no canal legislation.

After ceasing to be a member of the commission Mr. Haupt published his views, briefly, in the North American Review for July, 1902. In this article he said:

The factors which should have greatest weight in the choice of routes are those most intimately connected with the economics of transportation—such as the volume and destination of the traffic, which is in turn a function of the distribution of population; the strategic position of the waterway; the physical and engineering advantages for all classes of vessels; the possibilities of local development, regulation, control, sanitation and police, and the relative freedom from seismic influences.

In all these particulars he declared he had found that—
The Nicaragua route has the advantage; for the northern hemisphere con-

tains about 88 per cent. of the population of the globe, and the shortest route between the populous centers of the north temperate zone lies along the circles of latitude. The nearer, therefore, the trade routes approach these lines, the greater will be the economy.

He continued:

The problem is not merely concerned with the cost of traversing the Isthmus from sea to sea, but with the total cost of the movement from port to port; hence it is a delusion to assert that because the Panama route is but 49 miles long and the Nicaragua is 183, the former is the better, since that statement omits entirely the greater length on the sea route by Panama for about three-quarters of the traffic, the presence of the lake and river which compose more than half of the waterway through Nicaragua, and the still more important fact that the general direction of this route lies along the most direct line while Panama is almost at right angles thereto. Moreover, there is the insuperable meteorological disadvantage attaching to the Panama route, due to position, since the southern route lies in the region of equatorial calms which debar sailing vessels from access to Panama without great expense for towage, while the northern location lies in the region of the trade winds, which also contribute greatly to the salubrity and comfort of this transit-way.

On the subject of the relative cost of harbors Mr. Haupt observed that—

the estimates submitted by the commission give the cost of securing equally good and capacious harbors as being \$6,549,777 less on the Nicaragua route than on the Panama.

As to the cost, character and distribution of the work, he stated that—

although the cube of excavation at Nicaragua is about 230,000,000 cubic yards, as compared with 100,000,000 remaining to be excavated at Panama, the work is so well distributed that, it is estimated by the commission, it can be completed in two years less time than at Panama.

The most important question, however, in Mr. Haupt's judgment, is that of constructing a safe dam, which he describes as "the vital element in the execution of either project." Comparing the two routes with reference to this question he writes:

The borings made by the isthmian canal commission at Bohio on the Panama line revealed a continuous rock foundation only at an unprecedented depth below sea level; and, in a recent discussion of this subject, a member of the commission has stated that this dam "involves novel and untried features,

and few engineers, even among those who feel that they can construct it, would be ready to say in advance how the work could be done. The difficulties taken in connection with the climate and other surroundings are enormous." The Nicaragua route, on the contrary, presents no exceptionally difficult problems, and it has been exploited more fully than is usual in works of this character. It has many advantages which must necessarily be omitted from this limited review.

Competent and disinterested students of the subject support Mr. Haupt's position.

Relative to the distance, they declare with him that the fact that the canal itself is shorter by the Panama route makes no difference, since the distance from port to port is greater. Considering New York and San Francisco as the terminals, the Panama route is 400 miles longer than the other.

On other points the contention in support of Mr. Haupt's position may be summarized as follows:

Time of Construction: The French engineers were at work on the Panama route for many years, with the best appliances known to them, and have removed from the Culebra cut 1,000,000 cubic yards per year as the best progress. There remain 43,000,000 cubic yards to be removed in this single cut. At the same rate of progress this will require 43 years, notwithstanding the commission's estimate of eight years. The Nicaragua route has no work that will require more than six years. This great difference is not noted by Mr. Haupt, who quotes the commission as putting the period of excavation at ten years. But he gives the commission as his authority.

Dam: No rock foundation can be found for the Bohia dam on the Panama route, and the best civil engineers regard the construction of a safe dam on that line as impracticable. No such difficulty exists on the other route.

Time: The advantage in time of transit is in favor of Nicaragua, owing to the detour of 400 miles that must be made to reach Panama, by nine-tenths of the business, which would be to and from ports in the northern hemisphere.

Sanitary: The sanitary conditions are so notoriously objectionable on the Panama route that prominent physicians have recommended the President to appoint as a member of any new board of commissioners a medical expert to reside permanently on the Isthmus during the progress of construction, to save life and improve health.

Calms: The Panama route is in the region of calms or doldrums. Sailing vessels could be towed across to the

Pacific, but must then often go out of their course hundreds of miles to strike winds that will carry them north.

Earthquakes: This scare, said to have been injected into the discussion by Senator Hanna, is described as simply ridiculous. There is no more danger from earthquakes on the Nicaragua than on the Panama or any other route.

Harbors: No good harbors can be made on the Panama route on either side, but especially on the west; on the Nicaragua route there are no serious difficulties on either side.

Unanimous Report in Favor of Panama: Did not the Walker commission, after reporting in favor of Nicaragua, change their decision and report in favor of Panama? Yes; but it was the result of coercion. The representation was made that the President insisted upon a unanimous report, and if there was a single dissenting voice there would be no canal legislation and the members who refused to sign would be chargeable before the public with the defeat of legislation demanded by the people. Under extreme pressure the report was signed, but not without a written protest by Mr. Haupt.

A further important objection is urged, having reference to the probable action of Nicaragua and Costa Rica in the event of the ultimate adoption of the Panama route. The argument runs in this manner:

What is to prevent the formation of an independent company composed of citizens of Germany, France and Great Britain, who could get concessions, raise capital and build the Nicaragua canal in one-half or one-third the time required for Panama. If that were done, and a rate of toll were fixed not much in excess of the cost in time and money of making the 400-mile detour via Panama, no business would go through the Panama canal. Thus that canal, if ever finished, would be rendered useless, and communication between our seaboard cities would be cut in two. Lake Nicaragua would be in possession of foreign Powers and be a secure base for operations in case of international difficulty. The fleets of an enemy could rendezvous for descents upon both coasts of North and South America. The defenses of our sea coast might in that case require a navy almost equal in strength to the united navies of the world. The invaluable strategic position which Lake Nicaragua would give us would be lost.

To understand the controversy over these two routes, two things must be kept constantly in mind. For one, the transcontinental railroads do not want any Isthmian canal. Their purpose would be served if the whole project were

abandoned. But public opinion so strongly demands such a canal that the railroad companies are forced, as matter of tactics, to join in the demand. Naturally, therefore, they demand the route that is least likely to disturb their transportation monopoly. Hence these monopoly interests are a unit for the Panama route.

How far they are disposed to go to prevent interference with their designs is indicated by the Washington correspondence of Walter Wellman, of the 16th, in the Chicago Record-Herald of the 17th. Mr. Wellman's correspondence is as a rule exceptionally trustworthy. When the Colombian senate had rejected the treaty, on the ground that it would involve a cession to a foreign power of Colombian sovereignty, which the Colombian constitution forbids, Mr. Wellman made this report of official Washington sentiment:

It is a great mistake to assume that the Panama project can be killed by the Colombian congress. None of the officials of the American government have any idea of turning to the Nicaragua route.

As was some time ago announced in these dispatches, President Roosevelt has no sympathy with the Nicaragua idea. He has no intention at this time of having recourse to that route. If the pending treaty fails he will look about for other means of acquiring the necessary rights in Panama. Not a few of the President's advisers urge him bluntly to "take what we need." Probably there is not another first-class nation in the world that would hesitate for a moment to seize the Isthmus for the purpose of conferring upon it and the world the boon of a great ship canal connecting the two principal oceans of the world. Only mawkish sentiment and fine-spun moral considerations stand in the way of the United States, and these obstacles are likely to be swept away if the little band of boodlers at Bogota continue to block the path of progress.

But it seems that this new development of imperialism is to wait upon other possibilities, for Mr. Wellman continues:

Before the time comes when President Roosevelt will be called upon to demonstrate whether or not he has enough nerve to solve the problem with a man-o'-war and a battalion of marines, there are various possibilities in the situation which must be permitted to work out:

1. The Colombian congress may ratify the treaty without amendment in order

to avert the danger of the threatened secession of the states of Panama and Cauca.

2. If the Colombian legislators are not sufficiently impressed by that hazard, a million or two of French money, contributed by the stockholders of the new Panama Canal company, may open their eyes.

3. If the treaty is amended and then ratified there is a possibility that the United States Senate may accept the amendments. It will all depend upon what the amendments are. The State Department continues to assert unofficially that any amendment of the treaty would be fatal. It is the duty of state department officials to say this for effect at Bogota, but it may or may not be true.

And finally, if everything else fails, Panama and Cauca are very likely to revolt and set up as an independent state. If they do, it will not take the United States government very long to recognize their independence, and not much time will be lost in concluding a treaty with the new government.

If these possibilities fail, however, the unselfish policy of "benevolent assimilation" which has devastated the Philippines is to be resorted to, sentiment or no sentiment. Protests are expected, but, continues Mr. Wellman—

a number of senators and other public men have already told President Roosevelt that, in their opinion, public sentiment will uphold him. If the United States were to seize the Isthmus through lust for territory or to escape paying a proper price for the canal concession, or through any other improper motive, the censure of the moralists would be well deserved. But everyone knows that if circumstances push the United States into such an enterprise the step will be taken unselfishly.

Exactly so.

It seems, then, that trans-continental railway interests are likely to involve this country deeper in imperialism, with more world-power fighting and bluster and loot. What could better serve their purpose than to turn the Isthmian canal sentiment of the United States into another colonial craze, with incidental fighting, if thereby they might clinch the demand for a canal route that would interfere least with their monopoly?

"What is the difference between hens and poultry, pop?"

"Why, hens, my son, are things that belong to our neighbors; poultry is something a man owns himself."—Yonkers Statesman.

NEWS

Week ending Thursday, Aug. 20.

Another hitch in the Isthmian canal project (vol. v, p. 792) has occurred. The senate of the Republic of Colombia has unanimously rejected the treaty for cutting the canal through the Isthmus of Panama, which was ratified by the senate of the United States in March last.

Details regarding the action of the Colombian senate are thus far but meagerly reported. It appears, however, that the vote against ratification was taken on the 12th, that it was unanimous (25 out of the 27 members of the senate being present and voting), and that the unfavorable action was based upon the supposed unconstitutionality of the treaty. The constitutional point seems to relate to provisions of the Colombian constitution forbidding the alienation of Colombian sovereignty over Colombian territory without authority from the people. Such alienation was apparently regarded by the Colombian senate as being involved in the treaty; for while the treaty reserves to Colombia all general sovereignty over the territory ceded for the purposes of the canal, it nevertheless empowers the United States to exercise a degree of military authority within this territory which might conflict with the general Colombian sovereignty nominally reserved.

There are indications also that the Colombian senate was offended by a diplomatic note from the United States which was read before it by the Colombian minister of foreign affairs, wherein the Colombian government was notified that the American government would look unfavorably upon any substantial amendment to the treaty. This note appears to have been regarded by the Colombian senators as revealing a purpose on the part of the United States to deprive them by intimidation of their right to propose amendments.

The most important European news relates to the Macedonian insurrection (p. 296) in Turkey. At our last report, August 12, a