

Latin America And The Panama Canal

(A corrected interview with John Barrett, Director-General of the Pan-American Union and formerly United States Minister to Argentina, Panama, and Colombia.)

"WHAT may the Panama Canal be expected to do for our 20 sister republics in the Western Hemisphere?"

"To many of them the canal will be more immediately helpful, perhaps, than to the United States. That is to say, it is likely to exert upon them a more prompt quickening impulse, by reason of the access it will give to new and profitable markets."

"In considering this question, the Latin-American countries may be suitably divided into two groups. One of these groups, which I will begin by discussing, comprises the countries bordering on the Gulf of Mexico and the Caribbean Sea—i. e., Mexico, Guatemala, Honduras, Nicaragua, Costa Rica, Panama, Colombia, Venezuela, Haiti, the Dominican Republic and Cuba."

"If a bridge be built from a city across a river to the country beyond, the value of the property on the way to the bridge and on both sides of the road is augmented. Such property, indeed, benefits as much as does the district beyond the bridge. The approaches are now directly on the highway, instead of being isolated from traffic."

"Up to the present time—at all events, until the movement for the Panama Canal was started—the countries I have mentioned were not on the commercial highway. They were in a geographic and commercial 'pocket,' at the end of a blind alley. One could get there, but, when arrived, there was nothing to do but to turn around and come back. Those countries were situated like towns on the ends of branch railway lines. But, with the opening of the canal, it is as if they were all placed directly on the main line, an artery of trade."

"Vessels visiting these countries have done so indirectly, and on their back, ships passing over the great routes of oceanic commerce have not touched at their ports. Inevitably, under such circumstances, their commercial, material, and political development has been held back. They were off the thoroughfare of travel and business."

"The canal is a water bridge connecting the Atlantic with the Pacific. The countries I have mentioned represent the property along the road to the bridge. With the opening of the canal, they will suddenly find themselves on great new trade routes. Travelers will come to them who never before thought it worth while to pay them a visit. Business men will become interested in them for the first time. They will begin to develop prosperity and purchasing capacity; and, through acquaintance with their resources newly obtained by business men and travelers, they will develop a foreign demand for their products."

"The opening of the canal, and the growth of trade and travel that must follow, will have the effect of a peaceful revolution in the affairs of these countries, and will bring about an era of National advancement that will necessitate political stability—hence inaugurating a new epoch in the history of the republics bordering on the Caribbean and Gulf of Mexico."

"In truth, it seems likely that the canal will benefit the countries on the ocean highway from the United States to the Isthmus of Panama even more substantially than those beyond the Isthmus. However, let us stop a moment and think what exactly is the meaning of the term 'beyond the canal.'"

"Looking at the matter from the standpoint of the Pacific Coast of the United States, and of other countries bordering on the greater ocean, 'beyond the canal' means the countries on the

Gulf and Caribbean, to which the canal will give them access for the first time; and it is beyond question that a wonderful new trade will develop between these latter countries and those of the Pacific."

"I may, by way of parentheses, call attention to the fact that already the countries on the Gulf and Caribbean, although in a 'pocket,' have managed to build up a foreign trade that amounts to \$600,000,000 per annum. If they could accomplish as much as this without the help of a canal, what may they not do when inter-oceanic communication has been opened? I have no doubt that this trade will be doubled in 10 years, and it may be in five."

"Now we come to the consideration of the countries beyond the canal and forming the second group of Latin-American republics, whose coast line reaches all the way, in a general southeasterly direction, from the California-Mexico boundary to the Straits of Magellan. This coast line is 8000 miles in length. If we glance down along it, beginning at the north, we find the shores, first, of Mexico, then of the Central American republics, Guatemala, Salvador, Honduras, Nicaragua and Costa Rica, and next of the little republic of Panama, connecting Central with South America—the West Coast of South America—the lower continent being occupied by Colombia, Ecuador, Peru and Chile, with Bolivia also tributary to it."

"The cutting of the canal will afford the first means of direct communication between these 8000 miles of Latin-American coast line and the Atlantic Coast of the United States. It will give the dwellers all along that wonderful stretch of Pacific shore their first opportunity of direct access to European countries and to the republics bordering the Caribbean Sea and Gulf of Mexico. Think what this means for the political and commercial development of the Pacific Coast of South America!"

"The reach from San Diego (Cal.) southeast to Panama is practically 3000 miles. The opening of the canal will give this stretch of Mexican and Central American Coast its first direct access by water to the East Coast of Mexico and the Central American republics—obviously a most important advantage from their point of view, and one which they will find means of utilizing profitably in many ways."

"Looking down the Pacific Coast of South America from Panama, we have a stretch of nearly 5000 miles, almost on a straight line southward from the canal. In which connection it is interesting to consider that if a plumb line could be dropped down the surface of the earth, so to speak, from the city of Pittsburg, following the 80th parallel of longitude, it would pass directly through the Canal Zone, and barely touch the most western point of South America. In other words, practically the whole of that continent is east of a line running north and south through Pittsburg—a fact which, though easily verified by a glance at a geographic globe, is by no means generally realized."

"This coast line of South America is tremendously potential, in its relation to the future of the Western Hemisphere; and we cannot but recognize that it has vast undeveloped possibilities. The countries which border the canal must inevitably have the same effect that the building of the transcontinental railways had upon the Pacific Coast of the United States. The railways brought settlers, travelers, business men, investors and a great army of men and women who, through the development of California, Oregon and Washington, one of the most remarkable phases of the progress of our own republic."

"As a result of the opening of the Panama Canal, we may expect to witness, in the 12 Latin-American countries bordering the Pacific Ocean, a development not less remarkable than that which, in California and other far Western states, followed the completion of the transcontinental railroads. It is difficult for us to grasp even in imagination the immense importance to those countries of the advantage gained by direct access to the buying and selling markets of the United States and Europe."

"When the canal is opened, steamships and steamship lines—corresponding, as it were, to trains and transcontinental lines—will carry immigrants, business men, investors, engineers and all kinds of people seeking new opportunities, to those countries

on the West Coast of South America. New railroads will be built into the interior; waterpowers will be harnessed; mines will be opened; forests will be cut down; new towns will be started, and generally a great era of progress will follow—just as has always happened in every part of the world where a region was newly provided with first-class means of communication and transport."

"The best evidence of the possibilities of the west coast of South America, following the opening of the canal, is afforded by the remarkable commercial and material progress which much of that coast, without the help of a canal, has already shown. The upward march of Chile—which has a coast line of 2500 miles; longer than



John Barrett

the Pacific Coast of the United States—is even now attracting the attention of the world. Santiago, its capital city, often called the 'Paris of the Andes,' has a population of 500,000. At Valparaiso, the principal port, which has a population of 250,000, the government is getting ready for the canal, is preparing to spend \$15,000,000 to create the finest artificial harbor on the Pacific."

"Chile, while possessing so enormous a long coast line, has also an area about equal to that of the states of California and Montana combined. A glance at the map will show how the country runs shoestring-fashion along more than half the length of the west coast of South America. At the present time it is being gridironed with

WHAT THE BIG DITCH WILL DO FOR OUR SISTER REPUBLICS TOLD BY JOHN BARRETT

railroads. Nearly all of Chile is in the South Temperate Zone, and the people are vigorous and ambitious. "Bolivia is nearly twice the size of Texas. Although that country does not actually touch the coast, it is tributary to the latter, and at the present time is making great progress. It has enormous mineral resources, and by some authorities is believed to be the richest country in South America for minerals, including gold, silver and copper."

"Just now Bolivia has entered upon an era of railroad construction, and its plateaus are already connected by several lines with the Pacific Coast. Following the opening of the Panama Canal, it will be one of the first of the South American republics to feel the touch of greater interest from the rest of the world at large in the western shores of the lower continent."

"North of Chile and Bolivia is Peru—equal in area to France, Germany and Austria combined. Its coast line is long enough to cover practically the whole Atlantic seaboard of the United States from Maine to Georgia. South America, indeed, is a continent of spacious geography."

"Peru is a country vastly rich in minerals. Also, it possesses great agricultural possibilities. Lima, one of the famous cities of South America, has a university—that of San Carlos—which was 100 years old before John Harvard thought of founding the college at Cambridge, Mass. The principal port, Callao, has a fine harbor, and is expected great business when the canal has been opened."

"I should not forget to say that Peru is at the present time making a special study of means whereby through irrigation its immense semi-arid territory may be developed. With the unlimited waters of the Andes to call upon, its opportunities in this line are equal to those of California, Oregon and Washington. Indeed, the rains and melting snows of that wonderful range of mountains afford all along the west coast of South America most attractive invitations for the development of the water powers which are destined to play a part of steadily increasing importance in the development of civilization all over the world."

"Ecuador, immediately to the north of Peru, has a coast line some hundreds of miles in length, and is now planning to make its principal port, Guayaquil, one of the finest harbors on the Pacific. Hitherto Guayaquil has been looked upon as a perilous place to visit, by reason of the continuous prevalence there of yellow fever. This, in fact, has had a marked tendency to hold back the progress of the country, and to prevent the development of civilization all over the world."

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is unquestionably destined to reap great benefits from the canal. Already it possesses a remarkable railroad line, extending from the port nearly 200 miles up into the plateau section and reaching the capital city, Quito. Many companies have been organized in Peru to develop irrigation projects, to open mines and otherwise to exploit the resources of the country—all of this largely under the influence of the expected opening of the inter-oceanic waterway."

"Last but not least, we must consider Colombia, which, in addition to a long coast line on the Caribbean, has an ocean frontage of more than 300 miles on the Pacific. To that country the canal will be enormously beneficial, giving it for the first time water intercourse between the Pacific and Caribbean shores. Incidentally will follow a great development of traffic for the already-important railroad now being built from Buenaventura, the chief Pacific port, into the interior. This road reaches the famous Cauca Valley, which is described as one of the richest and most beautiful in the world."

"Colombia is about twice the size of the German Empire. It has wonderful wealth in minerals and timber, aside from extensive agricultural possibilities, to attract foreign immigration and capital. In the present dispute between Colombia and the United States shall be satisfactorily adjusted, and if Colombia devotes the indemnity she hopes to receive to building railroads, improving rivers, and the general development of her economic resources, she should experience benefits from the Panama Canal second in importance only to those which the United States will receive."

"The far western sections of Brazil and of Argentina, being close to the Pacific coast, will, despite the barrier of the Andes, be to some degree developed by the railroads which, following the opening of the canal, will be built through or over the mountain wall into the fertile valleys of those western sections."

"Conspicuous as a prospect in the Latin-American countries bordering upon the Caribbean Sea and the Gulf of Mexico is the development of the banana and other fruit-growing industries. There is an enormous and steadily increasing market for such products in the United States. We want tropical fruits in almost unlimited quantities for food supplies, they are now relatively cheap. The development of the banana industry is already a marvel."

"All indications point to the conclusion that the people of the United States, as time goes on, will depend more and more upon the countries of tropical America for food supplies. Attention has been drawn to their great agricultural possibilities, which hitherto have not been realized. Most persons have a notion that beef cannot be grown in that part of the world, but there could be no more absurd mistake. As a matter of fact, some of the finest cattle in the world are raised in the valley of the Orinoco (in Venezuela), and in the Cauca Valley of Colombia."

HOW MAN VIEWS MODERN WOMAN

English Author Discusses the Things in Woman That Attract Men.

BY ELSIE CARROLL.

WHAT a man thinks about finance, or about politics, or about commerce may or may not interest a woman, but what a man thinks about femininity always commands her attention.

The reason for this is that a woman's whole life is held and is swayed by a man's opinion of her, and though she may be in a state of mind to rebel against this ancient form of dictatorship, it is still dominant and therefore compels her recognition.

Coningsby Dawson, the distinguished English author of "The Garden Without Walls," commented to discuss modern women from a man's viewpoint. He said:

"What is it that attracts a man in a woman? Beauty, perhaps, but only temporarily. Brains, never. Only one quality is permanent in holding a man captive, and that is a woman's sense of humor, which is utterly different from anything else in masculine experience. As a little boy once saved Holland from deluge by pushing his small thumb into a hole in the dyke, so many a woman with a sense of humor has saved a man's affection by pushing a small joke into a dilemma."

Sense of Humor.
"I was taught to believe in the old caste system in England, where a woman is brought up to have the idea that she's going to be a housekeeper who happens to be married to her employer. All her culture is to be able to play the piano a little bit, and paint a little bit, and the moment she's married she drops all the things which are merely means of trapping a husband. She then runs his house and takes care of his children. This system has one advantage. The man is educated to be wholly dependent on the woman and the woman to be wholly dependent on the man. That's the frame which contains the English matrimonial picture. Whether the picture shall be a Hogarth grotesque or a Millet idyl depends on the man and woman."

"Part of this view is exemplified by Charlotte Bronte's idea that no woman should love her husband until she had been married six months. She held the happiest marriages came out of that cold-blooded courtship. In spite of

holding these views she was the first woman to express the feminist revolt in fiction, and she expressed it in 'Jane Eyre.'

Feminist Revolt.
"Despite the woman revolt as it spread in England, the large majority of girls are brought up to regard marriage as their sole road to any kind of freedom."

"The attitude of being under authority which has regulated their childhood makes them ready to place themselves under authority to a husband in a way which no American girl would tolerate. But at the same time, in her own province, in the educating of children and even to the having joint control of her husband's bank account, the Englishwoman has more authority, if less freedom, than the American woman. Her kingdom may be narrow, but it's absolute. Whereas in a great number of cases an American woman's supposed liberty to do as she likes is the reflex of her husband's indifference to what she does."

Devotes Time to Family.
"Every Englishman, however busy, can always spare some time in the day to devote utterly to his wife and family. His control of them is the result of his interest in them."

"The boast that in most American families the man leaves his wife and children free to develop their own personality is not due to any superior kindness, but is due to a carelessness which is the outcome of his extreme devotion to business."

"In England a woman's profession is marriage. In America it's her relaxation. In all countries it's her means of livelihood."

"Because marriage is regarded as a girl's profession in England, she is educated for it, and she comes to it with less gaiety than the American girl, but with a sterner sense of duty."

"In the modern world the woman is the inspirer of ideals because man makes her recipient of them. Not that she is naturally more idealistic than the man, but artists and poets through the ages have told her that she is. Man has given woman his purse of ideals to hold, and borrows from it occasionally."

"Helen of Troy was, after all, nothing but a flirt. There is no man who

does not prefer Helen of Troy to Catherine de Sienna.
"Was this the face that launched a thousand ships?
And burned the topsies towers of Ilium?
Sweet Helen, make me immortal with a kiss!"

"Whatever an Englishman may say for or against American women, at heart he prefers them to the women of his own country, for the same reason that mankind has defied Helen of Troy, because the American woman is an expert in the art of flirting. She excels the Frenchwoman. The Frenchwoman practices the art of flirtation with an ulterior and material motive, whereas the American woman does it for the joy of it—'art for art's sake.'"

Got Her for Keeps.
"The Englishwoman as a wife is more safe than the American woman. Once you've got her you've got her for keeps. How interesting!"

"The American woman, even though you've married her, needs continual winning. Whether she gets it from her husband or not depends on his power to express his comradeship."

"An English wife borrows all her husband's opinions, voices them to her friends as her own, but naturally cannot carry on a conversation with him, for it would be a grammatical record of his own thoughts. Therefore she is not interesting to her own husband. A married Englishwoman is not interesting to men, as a rule. She calls out their extreme respect and devotion, but they prefer a music hall for entertainment."

Impertinence of Mind.
"On the contrary, the whole of the conversation in America is carried on by women. Through lack of restraint they have acquired an impertinence of mind which often develops into originality or wit. But on the other hand it can be as irritatingly monotonous as the running of bath water in the early morning."

"The American woman preserves all through her life power to exercise her femininity in order to charm men. She is not content with merely charming her love in order that he may marry her, but continues to exercise her fascina-



tion as an expression of an instinct which has not served its sole purpose when marriage has been attained.
"Marriage is a cage into which a woman steps. But under modern conditions the door is always left open. Thirty years ago divorce was looked upon with horror. Now it is regarded as surgery for a social disease."
"The idea developed in the modern novel teaches the modern woman that marriage ought to be more than a contract—a comradeship."
"The woman in the modern novel is not a replica of the present type. The

depicted as a more brilliant being than the mother we remember from our childhood. Feminine selfishness is represented as an evil instead of a base quality. Most of these types are drawn by men. And while the better part of feminine readers ought to resent them, they cannot help but have a poisonous effect on the mind of young girls, who, after reading Bernard Shaw, believe that there is something dashing in getting rid of tenderness and imitating masculine boldness."

"It would almost seem that these writers are depicting the woman who can change her mental sex. They

disregard the fact that a woman is as much a woman in her mind as in her body.
"The modern woman is at heart exactly the same strong, weak, brave and timid companion of man that she has been in all past generations."

A man starts life at a woman's knees. As he grows older he may run away from them and pretend independence, but in the moments of failure and crises it is to a woman's knees that he is always coming back. And it is the kind of woman who is waiting for him and brave to make him strong as his mother was who still rules and has always ruled his heart and the world."

Campaigning With Confederates
(CONTINUED FROM PAGE FOUR.)

For instance, in other commands it was not unusual to see "stocks" set up in which to punish infractions of discipline, but such means of punishment were never tolerated in our camp, and when we saw it elsewhere, we would go in force to such camp, liberate the prisoners, whip them for being so craven as to submit to such indignity, tear down the stocks and carry them away to our camp to be used for kindling wood. This won for us the admiration as well as the envy of all other troops of our army. This happened more than once while the army encamped at Dalton. Just why no attempt was ever made to punish us for our escapades along such lines has always been "one of those things which no fellow could find out."

Lieutenant-Colonel Phil Lee, of the Second Kentucky, was quite a wit and something of a wag as well, and after the Fifth came to us, he characterized the five regiments as follows: The "honest ninth," the "thieving fourth," the "supple sixth," the "pompous second," the "simple fifth." The fifth had been recruited in the mountain counties of Kentucky, and we called them "seng diggers" when they first came to us, but we soon learned to respect them for their prowess, their indomitable courage, and their manly and manly culture.

My regiment was called the thieving fourth because of the fact that, when marching, we refused to carry camp equipment, and when getting into camp would go over into either commands and take whatever we happened to need, and that without asking leave.

Accuracy of Description.
Aitchison Globe.
Your description probably is accurate, but too long, too long.