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TUESDAY, JUNE 10, 1902.

DIG THE NICARAGUA CANAL.

Senator John H. Mitchell, of Oregon, has placed himself on record as being in favor of the Nicaragua canal. He has ventured even to oppose Mark Hanna upon this important national enterprise, Senator Hanna being on the side of the transcontinental railroads in their secret opposition to the Nicaragua route, apparently favoring the Panama canal in an effort to delay if not defeat the national project.

Senator Mitchell's attitude is encouraging. He no longer goes indolently about the work, but takes the leadership with vigor along with Senator Morgan, in trying to get the senate to take favorable action upon the Hepburn bill, which is being held up in the upper house through railroad influence. It is this alone which stands in the way of the settlement of this great question upon the side of the people.

Senator Mitchell makes ridiculous the latest plea of the anti-canal people, that the Nicaragua route is threatened by eruptions of volcanoes and earthquakes and the canal, if built, would be destroyed in the twinkling of an eye. Since the Martinique disaster the enemies of the Nicaragua canal have been busy trying to outspout Mount Pelee in an oratorical deluge of hot mouthings against a project which they realize would greatly benefit the people and, to some extent, relieve them of burdens placed against them by special interests.

CHILD SLAVERY.

Thirty-seven or eight years ago chattel slavery was abolished and the people rejoiced, while the institutions of a free country were strengthened and enlarged, but immediately thereafter, the people not suspecting, the tree of industrial slavery began to take root and today is flourishing in many parts of this great land, particularly in those parts where the pressure of population is greatest upon subsistence.

Recently the American and Journal, Hearst's newspapers, began an investigation into the system of employing child labor in the glass factories of New Jersey and a new horror was revealed each day as it proceeded. The depth of degradation to which the system of child slavery has reduced the victims was found to be amazing. There was unearthed a system by which a constant supply of children was found to take the place of the emaciated exhausted army of boys that drop into premature graves by the burdens placed upon their young shoulders. In short, boys under ten years of age were bound out to the glass blowers by padrones, and by the glass blowers they were passed off at the factories as their sons.

The work required of these children is shown by the following schedule of the slavery of one of the many victims:

Hugo Mattioli, 7 years old, weight 40 pounds, reached the factory each morning at 6:30 o'clock. Carried 10 oaken buckets filled with

water, each weighing 35 pounds, across a space of 100 feet to fill the tubs at the benches of the glass blowers.

Used a long, flat shovel, twice as long as himself to remove bottles from the ovens, and carry them at arm's length on the shovel to the cooling oven.

Ten a. m., 15 minutes' recess, used in lugging in more water for the glass blowers. Worked until 12 m. carrying bottles from the oven as before.

One hour for dinner, part of which was used in lugging in more water, until all the tubs were filled again.

The afternoon a duplicate of the morning's toil. Negro chattel slavery never possessed more hideous, brutalizing and horrible features than this form of industrial slavery! Did it? The immediate and temporary cure for it is to force by law every child out of these slave pens, but a permanent cure for it, so that every worker may earn by honest labor food and raiment for those depending upon him or her, is a long story for which we have not space at this time, but the granting of special privileges to individuals and corporations has much to do with it and a taxation system that fines industry and enterprise to reward privilege and monopoly is the chief implement of the industrial slave masters.

The slave is fast getting into a condition that it is next to useless to exhort him to think and act to free himself, for it is impossible for him to do it. Men who value freedom must undertake the task, but there are so few of them that the cause seems hopeless.

DIG THE NICARAGUA CANAL.

When the house of representatives, with only two dissenting votes, passed the Hepburn bill authorizing the construction of the Nicaragua canal, it spoke for the country.

For months the Hepburn bill has been held up in the senate by the advocates of the Panama route, most of whom reflect the wishes of the great railroad corporations, which want no canal at all.

Opposition to the Nicaragua canal is mostly dishonest. It is intended to promote delay.

The Nicaragua project has been under investigation for many years. Every aspect of it has been thoroughly discussed—so thoroughly that further debate wears both experts and public.

Interested ingenuity can find objections to the Nicaragua route, as it could to any route. In an enterprise so vast there is plenty of room for conjecture, and where there is room for conjecture the prophet of evil is at home—particularly if he be a retained attorney of corporations which have a business motive for predicting disaster.

But here is a fact of capital importance:

The engineering feasibility of the Nicaragua canal is not questioned by anybody.

Here is another fact of equal importance:

The engineering feasibility of the Panama canal is very seriously questioned.

A dam at Bohio is the only possible place for such a structure across the Chagres river. That is the testimony of engineers. And there are natural conditions which render doubtful the security of a dam at Bohio.

If that dam should fall the Panama canal would be a useless ditch. The Nicaragua route is not dependent upon one dam. There are numerous suitable sites for this purpose. If one dam should fall, only the dam would be lost, and not the canal, as at Panama.

The Panama scheme is clouded in fraud and scandal. Were we to buy out the French company we should in all likelihood purchase interminable lawsuits.

We should buy, also, divided government control of the contiguous country, including the city of Panama inhabited by 30,000 people as little like ourselves and as fond of us as are the Filipinos.

The isthmus and city of Panama, even under sanitary regulations, enforced upon a hostile people, would still remain murderously unhealthy. A human life paid for every tie that was laid on the Panama Railroad.

Nicaragua and Costa Rica, on the other hand, are famed for their healthful climate. Even the water of the swamps is good enough to drink. In the surveying and other preliminary work done by the Maritime Company and the government, men worked without injury to their health, some of them in the swamps up to their waists, day after day.

There can be no dispute about the deadliness of Panama and the salubrity of Nicaragua and Costa Rica. Both in the building of a canal and in its permanent maintenance great numbers of men will have to be employed.

Humanity, therefore, is on the side of the Nicaragua route—a consideration that may be regarded as negligible by the "business interests" on wheels that favor Panama, but which is of large import to people who can think and feel.

A clear title can be obtained at once from Nicaragua and Costa Rica. There is no fear of legal complications.

The Nicaragua route is 600 miles nearer to our coast line than Panama. That is of vast consequence to domestic commerce. By way of Panama Europe would be brought closer to the Pacific coast than to our own gulf ports.

Senator Morgan has riddled the loose estimates which represent that the cost of the maintenance at Nicaragua would be much larger than at Panama.

The danger from earthquakes is quite as great, if not greater, at Panama than at Nicaragua—that is the report of the Isthmian Canal Commission.

The Martinique cataclysm has set the Panama advocates to spouting fire, smoke and lava. They wish the people to see another Pelee in every mountain of Nicaragua.

The oceans cannot be united except through an earthquake country. That danger must be accepted, even as the navigator must accept the peril of storms at sea as a condition of his calling.

But there is a volcano of which the obstructing republican senate has good reason to be afraid.

There is a Mount Pelee that will surely start into violent eruption if this session shall end without canal legislation—the Mount Pelee of popular wrath.

No legitimate excuse is left for delaying longer the passage of the Hepburn bill and the building of the Nicaragua Canal.

The railroads have been deferred to long enough. If they are to be allowed to have their way we shall never get a canal at Nicaragua, Panama, Darien or anywhere else.

The American people have not forgotten the voyage of the Oregon, gentlemen of the senate.

In the approaching congressional campaign the people will not accept explanations in lieu of action. Remember that.

Dig the canal!—New York American and Journal.

W. H. Clark, a farmer of Garden Grove, Iowa, Saturday shot and killed Dr. W. D. Duff, whom he had warned never to return to the place after leaving it. Ill-feeling had existed between the men for a long time.

SILENCE!

The instinct of modesty natural to every woman is often a great hindrance to the cure of womanly diseases. Women shrink from the personal questions of the local physician which seem indelicate. The thought of examination is abhorrent to them, and so they endure in silence a condition of disease which surely progresses from bad to worse.

It has been Dr. Pierce's privilege to cure a great many women who have found a refuge for modesty in his offer of free consultation by letter. All correspondence is held as strictly private and sacredly confidential. Address Doctor R. V. Pierce, Buffalo, N. Y.

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