



MAP SHOWING PRESENT ROUTE AROUND THE HORN AND THE SHORT-CUT MADE BY THE PROPOSED CANAL.

Alone the  
Is Claimed,  
Manza in the Way  
Chargers.

posed Nicaragua canal is  
rests of the United States  
ally demonstrated during  
ar with Spain when our bat-  
ar was compelled to make her  
age down around the Horn to  
the scene of naval operations. The  
apprehension of the American people dur-  
ing the long detour was painfully and just-  
ly excited, while the Government was de-  
prived of several weeks' service of its  
finest man-of-war during the time it re-  
quired to sail down the west coast of  
South America and up on the eastern side.  
Then, again, the commercial benefits to be  
derived by the completion of the proposed  
short-cut waterway are inestimable. A  
most comprehensive article on the subject  
of the Nicaragua canal has been written  
by Henry I. Sheldon, a Chicagoan. This  
is said by experts to be the most complete  
study of the canal question yet undertak-  
en. Mr. Sheldon visited Nicaragua three  
years ago and traversed the entire route  
of the projected waterway, examined the  
work done, and secured reliable data as to  
cost and methods of construction. Mr.  
Sheldon went not as the agent of any com-  
pany or of the Government, but merely  
as an individual having no interest, pecu-  
niary or friendly, with the present com-  
pany constructing the canal, and was  
careful to incur no obligations which  
would prevent his taking an unbiased  
view.

"It may be well to say at the outset,"  
writes Mr. Sheldon, "that I reached the  
conclusion that the canal in Nicaragua is  
practicable, and can be constructed at a  
cost on which fair returns can be earned.  
It also seems clear that, for many reasons,  
it is not a suitable work for private cap-  
ital to undertake, and that it will be bet-  
ter that our Government should assist the  
undertaking. There are strong equities  
on the side of national aid, inasmuch as  
the chief benefits will never be the tolls  
collected from passing vessels. The canal  
may so develop our trade with Eastern  
Asia that a single year of that trade will  
exceed in volume the total cost of its  
construction. Its opening will double in  
value almost every acre of agricultural  
land in California, Oregon and Washing-  
ton, and the population of those States  
will be more than doubled. For many  
years I have occasionally visited the Pa-  
cific coast, for either business or pleasure,  
and always the most striking aspect of  
its condition has been the absence of sat-  
isfactory markets for its products. Not a  
bushel of its large wheat crop comes to  
the Atlantic coast by rail, as wheat can-  
not bear the cost of so long carriage.  
Neither can its lumber or ores come by  
rail. In many places, after the farmer or  
the fruit grower has paid the charges of  
transportation companies, there is little  
or nothing left for him. The population  
continues small because the markets are  
so inadequate. Twenty-five years' trial  
has demonstrated that if railroads are to  
be the sole means of communication the  
development of the Pacific States will be  
very slow. The only promise of relief is  
in securing for these States some shorter  
transportation to the Atlantic States, and  
also to Europe, by water. Now, every-  
thing carried by water must pass around  
Cape Horn. The only shorter route, ap-  
parently practicable, is by way of a ship  
canal across the isthmus, through Nicara-  
gua. This will save 10,000 miles of the  
distance around Cape Horn, and will en-  
able an ordinary steamer to go from San  
Francisco to New York in fourteen days.  
The exact distance, by such canal, will

dining room. The cups and plates are  
English, the cutlery from Germany and the  
waiters wear a suit of German  
clothes. There probably will not be an  
article imported from the United States  
in the house except a sewing machine. The  
demand is there, but we have carelessly,  
almost good-naturedly, made no effort to  
sell.

"In building up a foreign trade our nat-  
ural course will be to begin with the coun-  
tries where we shall meet least competi-  
tion. In order to be profitable, trade re-  
quires to move along the lines of least  
resistance. Our geographical situation is  
such that we are the natural producers  
for all countries bordering on the Pacific  
ocean. The relative distance of European  
manufacturers, as compared with our  
own, gives us a great advantage. The  
idea of trying to sell much of our products  
to China and Japan is new to our people;  
but those countries are entering on a car-  
eer of great development, and why should  
not the American people have a share in  
supplying their wants? The trade reports  
tell the story of their awakening. The  
purchases of their silver were:

In 1885.....	\$28,000,000
In 1894.....	113,000,000
China bought from foreign countries:	
In 1885.....	\$132,000,000
In 1894.....	243,000,000

"We have not been alive to this demand.  
Of Japan's purchases abroad of \$113,000,000  
in 1894, we sold her only \$11,000,000. We  
excelled in paying money to her, how-  
ever, for in that year we bought of her  
goods amounting to \$143,000,000. Of  
China's purchases from other nations of

as an aid in building up our carrying  
trade, could be made by the same author-  
ity. If any European complications as to  
the use of the canal arose, our Govern-  
ment would not be hampered by the exist-  
ence of a canal company, nor by being  
obliged to obtain the current action of  
Nicaragua and Costa Rica, but would be  
in a position to decide for itself what  
course to take. The possible claims of  
England to joint control of the canal un-  
der the Clayton-Bulwer treaty should be  
ignored. Those claims could never be al-  
lowed, and we probably would hear little  
of them after we had constructed the  
canal with our own money and were in  
full possession. The Suez canal has been  
neutralized by an agreement between the  
great powers, but that waterway is closely  
connected with the Eastern question,  
the balance of power, and other large sub-  
jects involving the nations of Europe.  
There is no analogy as to neutralization  
between the situation at Suez and that at  
Nicaragua."

**Estimates of Probable Revenues.**  
Mr. Sheldon's estimates of the probable  
revenue to be derived from the canal are  
encouraging. "As the conditions are so  
similar, it is necessary, in taking a broad  
view of probable earnings, to consider the  
business transacted by the Suez canal. The  
results there shown are more helpful  
than mere estimates; they are ascertained  
facts. That company deals with the  
world's commerce, just as will be done in  
Nicaragua. In 1895 its business amount-  
ed to \$440,000,000. It had then been in  
operation twenty-five years. The first year,  
1870, its business was only \$30,000



MAP SHOWING ROUTE OF THE PROPOSED NICARAGUA CANAL.

be 4,700 miles. The ordinary railroad  
freight service consumes from seventeen  
to twenty-one days. The canal line will  
be only about 60 per cent longer than the  
rail line.

**Needed in the Time of War.**  
"Our country is so widely extended,  
8,000 miles from east to west, that cheap  
and speedy water transportation like this  
is almost absolutely needed to bind and  
hold it more closely together. At present,  
in time of war, such parts of our growing  
navy as might be on either the Atlantic  
or the Pacific side would be for a consid-  
erable time of no use on the other ocean.  
The canal, when built, will promote the  
development of better markets for our  
manufactures in foreign countries border-  
ing on the Pacific. These are less exposed  
than those on the Atlantic to European  
competition. This nation cannot be con-  
sidered a first-class power when our peo-  
ple are only buyers from the rest of the  
world. Exporting agricultural products  
does not make a great nation. The French  
and the Germans do not engage in such  
exportation, finding other activities to be  
more profitable. A glance at the principal  
food-exporting countries shows the truth.  
They are such countries as Southern Rus-  
sia, India and, latterly, the Argentine  
Republic, and they are poor, and they stay  
poor. We need to keep our wheat, feed  
our operatives with it, and send abroad  
the products they manufacture. The  
change cannot come suddenly, but we  
should plan and work for it. Some neg-  
lected markets are near us. The Rio  
Grande is quite a small stream. One can  
ride a horse across it from Texas into  
Mexico and entering the first hotel, one  
finds an English cloth on the table in the

\$243,000,000 in 1894, we supplied only  
\$10,000,000. We were good buyers, how-  
ever, taking \$25,000,000 of her products.  
Our diplomatic agents report that with  
more alertness and enterprise we could  
have furnished to Japan, and at a reason-  
able profit, 60 per cent of all her foreign  
purchases in 1894. One reason why the  
people of our Gulf States are so unani-  
mous for a canal in Nicaragua, is that it  
will open an additional market for their  
cotton. The United States is the chief  
producer of the world's cotton, and prices  
for this product have been deplorably low  
of late years, entailing great privations in  
many Southern homes. It is the old story.  
We have been producing more cotton than  
we could find markets for. The new buy-  
er of cotton is Japan. That country is  
going strongly into the manufacture of  
cotton goods, such as are used by the peo-  
ple of the warm countries, and now not  
only exports these goods to China, but  
undersells the English manufacturers in  
their own dependency of India."

**Favors Government Ownership.**  
Mr. Sheldon takes strong ground in fa-  
vor of absolute ownership and control of  
the Nicaragua canal by the United States  
Government. "Congress could prescribe  
the tolls to be paid by ships using the  
canal, making the charges sufficient to  
meet the expenses of operation and a suit-  
able interest on the capital invested in the  
undertaking and also, if considered advis-  
able, for an annual payment into a sink-  
ing fund, to meet, at maturity, any Gov-  
ernment bonds which might have been  
issued.

"As commerce increased, the tolls could  
be lowered, and any other reduction in  
favor of American ships, found desirable

the Pacific to Greytown on the Atlantic.  
The first half mile from Brito is at sea  
level. Then in two miles the canal rises  
110 feet, through three locks to the sum-  
mit level, 151 miles long, then in 4 1/2 miles  
it descends, through three locks, to sea  
level again, and then continues at sea  
level 9 1/2 miles to Greytown. The es-  
timated time required for an ordinary  
steamer to cross from one ocean to the  
other is twenty-eight hours. Electric  
lighting is to make passage by night quite  
feasible. The allowance for passing  
through locks is forty-five minutes for  
each lock. Only twenty-six miles of the  
168 miles of canal is to be through excava-  
tions. Some twenty-one miles is through  
basins, and 121 miles through the lake  
and the river. Provision should be made  
from the first for increasing the accommo-  
dation when it shall become necessary.  
Widening can be carried on at the same  
time that vessels are passing. So can  
deepening. To increase the size of the  
locks, however, will cause all traffic to be  
suspended. The locks in the present plan  
appear to be too small for permanent use.  
They are each to be 650 feet long, 70 feet  
wide, and 28 feet deep."

**History of the Canal Scheme.**  
In December, 1881, Senator Miller of  
California introduced a bill in Congress  
to incorporate "The Marine Canal Com-  
pany of Nicaragua," with the purpose of  
constructing the canal. Gen. U. S. Grant,  
Howard Potter, E. D. Morgan, H. J. Jew-  
ett and other prominent capitalists were  
concerned in the proposed enterprise. The  
bill met with bitter opposition in Congress,  
and was utterly defeated by the failure  
of the Marine Bank of New York, in  
which the Grants were ruined financially.  
The Nicaragua Canal Company was in-  
corporated in 1887, with former Senator  
Warner Miller as president, and for a  
time made good progress. Its success in-  
deed opposition, and in 1889 the Mari-  
time Canal Company of Nicaragua, which  
received the sanction of President Cleve-  
land, was incorporated. Hiram Hitch-  
cock was the first president, but he was  
subsequently succeeded by Thomas B.  
Atkins. The work of digging the canal  
was begun and continued until financial  
misfortune overtook the enterprise, the  
construction company falling in the terri-  
ble panic of 1893. The contract for the  
construction was then awarded to Warner  
Miller Nicaragua Company, which still  
holds its concession. Many attempts have  
since been made to secure the aid of the  
Government, but the bills have failed to  
pass both houses. Congress, however, au-  
thorized the appointment of a technical  
commission of civil engineers to re-exam-  
ine the canal line, and it is the report of  
this commission which will be presented to  
Congress in December.

The principal authorities on transporta-  
tion statistics have made estimates that  
the Nicaragua route should divert from  
2,000,000 to 3,000,000 tons of low-rate  
freight, such as flour, dry goods, machin-  
ery, coal, etc., from the overland traffic.  
Suppose 2,500,000 tons were diverted to  
steamship lines from the Atlantic and Gulf  
ports, going by the canal route. With the  
usual ocean tonnage from New York to  
the Pacific, and other vessels which would  
go through the canal, a conservative cal-  
culation places the annual freight at  
7,000,000 tons. At the lowest Suez canal  
rate this would give an annual revenue of  
\$12,810,000. The route in favor runs from  
Greytown on the Atlantic coast, via the  
San Juan river and Lake Nicaragua, to  
Brito, on the Pacific. The total distance  
is 174 miles, divided as follows:

Miles.	
Brito to lake.....	17.27
Lake Lajas to San Juan river.....	56.50
Stack water in the San Juan.....	68.54
San Francisco Basin Ochoa to East- ern divide.....	12.01
Cut through the Eastern divide.....	3.00
Canal to Greytown.....	16.48

The Nicaragua canal route was  
surveyed first by Col. O. M. Childs in 1852  
for the then existing Transit company  
which had established transisthmian com-  
munication with California by steamer  
from Greytown by way of the San Juan  
river to Virgin bay on the west shore of  
Lake Nicaragua, and thence by stage to  
San Juan del Sur, about eight miles south-  
east of Brito. The route selected by Col.  
Childs, who was an eminent engineer,  
has not been improved upon very greatly  
by subsequent surveys. The last survey,  
made by Mr. Menocal for the Govern-  
ment, lays the line along the Lajas and  
Rio Grande rivers on the west. Between  
the headwaters of these rivers and the  
divide is lower and the route more practi-  
cal than anywhere else. From there the  
route leads across the lake, thence by way  
of the San Juan river and canal cut to  
Greytown.

**Tolstoi's Colonies.**  
Tolstoi colonies are increasing in  
Russia. The Tolstoians, of course, live  
together, having constructed their own  
houses and their own furniture; there  
is nothing new in this, the tale has been  
told before. What is remarkable is the  
arrangement of the mutual dining-  
table in the Tolstoi table d'hote. The  
bowl of the community—a bowl of soup—is  
shared among six persons, each dipping  
into the same dish, but having the right  
of personal property in the matter of a  
wooden spoon and salt. Bread also is  
private to the individual. Thus the six  
consumers get a fair start and then they  
are all off together. But one would have  
thought this a fatal arrangement. Age,  
teeth and digestion are sadly unequal.  
What is there to prevent the venerable  
grandmother from being left hopelessly  
behind by Ivan the Terrible, her youth-  
ful grandson, who treats the whole  
course as a point-to-point race, and so  
shows forth the eternal inequality of  
things? It is added that there is a  
beautiful simplicity and decency in  
these repasts, and that there are three  
napkins to each symposium. Thus we  
have six consumers to one bowl and  
three napkins to six consumers. But  
some will do well to avoid the table  
d'hote a la Tolstoi.

**Thunderstorms in Jamaica.**  
At Port Royal, Jamaica, for six  
months in the year thunderstorms are  
of almost daily occurrence, and guests  
to picnics and garden parties are usu-  
ally invited to assemble "after the thun-  
derstorm."

**All Husbands Do.**  
He—When we are married I will lie  
at your feet—  
She (interrupting)—Yes, and to my  
face, I suppose.  
The French may be fickle in every-  
thing else, but they are always faithful  
in their love-of change.



**MISTRESS AND MAID.**

**MISTRESSES** stand in need of  
reform as well as maids, and  
the time has come when house-  
wives must realize that the relations  
between them and their servants can-  
not be those of slave and his owner.  
Moreover, the sooner it is realized by  
every mistress that all the cardinal vir-  
tues are not to be found in a single  
individual, the sooner will she establish  
the domestic peace of her household.  
Even were it possible to find young  
women so richly endowed by nature,  
that no fault could be found with them,  
they would be worth more than a few  
pounds per annum to any family. Di-  
rectly we produce servants with an-  
gelic tempers and an abnormal love for  
work, who never want rest or holidays,  
or a watchful eye over them, then may  
we rest assured that wages will go up  
by leaps and bounds, and truly they  
will be worth whatever they demand.  
But until the millennium comes we  
have no hope of finding domestics of  
this type, and meanwhile our best  
chance of securing better service is to  
realize that, as the mistress is the pivot  
of the whole domestic machinery, she  
ought to come much nearer to perfec-  
tion than those she governs, says the  
Lady's Pictorial. And the best mis-  
tresses are those who do not look for  
perfection in servants, and yet strive to  
bring them by easy stages to that ideal  
state. What is more and of the utmost  
importance is that mistresses should  
not blind themselves to the fact that  
their maids are of like passions with  
themselves. They need to be consid-  
ered in little matters sometimes. Their  
work is monotonous, their hours long,  
their duties many, and their tempta-  
tions often very great. All these things  
are frequently forgotten by those who  
employ them, with the result that do-  
mestics resent being treated as ma-  
chines, and rebellion ensues. There is,  
however, a wide distinction between  
showing consideration to employes and  
pampering them. There is no need  
whatever to treat one's servants as if  
they were distinguished guests; but,  
on the other hand, it is a fatal policy to  
show them less consideration than  
one's dogs, and to act towards them on  
the principle that as much value as  
possible is to be got out of them for  
the lowest possible remuneration.

**Influenced the Czar.**

The international peace movement  
has many prominent people as warm  
supporters and promoters. One of the  
most active is Mrs. Luttner, who before  
her marriage was the Countess Klun-



FRAU BERTHA VON LUTTNER.

sky. She is a voluminous writer on the  
subject. She has written articles on  
international disarmament for most of  
the large papers of Germany and Aus-  
tria. It was after reading her book,  
"Down with Arms," that the Czar of  
Russia resolved to issue his universal  
peace manifesto.

**When Tots Toe In.**

The little tots who are inclined to "toe  
in" when they begin to walk can have  
this fault quickly rectified if attended to  
in time, says the Philadelphia Times.  
The mother or nurse should rub (at  
least twice a day) the outer side of the  
little legs with a firm upward stroke.  
Hold the little foot in your hand in the  
correct position. Recollect, do not rub  
down, and not on the inner side of the  
leg. The object is to nourish and  
strengthen the outer muscles, which are  
proportionately weak. Begin below  
the ankle, and rub to the knee, slowly  
and quietly, but not too lightly. This  
treatment faithfully persevered in will  
soon correct the trouble.

**True Co-operation.**

The unselfishness which brings a  
wife into true co-operation, the love  
which makes sacrifice a joy, are essen-  
tial to the success of the woman who  
means to prove that fortune is not all  
that makes a man rich. She has to rise  
above the plane of duty well done, she  
has to aspire beyond making the best  
of things, and become creative. She has  
to produce light and courage, and give  
to the faded new brightness, and gild  
the worn and marred, and lend to all  
they possess the magic of her smile.

**Benefits of College Training.**

A contemporary says: "American  
girls go to college now by thousands  
and tens of thousands as unconcerned-  
ly as they used to go to the grammar  
schools. It is now expected that a girl  
shall go to college if she wants to, quite  
as much as boys, and some parents in  
moderate circumstances act upon the  
principle that it is rather more neces-  
sary for girls to be well educated to

meet contingencies of life than for  
boys, since there are more occupations  
wherein young men can succeed in the  
world than young women. Apart from  
possible professional or business life,  
the future home-and-society-makers of  
America go to college for love of study,  
and for the broader and better culture  
which college training gives them. If  
the great need of a nation is mothers,  
as Napoleon said, it looks as if twen-  
tieth-century Americans are to have  
healthy and well-educated mothers, to  
give the best possible start in life.  
There is no more nonsense talked about  
the health of college girls. Most of them  
improve in strength and in poise of  
nerves, during their years with their  
books. Early hours, regular tasks and  
all the forms of modern girls' athletics  
keep up the standard of good health  
during the years of special intellectual  
training of the daughters of America,  
in all her colleges and universities."

**Woman's Watch Pocket.**

The originators of late fashions have  
solved a problem which has puzzled  
women ever since women's watches  
were first made. They have decreed  
a new pocket for dresses. That pocket  
is a watch pocket, and it is located on  
the inner part of the left sleeve, mid-  
way between the wrist and the elbow.  
The little pocket, from the outside of  
which a circular piece the size of the



NEW WATCH POCKET.

watch face has been cut, is conveni-  
ently seen and can be readily reached by  
the right hand. The flap of the pocket  
is padded with soft material, so there  
is practically no danger of breaking the  
watch. The watch is slipped into the  
pocket from the side and buttons se-  
cure it from falling out. As in the case  
of the wrist watches which were much  
worn several years ago, the face is al-  
ways in plain sight, and the time of  
day may be seen by the wearer at a  
glance.

**Uncompanionable Wives.**

When you come to think of it, says  
Dorothy Dix, in the New Orleans Picayune,  
the situation is like this: For the  
great majority of women, their sole  
chance of happiness is bound up  
in their husbands and homes. If their  
homes are unpleasant; if, after the first  
fervor of love in the honeymoon passes,  
they fall to be companions and chums  
with their husbands, they have laid  
up for them a future of desolate  
wretchedness.

Now, this being the case, one would  
think that any woman with a single,  
solitary glimmering of reason would, if  
only for her own selfish benefit, make  
every effort to render herself so agree-  
able and so attractive that her husband  
would prefer her society to that of any  
one else. But do they? Gracious, no!  
There is nothing else in the world that  
fills me with as much amazement as  
the recklessness with which women  
deal with their husbands. I know  
plenty of women who never let their  
husbands make a statement without  
contradicting them, who parade their  
husband's failings before company, and  
who, if there is some one topic that  
can always bring on a family row,  
never miss a chance to lug it into the  
conversation. And these women actu-  
ally complain when their husbands go  
off to seek congenial company else-  
where. Think of it!



**ABOUT THE BABY.**

**To Break Up a Cold.**  
It is much more difficult to break up  
a baby's cold than an older person's.  
Oiling the throat and chest with some  
penetrating oil every night and laying  
a warm flannel over it should be done  
as soon as a cold is visible. A few  
drops of pure olive oil should be given  
if there are any signs of a cough. It is  
wise to oil the bridge of the nose and  
over the eyebrows to loosen a cold in  
the head. Always be careful to keep a  
baby sufficiently warm. It is safer to  
have a hot water bag or jug at the feet.  
If the cold grows more severe give a  
hot bath in a warm room. Oil thor-  
oughly the entire body and wrap in  
flannels and blankets.

**The Feminine Observer.**

Sickness is a great leveler. It reduces  
us, one and all, to the estate of little  
children.

A tea cozy is a dainty gift for the  
woman who entertains her friends at  
afternoon tea.

The church-going woman has her  
monogram in raised silver on her pray-  
er book and hymnal.

The "horn cook," like the genuine  
workman, turns out a good job with  
the materials at hand.  
How popular a game is ball, be it the  
pigskin, the wee white ball, that played  
to the rhythm of a waltz or the voice of  
"the bald-headed tyrant from No Man's  
Land!"