

MISSOULA, MONTANA, SUNDAY MORNING, SEPTEMBER 6, 1914.

THE MEN WHO BUILT THE CANAL



A Brief History of the Heroes of the Canal Work from the Time of De Lesseps To the Present Day.

More than 400 years ago Columbus sought in vain for a waterway across the land now known as Panama...

As far back as 1850 the United States and Great Britain entered into an agreement known as the Clayton-Bulwer treaty...

Just after the civil war the canal subject again became uppermost in the minds of the American people...

De Lesseps Appears on the Scene. When Ferdinand de Lesseps arrived on the isthmus in 1879 he was in the heyday of his fame...

It was a packed meeting in favor of de Lesseps, and they adopted a plan—a sea-level canal from the gulf of Limon to Panama bay...

Finis at Start. He was a man who loved display and he began operations with great ceremony...

explode, ended in a fiasco. Several of the members of the congress were not quite satisfied and they went to Panama to study the route and make estimates of the work...

Then came a reorganization, and during the years 1883, 1884 and 1885 the work went on. In the latter year there was a revolution in Colombia...

waiving all right thereto. There is also a further provision which reads as follows:

Plenty of Room. The republic of Panama further grants to the United States in perpetuity the use, occupation and control of any other lands and waters outside of the zone above described...

Less than a week after this treaty was signed President Roosevelt appointed the first Isthmian canal commission. These men were at once confirmed by the senate...

Wallace Takes Charge. Some time during June, 1904, Mr. John Findlay Wallace, who was at that time general manager of the Illinois Central railroad...

Wallace Quits. On April 1, 1905, a second Isthmian canal commission was appointed. Heading this was Theodore P. Shonts...

asked to go to Panama. Mr. Stevens' first task was the reconstruction of the Panama railroad system, and one of the sentences of his first report on this work has become famous among railroad men...

distributed free to employees since 1905. The youngest man of the present commission is Civil Engineer H. H. Rousseau, the young engineer who made an enviable record in the navy department before he was sent to the isthmus...

Army Takes Charge. Colonel George W. Goethals, chairman; Jackson Smith, Colonel W. L. Sibert, U. S. A.; Colonel D. D. Gaillard, U. S. A.; Colonel W. C. Gorgas, Civil Engineer H. H. Rousseau and J. C. S. Blackburn.

Colonel Gorgas. Colonel W. C. Gorgas came upon the scene early in the game, for he accompanied the first canal commission to the isthmus on March 29, 1904...

Gaillard. Colonel D. D. Gaillard, the chief of the central division, is a native of South Carolina, and was a classmate of Colonel Sibert at West Point...

Williamson. The Pacific division had as its chief a civilian—Sidney B. Williamson, a distinguished American engineer who was called to Panama by Colonel Goethals shortly after the present commission took charge...

Goethals. So much has been written in reference to Colonel George W. Goethals, the chief engineer and chairman of the canal commission, that little more can be said in reference to the work of this remarkable man...

Colonel H. F. Hodges, the assistant chief engineer, holds from Boston, and was graduated from West Point in 1881. After holding various positions of army engineering where special efficiency was required...

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Col. George W. Goethals, U.S.A.

H. H. Rousseau, U.S.N.

Panama in May, 1912, and entered the service of one of the largest engineering and contracting firms in the world and was at once placed in charge of their London office...

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It's true he's sometimes busy and has other things to do. But come on Sunday morning and line up with the rest—You'll maybe feel some better with that grievance off your chest. His Record.

Colonel Goethals was born in Brooklyn and is fifty years of age. The history of his achievements is best told by the Canal Record and is as follows:

Educated at College of City of New York; cadet military academy, June 14, 1876; second lieutenant, corps of engineers, June 32, 1880; first lieutenant, June 16, 1883; captain, December 14, 1891; major, February 7, 1900; lieutenant colonel, March 2, 1907; colonel, December 3, 1909; lieutenant colonel volunteer service and chief of engineers, May 26, 1898 to December 31, 1898; general staff, August 15, 1903 to March 4, 1907; graduate army war college, 1905. For several years instructor in civil and military engineering at West Point; in charge of construction Mussel Shoals (Tennessee river) canal; member of the board of coast and harbor defense; chairman of the Isthmian canal commission and chief engineer of the Panama canal since April 1st, 1907; governor of canal zone, president of Panama canal fortification board in charge of construction.

During the administration Colonel Goethals has disbursed more than two hundred and twenty million dollars without a suspicion of favoritism. His work has been so wise, so honest and so unique that even the most ardent muck-raking sleuth has been unable to find the slightest trace of graft during his entire administration. The fame which he enjoys has made little change in his life, for he is far too big a man to be affected by the praise which has been heaped upon him. He is still the hardest worker on the canal, for his day usually begins at 7 a. m. and many times he is found in the office until his bedtime, which is 10 p. m.

Secretary Bishop. The work of Joseph Bucklin Bishop, the secretary of the canal commission, must not be overlooked, for he has labored with great patience to keep the public properly informed on the progress of the canal work—no easy task in this day of yellow journalism, when the simplest news items are twisted and distorted to suit the whims of the publisher.

Builders of the Canal. Thousands of Americans who are filling various places on the canal deserve recognition for their part in the project, but unfortunately their work can only be fully appreciated by persons who have visited the isthmus toward the close of the rainy season, for it is then that the climate gets on one's nerves. Everything is dry and parched and the beautiful botanical garden effects which have been raved over by writers who have spent a day or two in Panama during the winter season, lose their beauty. The sun in its tropical fierceness beats down on the land and life is anything but pleasant. The government recognizes the climatic disadvantages of the isthmus and pays large salaries. Nowhere else in the world are they more deserved.

The Panama canal building drama was played from beginning to end by Americans, and while thousands of them were simply supernumeraries, they acted their part according to the needs of the drama, and when in after years we look back upon that great play conceived by American engineers and staged by American money, let us not forget that each and every man who played even a silent part deserves to be placed on the roll of honor as a builder of the canal.

MICHIGAN STATE FAIR.

Detroit, Sept. 5.—On the eve of the opening of the Michigan State fair all indications are that it will eclipse any of its predecessors in the number and attractiveness of its exhibits. The fair will open Monday and continue until September 18. It will be the 55th annual exhibition of the Michigan State Agricultural society, which is the oldest organization of its kind in the country.

Hand grenades that will quench incipient fires may be made by filling thin bottles with a mixture of 75 parts water, 29 parts common lime and five parts salt.