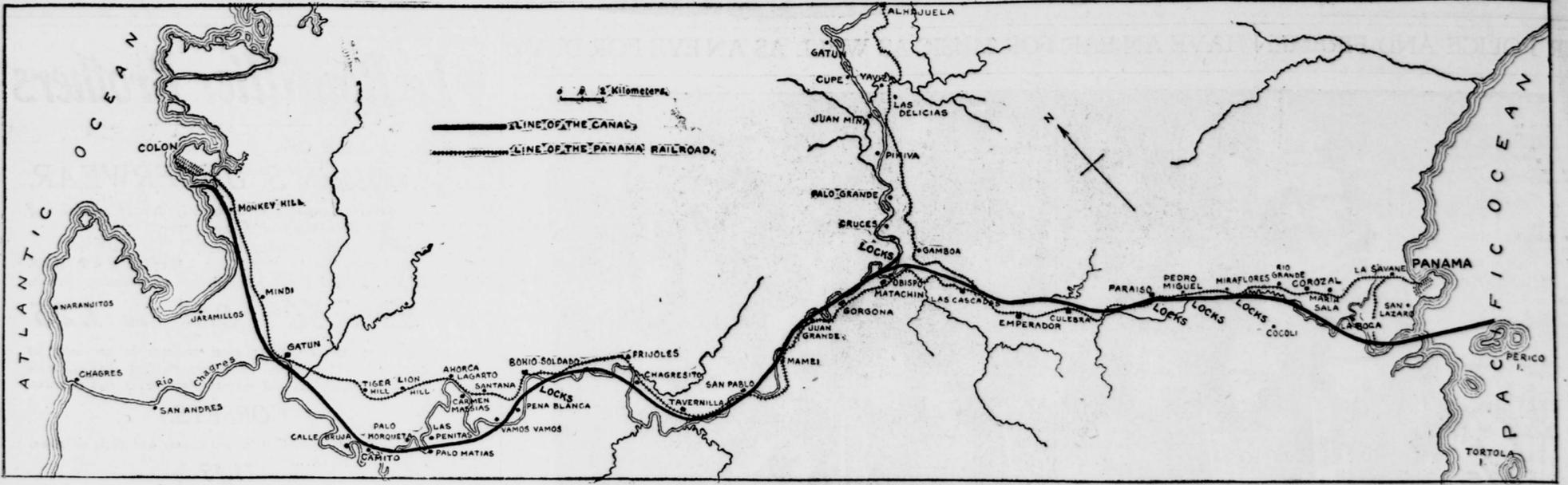
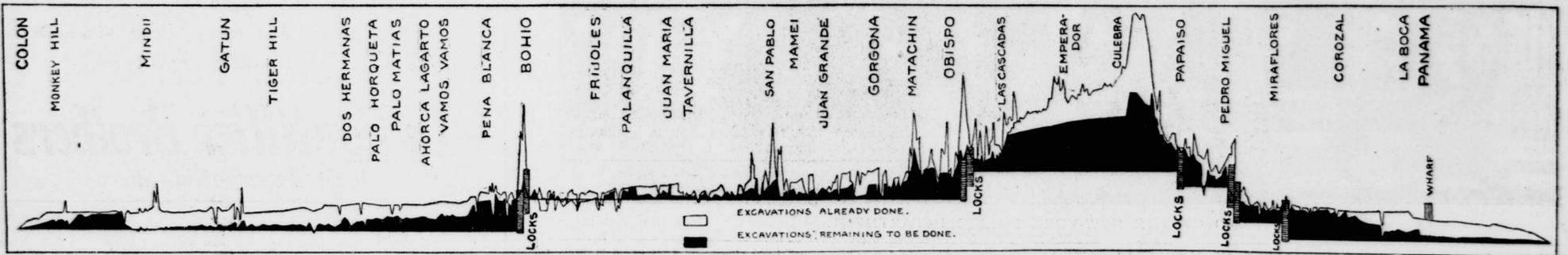


RIVAL ROUTE FOR THE PROPOSED SHIP CANAL FROM THE ATLANTIC TO THE PACIFIC.



ROUTE OF THE PANAMA CANAL.



PROJECTION SHOWING THE COMPLETED AND THE UNCOMPLETED EXCAVATIONS OF THE PANAMA ROUTE.

THE ISTHMIAN CANAL.

IMPERATIVE NEED FOR THE INTER-OCEANIC WATERWAY.

MERITS OF THE NICARAGUA, PANAMA AND DARIEN ROUTES COMPARED.

The long run of the battleship Oregon, under Captain Clark, from California around the Horn to Cuba, will always be remembered among the great achievements in the war with Spain.

The construction and ownership by the United States of a ship canal between the Atlantic and the Pacific oceans has been advocated by both of the great parties.

We favor the construction, ownership, control and protection of an isthmian canal by the government of the United States.

The Nicaragua, or northern, route was declared the best of the proposed lines by a commission appointed by General Grant.

After considering all the facts developed by the investigations made by the commission and the actual situation as it now stands.

In a speech delivered in the House of Representatives Robert W. Davis, of Florida, said of the need of a canal.

It will render greater service to the New World than the Suez Canal does to the Old.

The canal is a necessity of the age, and were the cost double what I estimate it to be, the immense benefits certain to result would amply justify its execution.

The proposed Nicaragua Canal would be 147 nautical miles long. It would make the distance between New-York and San Francisco

4,907 miles, an advantage of 8,207 miles over the Cape Horn route.

outlay for protection, are available; and the Panama Railroad skirts the canal throughout its entire route.

other work already done on this route have cost more than \$27,000,000.

estimated to cost \$180,864,062, and the Panama route \$184,233,358, including the purchase price of \$40,000,000.

of the representatives of twenty-four countries, for the purpose of discussing the plan for an interoceanic canal between the Atlantic and the Pacific oceans.

Since then there has been no time when efforts were not being made to bring about the completion of the great work.

The new company was organized in 1894. It employed three thousand men in 1895, and this force was increased by one thousand men the next year.

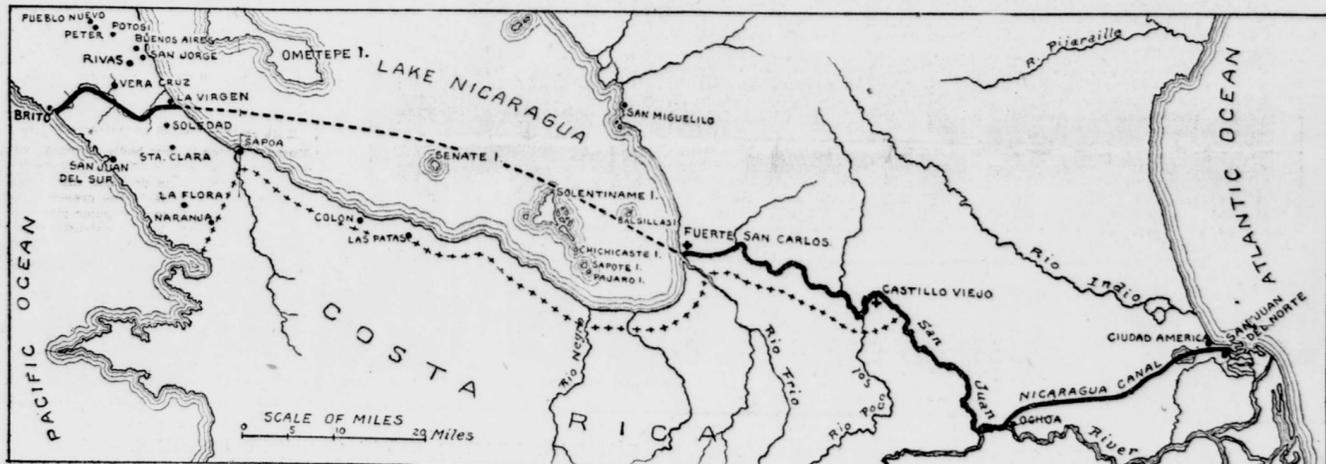
On the other hand, it has been stated that the Darien route could not be constructed without tunnel work, and at a great cost.

TO BUILD A PAROCHIAL SCHOOL. A largely attended meeting of friends of the Rev. William G. Murray was held Tuesday night in the hall of the Church of the Holy Rosary.

RESIGNATIONS IN THE 14TH REGIMENT. Resignations in the 14th Regiment from the list of commissioned officers are adding to the numerous vacancies to be filled.

DRILLS ORDERED FOR THE 23D REGIMENT. Colonel Barnes, of the 23d Regiment, has ordered the regiment to take up battalion drills as follows:

REVIEW OF THE 4TH REGIMENT. Colonel Eddy of the 4th Regiment has offered a review of that command to Major General Roe for the evening of February 4.



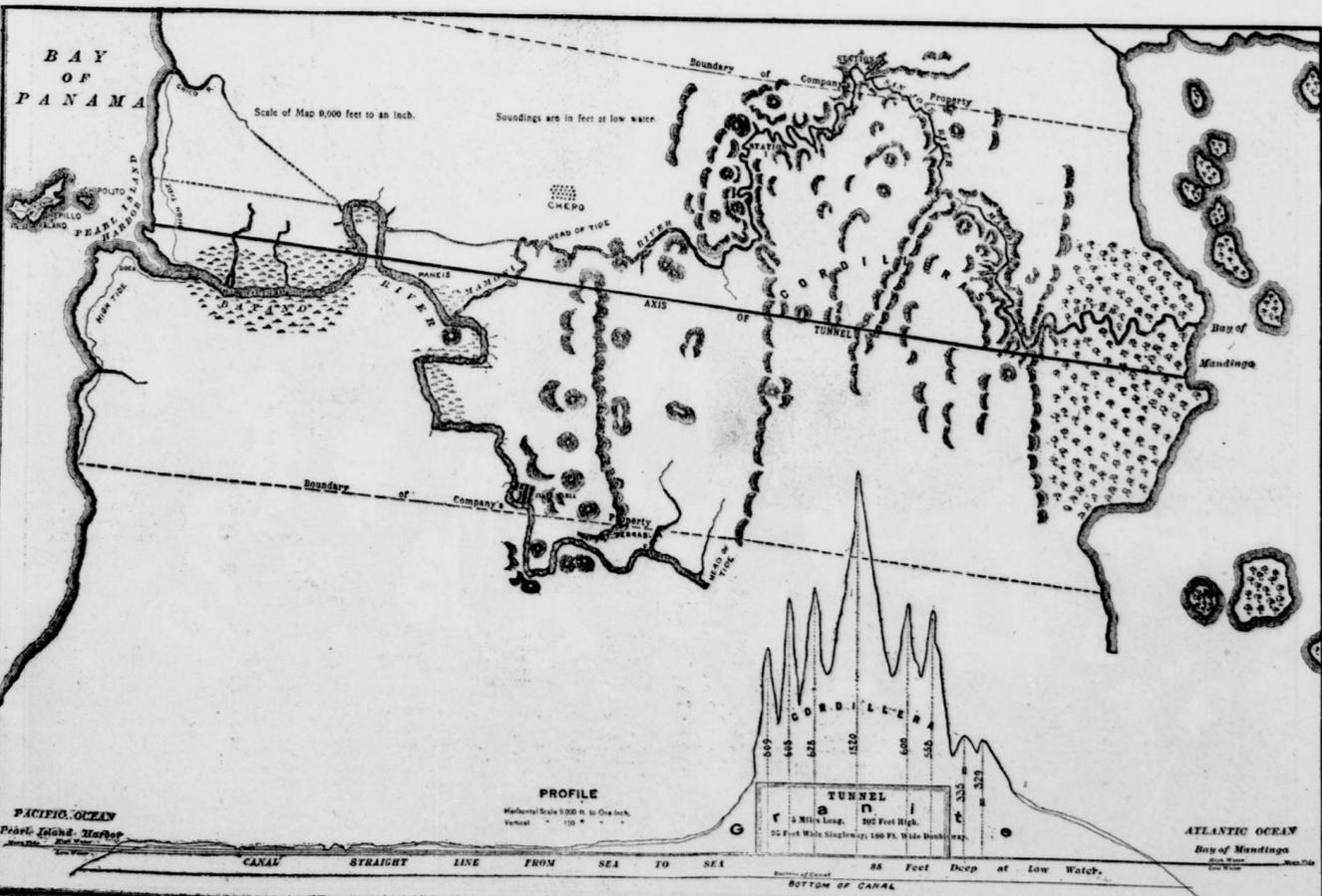
ROUTE OF THE NICARAGUA CANAL.

route is practically completed. The twenty-three and a half miles between Bohio, on the Atlantic slope and Miraflores, on the Pacific slope, is still to be completed.

Isthmian Canal Commission, in which it recommended that the government buy the property, rights and concessions of the Panama Canal Company.

which brings the actual value of the property to within about \$4,000,000 of the amount asked for, and this is made up by the addition of "10 per cent to cover omissions."

mander E. P. Lull, of the United States Navy, which resulted in the location of a practicable line for "an interoceanic ship canal, 26 feet deep, from the Bay of Aspinwall, on the Caribbean Sea, to Panama, on the Pacific."



THE PROPOSED MANDINGO-DARIEN ROUTE FOR AN ISTHMIAN CANAL.