

FRANCE'S SCANDAL.

Viscount Ferdinand de Lesseps and the Panama Canal Scandal.

MONROE DOCTRINE INTERPRETED.

Debauchery, Corruption, and Collapse—Expulsion Followed by a National Panacea—Investigation, Suicide, Arrests.

(Correspondence of the Richmond Dispatch.)

New York, January 7.—It is impossible to understand the Panama canal scandal, which today threatens to disrupt France, if it does not, indeed, drive President Carnot from power, without understanding some of the facts connected with the history of the canal. That great work, which today earns over \$14,000,000 per year, one-half of which is clear profit, is one of the last-making schemes in the world, a solid commercial fact on which much of England's prosperity is based and which furnishes the silver lining for thousands of France's "woolen stockings." When Ferdinand de Lesseps, on board a schooner in the Mediterranean at the mouth of the Danubius branch of the Nile in 1846, conceived and worked out the idea of reviving the ancient project of the Isthmian canal, he was the son of a prophet. The emperor had drawn all eyes to the East, and the support of the "unshakable Turk" and a war with the czar. At its close the balance of power was unimpaired, but both nations had fallen prostrate before the machine and the unimpaired opportunities of the East. A newspaper prophet had planned it first.



M. FLOUQUET.

\$65,000,000. The Nicaragua lock canal, 192 miles, to cost \$72,500,000. The Tehuantepec route, 174 miles, costing \$94,000,000. The Atlixo river and Nippicani route, 180 miles, to cost \$98,000,000. The San Juan route, thirty-one miles, 100 miles of tunnel, to cost \$20,000,000. Finally the congress definitely fixed on the Panama route via the Chagres and Rio Grande rivers, a distance of fifty-four miles, on an alleged basis of cost of \$120,000,000.

England did cast longing eyes on the valley of the Nile and Louis Napoleon, who engaged himself in the scheme, pointed him out on the street, and local skits at the theatres in which he figured

into a committee to discover what the matter and who is to blame for it. All those who failed to get blackmail from the company turned defamers, and those who had fattened on the bounty of the company were held as traitors. The money had not been known in Paris since the siege. Every one was astounded. All sorts of denunciations were hurled against the promoters of the canal. The press frequent and street meetings ended in riotous proceedings. All over France there was considerable excitement. The Panama canal was no longer a mere project, it had become a national issue. Dazed and bewildered, De Lesseps did not comprehend the extent of the calamity.

On the 28th of November a ministerial crisis took place in France, and M. Loubet was compelled to allow the formation of a new Ministry. Baron Reinach, who had been accused of being one of the chief promoters of the Panama canal, was named as the new minister. Baron Reinach, who had been accused of being one of the chief promoters of the Panama canal, was named as the new minister.

John Law and the Mississippi bubble had there been such excitement in France over the canal project. The Panama canal was to lift France to the front rank of nations in the mind of the world. Was not the canal to be the grandest work of the century? The canal was to be the grandest work of the century.

The people believed in it, Panama was the new gold mine. The Panama canal was to lift France to the front rank of nations in the mind of the world. Was not the canal to be the grandest work of the century?

Contracts were made to dig the canal, then more delays, and there was something strange in the action of the company. Hugs dredges were built in the United States and France, and they were used when they did not upset to spoil the brightness of their machinery in the damp climate. All along the route were hard but they died fast, and their skeletons adorn the woods and hollows where the Chagres fever left them.

Such a man was the one to undertake such a task. He had been successful in cutting the ligature that bound together two continents. Was not this a guarantee that he could do it again? He had been successful in cutting the ligature that bound together two continents. Was not this a guarantee that he could do it again?

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of Aspinwall wrecked huge dredges, broke up slips, and destroyed houses. The cost of work steadily increased and grew to the enormous sum of \$100,000,000. The canal which sought blackmail or fought against it from principle were active ingredients in the Panama scandal. By December, 1888, the sum expended \$200,000,000 of 1,000,000,000 francs. Still De Lesseps was not satisfied. He asked the government to sanction a lottery, and the company undertook to get the law passed, and in this connection the bribes were given to get it through. The Chamber of Deputies, which are making such a stir to-day, the United States Government, which is not satisfied with the French government, and hope there ended. The government, which is not satisfied with the French government, and hope there ended.

Work ceased in 1889, and the commission sent out by the French government, with an interpretation of the Monroe doctrine, and an appeal by the company, which reported that it would cost \$340,000,000 to complete it. An appeal by the company, which reported that it would cost \$340,000,000 to complete it.

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up by Socialists, Anarchists, Bonapartists, Communists, and many other enemies of the Republic. All the promoters of the canal were being despised. The Republic was being despised. The Republic was being despised.

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W. L. DOUGLAS \$3 SHOE FOR GENTLEMEN. A sewed shoe that will not rip; Call, seamless, smooth finish, more comfortable, stylish and durable than any other shoe ever sold at the price. Every style. Equals custom-made shoes costing from \$4 to \$5.

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THE FLYERS IN THE ASCENDANCY. IN AND ABOUT RICHMOND. Animals Owned by the Messrs. Nelson—Mr. H. Clay Chamblin and His Farm.

THE LAST DAYS OF TRAVELLER. Interesting Reminiscences of the Famous Horse and His Noble Rider.

STRIKING RESEMBLANCE. I was a youngster then and lived right across the river from Traveller. I was sent by my father to take a message to Mr. Galt, and when I rode up into the spacious lower part of the barn I saw Traveller outlived owner. Just after the war closed General Lee came down through Virginia on the back of the noble animal.

IN HIS PRIME. We visited the stable to have a look at Traveller. He was in his prime and his handsome coat of gray. I took some strands from his mane as a memento.

THE HYMN AT THE LAST SUPPER. EASTVIEW, NORMANSON COURT, VA., December 8, 1892.

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