

Sapientiam Diligentes

Vol. II

No. 10.

The Voice  
of the  
Phi Sigma Class

G. H Beard

Editor

Contents

Editorial

Editor

To Be or Not To Be

“

Notes

“

A Camping Out Experience

Wm. Hulin

Correspondence

An Old Tale In Rhyme

Editor

Squibs

Twenty Minutes with deLesseps

Circular on Panama Canal

de Lesseps

Report of Committee on Panama Canal

International  
Commission

--Editorial--

As for the second time, we take up the Editorial pew, there seems to be little which calls for any special comment; not indeed that our Class is at a stand-still, --but because everything has of late been moving in that quiet steady way, which is not likely to be productive of good results. The only things unusual which we had to look back upon are the delays which have put us somewhat back in our studies—Guizot especially—of late. In regard to the inevitable however, we can only say that we hope such will not overtake us again.

In this connection we would suggest to the members that we have now read but one-third of Guizot, and that said one-third has taken us about four months to digest. We do not say this to complain,--for many other useful studies have occupied our time; \but this has been made the study—if we may so say—and yet, at the present ratio, it will take us until about March 1<sup>st</sup> 1881 to complete it.----

With such figuring, the questions naturally arise; Are we expending our time and effort in the best direction? Are we accomplishing the most in our power? We will not here discuss the question, but commend it to the careful consideration of all the members.

Since the last issue of the Voice, Mr. F. N. Potts has, we are glad to say, added his name to our constitution. That the call appreciates this addition to our number is manifested by no uncertain sound at our last meeting. We trust that the class may prove to be such as the gentleman can appreciate. We should like to welcome two or three more.

Our thanks are due Mr. Wm. Hulin for his article on “Camping Out Experiences,” which we welcome as a timely visitor, in more senses than one.

Other matter will tax to a full extent your patient attention; we will not, therefore, tarry here, but congratulating our fellow members on the possession of the patience that endures unto the end.—of house-cleaning, we would subscribe ourself.

Humbly,

The Editor

## "To Be or Not To Be,

That is the question"

in regard to the proposed entertainment and in view of the general interest which all loyal Phi Sigmities must feel in the affairs of the class, we have concluded to devote a little space to the consideration of the subject. The nature of the discussion is well known, and therefore does not require explanation. But, that the unbiased views of our honorable members may be in part understood, we propose to give the same here, in so far as we have succeeded in obtaining them

We first addressed ourself to Mr. H. B. Wilson who expressed great willingness to give his views if it would accommodate either the class or the Editor.

The conversation elicited the following facts, viz: that giving an entertainment similar in nature to that of last June, the gentleman declared himself as not in favor, for these reasons: 1st Our number is small and consequently the same members would have to participate. 2<sup>nd</sup> The exercises would necessarily be very similar in nature. 3<sup>rd</sup> Some persons might regard it as a desire to exhibit our powers unduly and 4<sup>th</sup> (which was only personal) that he was not included himself to prepare for or to take part in it. (Here the gentleman interrupted us to inquire whether we represented a Rep. Or Dem. Organ, as he wanted it distinctly understood that he was for Jas. G. Blaine.) In reply to the question whether he would deem it advisable for the class to give any sort of an entertainment this year, Mr. W. remarked that "if the class could afford it, one of a social nature would meet with his approbation. Some exercises would of course be necessary to pass away the evening, but as to what kind his ideas were somewhat vague. A welcoming speech by the chairman might be appropriate. The invitations should in such an event be more general than before.

Meeting Mr. F. E. Whitman one dark night, we approached with considerable confidence and commenced interrogating him, but to our dismay we were met with a scornful sally at journalists and their vocation, to whom the gentleman expressed himself as particularly hostile.

But all this notwithstanding, it was not long ere Mr. Whitman stated that, in his opinion we had better not give a entertainment at all. "For," said he, "variety is always necessary, and it is here. We should therefore have to think of something totally different from last year. A social would be first-rate if we could get it up in good style, but that would amount to nothing without dancing, and besides, our purses [purses?] are not large enough. No, Sir, we need money and girls to make the thing a success, and lacking them we had better go to our grave unknelt, uncoffined and unknown."

Without much difficulty we caught the sound of Mr. W. H. Beard, and made at once for the place whence it came. His views also were not as yet very definitely formed. Like Mr. Wilson he would be pleased to see the plan of a Social, diversified by musical or literary exercises, carried out, as he had great faith in the spice of variety.

Mr. Beard thought, moreover, that the invitations should be much more general this time, including friends rather than families. That being all the gentleman had to say—i.e., on this subject—we bowed ourselves out and sought for our honored Chairman. After one or two unsuccessful attempts that official was at last found.

His response to our questioning was prompt and decisive, assuring us that he held the same views as formerly, viz: that he could see no reason for anything of the kind. "I am not anxious to 'show myself off'" said he "and can see no need an entertainment or for anything like it: Nothing remained therefore to be said and we turned aside to listen to the opinion of Mr. F. H. Potts. Having only recently joined our class, Mr. Potts of course knew little about the Class Entertainment of last year; but still, from what he had heard, the gentleman believed he would favor any plans which might be proposed for another, either similar in character, or differing in the manner already referred to. Between these he had little choice. Lastly we called on Mr. Fred Temple, and in order that he too might be pumped", we even tore him from his evening meal. His ideas were similar to those of Mr. Potts, and we believe, if the class decide to do anything in the matter, Mr. Temple may be relied on as a stalwart. In reference to the time it should be held, he considered the end of June, or thereabout, most suitable as also did many of the other members. To these many valuable though somewhat varied opinions, the editor will add but little. For some reasons we have leaned toward the idea of getting up something similar in nature to the first, as we fail to see why sufficient variety could not be obtained, especially since the occasions are a year apart. However, if the majority vote for a change to something more in the sociable line, we shall welcome the plan and believe a pleasant evening can be thus obtained.

If dancing would be an improvement, we certainly do not regard it as necessary to success; girls we are not yet in despair of obtaining; and money though it does not exist with us in the abundance we might wish, we yet believe may be sufficient to insure a good time, if not the best. Again, tho' not desirous of picking to pieces any views which have been kindly and candidly expressed to us, we are inclined to look with much disfavor on the suggestion that any entertainment which the class might give would be regarded by anyone—and certainly anyone who would be included in the company—as a means of "showing off," as some of the gentlemen have expressed it. If, however, such would be the case, the habit is so common with so large a number of the best literary societies, that we may well participate in the custom. But time and space have already been too much encroached upon, we hasten to a close,—predicting for the class, without ostentation, --success in whatever it shall see fit to undertake.

Editor

--Notes--

Wm Mathews, when speaking of the beauty of simplicity in woods, quotes the following: "You may shake me, if you please," said a little Yankee constable to a stout, burly culprit whom he had come to arrest, and who threatened violence, "but recollect, if you do it, you don't shake a chap of five-feet-six" you've got to shake the whole State of Massachussetts!"

"Expert men can execute, and perhaps judge of particulars, one by one; but the general counsels, and the plots and marshalling of affairs, come best from those that are learned.

Bacon

"He who aims high, must dread an easy home and popular manners. Heaven sometimes hedges a rare character about with ungainliness and odium, as the burr that protects the fruit. If there is any great and good thing in store for you, it will not come at the first or the second call, nor in the shape of fashion, ease, drawing rooms. Popularity is for dolls."

Emerson

"Once, Sir Thos. Bernard asked Mr. Porter how he had succeeded in his business, and accumulated so large a fortune. He answered, 'By never having an idle hour or an idle guinea' This was his whole secret"

Smiles

## A "Camping Out" Experience

An article of this kind is naturally considered uninteresting to anyone save the person who writes it; yet as this particular branch of writing has been overlooked or at least has not appeared in the "Voice" we had thought that it would not be amiss for us to give a little of our experience in this direction. Also another motive prompts us. Being all young men we naturally are somewhat interested in camping out life and to any who shall ever undertake such a trip our experience may be the means of giving them a point or two.

It was about the middle of August just after our warmest weather last year that I left the city for a short trip into the country. As I was to go on a "camp" I provided myself with ammunition for hunting, old clothes, old boots, a blue shirt (the prime necessity of a successful camper) et cetera, and started by way of the Chicago and Northwestern Railway for Rockford, Illinois, a town of considerable importance, located in the northwestern part of the state. I expected to find when I should arrive all the equipments for the "camp" prepared and the boys in readiness for the start; but what was my surprise and for the time disappointment to discover that all had backed out but my friend K. and that nothing had as yet been done towards fitting up for the journey. One thing however was favorable, namely, that K. was as firm as ever, and had the determination to start whether the others did or not; so we busied ourselves the next few days in procuring everything necessary for a two weeks "camp." It was decided best, from experience we had gained other years that each of us should have a boat which should contain an even proportion of the burden. My friend K. owned one boat of the required size, a small flat bottomed hunting canoe, and we were enabled to borrow a second from one of the deserters.

After filling our "grub chest" as our box for eatables was called, and the ammunition chest and providing ourselves with tent and other accoutrements we started early one Monday morning. We had a truck drawn by a team of mules. The truck contained the boats filled with chests, tent, stove, cooking utensils and extra clothing. The morning was bright and the drive past the growing wheat fields was very pleasant, especially to one who had been pent up in the close hot city for so long. Proceeding along on our journey more than one pigeon suffered as our practice target for larger shooting. Jack, the dog (whom, by the way I had almost forgotten to name) found great enjoyment in chasing the farmer's domestic fowl and was with great difficulty kept within any reasonable distance of the wagon. The driver found consolation from all care in his cigar, and K. and myself sat up with the driver or laid down in one of the boats, improving such opportunities as I have mentioned, for spot. When we had traveled in this way for about twelve miles, we reached the Pecatonica River a muddy treacherous little stream, running from nobody-knows-from-where into the Rock River. After spending a short time in unloading the truck and placing our camp, etc. the driver and his team were dismissed and we were left alone in almost a wilderness of bottom-lands or "slues" as they are called in those regions. The remainder of that day we spent in an attempt at a hunt but at that season game was so wild and scarce that we were enabled to shoot only two ducks, one of which we were unable to get. The next day we started out bright and early and



had that enchantingly fine time of seeing flocks of mallards sail majestically over our heads (to say nothing of gracefully) out of gun shot. Although to a poets' eye such a scene must awaken feelings of the charming and beautiful we were anything but happy and were compelled to return without any game. Late in the afternoon there came up a regular Western thunder storm which lasted till after mid-night. The lightening blazed in almost continuous flashes of five and the thunder seemed to issue from clouds immediately over our heads. However storm or no storm we resolved to roll up in our blankets and make an attempt at sleeping, and after a few minutes we were fairly off. In about an hour or so I awoke to find part of my blanket in a pool of water and one corner of the tent loose and likely any minute to admit enough wind to blow the whole thing over. I aroused K. and for a few minutes (it seemed many times as long) while the storm was raging fiercely we braced up the back pole with our shoulders and hands, standing in a half upright position. At length after the rain had ceased to pour down in sheets I seized the ax and hurried out of the tent in search of some pine which after some trouble I found and manufacturing some temporary supports for the guy ropes we were enabled to have at least the satisfaction of knowing that our tent would not be likely to blow over. This tent of ours was simply a summer lawn tent made of thin material and with no front piece, in lieu of which to keep out the mosquitoes we had placed up a large netting. After our adventure in the storm we had another experience of which was just as trying to our comfort. The netting during the storm had been blown partially off and the tent was almost black with mosquitoes, which tormented us the rest of the night. When I say mosquitoes do not think I have reference to delicate city mosquitoes with their dainty appetites, but picture if you can great, black, birds with long cylindrical bills and with appetites like that of the bear when he has come from his long winter sleep and fast. Why, it is said, that in that neighborhood a man tried to gain freedom from these pests under an immense army kettle, only to find that the mosquitoes could drill through the iron; yet resolved to get the best of them he took of his boot and clinched their beaks on the inside, alas only to have them fly off with the kettle. Having given you a faint shadow of a suspicion of what these mosquitoes are, you may imagine what a condition we were in.

In this way we spent the remainder of the night, and morning did not come unwelcomed by us who had gone through such sore trials. Our first move was to drive the mosquitoes from the tent. This was no easy job but we accomplished it at last and placed the mosquito bar in position. We then commenced the preparation of breakfast. We borrowed some pine boards from farmers' fences (sic) in the vicinity and soon had a good fire burning in our stove and eatables cooking in our frying-pan. Breakfast over we had the easy task of dishwashing. The knives and forks were worked up and down in the ground and wiped off on our clothes. As for the plates—well I don't think they were cleaned much after the dog had cleaned them unless they were especially dirty when we were necessitated to turn them over and eat off the bottoms of them.

Next day we moved down the river about nine miles or by land route two or three miles. The Pecatonica River as may be inferred from this is a very crooked stream. We would often paddle several miles and be little or no farther in absolute distance from our destination than when we started.

The river besides all of this is extremely treacherous, filled with logs, floating and stationary, and we were thus compelled to paddle our boats so that we might sit facing our course.

The rest of our time was spent in the common experiences of campers. We would stay one or two day at a place then take up our "duds" and move on. In this way we paddled on our course homeward about fifty miles or more, quite a trip when you come to think it over.

Plums were ripening and as we passed down the river we would every now and then stop at some farmers and temporarily loan a few quarts that we might have something to while away the time with, also that the farmers with their many cares and duties might not have the labor of gathering so many plums as they naturally would have to. Twice we passed rapids in the river and had the excitement of "shooting" them in our small boats heavily laden as they were. Now and then we tested our skill with the revolver and indulged in the many other diversions (sic) of campers, with now and then a hunt. We had started very early in the season and did not expect to get very much game; yet we had anticipated getting more than we did, but what little game there was, being so wild, it was almost impossible to shoot it. As a hunting trip, then, ours was not a success. As a pleasure trip it was by no means a failure, but was a very enjoyable experience, long to be remembered.

Yours hastily,  
Wm. Hulin



--Correspondence--

4/12/80

Editor of the Voice:

Dr Sir: By his remarks in the last paper, Mr. Whitman shows plainly that he has never been to a pantomime. True a pantomime, defined literally, means a dumb show, but the real pantomime of the stage, admits of more or less spoken word; one of the familiar phrases being the one referred to.

Truly Yours,

Wm. Hulin

Chicago, March 26<sup>th</sup>/80

To the Editor.

Sir: I notice in a Critic's Report written by Mr. H. B. Wilson, a few weeks ago, the following,--in reference to an article in The Voice, and written as a criticism on the sentence "Here, tho jest which savors of the perfumery of badness": "Perfumery is, evidently, not an appropriate word in this case, as it is applied to only sweet or pleasing ordors", or both. To be safe we assume the last.

In regard, then, to the nature of the word, Crabb, in his renowned work of "Synonyms" says,--"Perfumery; when written any epithet signifies a pleasant smell" Evidently then, sir, there are cases when the connection would indicate (and properly) a different and opposite quality.

In regard to the usage of "perfumery" in connection with the nature of words, it is certainly established by custom, if not by written rules;--being introduced, of course, as a simile, rather than as describing an actual possessed quality. For instance, in common vernacular we hear constantly; "Such words smell of mutiny" etc. So too, the adjective 'sweet' is often employed, when, under the rule the Critic advocates, it would be incorrect.

We remember one case where the sense of taste is used as the simile, although that certainly has no more to do with hearing, than has smelling: --Psalm 119:103--"How sweet are they words to my taste; yea sweeter than honey to my mouth".--

The above is respectfully submitted, --not so much as a criticism of the gentleman's position but as an explanation of my own.

Yours etc.

G. H. Beard

An Old Tale  
rehashed In Rhyme sauce.

There's a tale I've thought o'tellin'—  
Many a time afore today.-  
P'raps' the nut ain't worth the shellin'—  
If ye think so, --have yer way.

But as it 'pears to me, Sir,-  
If young 'uns will go courtin'-  
They'd better learn, yer see sir,  
Just how to do the sportin.

Now Neighbor Jones was livin'  
Next door to Neighbor Brown.  
To both the Lord had givin  
Some chil'n for their own.

Jones eldest was a spoony  
Young feller, --lank and lean.  
And Brown's, --a little lurry  
Fair lassie of sixteen.

And as ye may well surmise,  
Without much hesitation,  
These two found "castin' sheep's eyes",  
A pleasant recreation!

Well, One day I went over-  
Jones good wife for to see.  
And then I did discover  
A joke on Timothy.

He'd a little infant brother,  
One year old or less it may be.  
And I heard his busy mother  
Askin him to hold the baby.

But if that' ere lazy creetur  
Didn't say that "he was tired!"  
That "his limbs were achin"—Seat her  
On a chair." Or "have help hired"—

So a'mutterin' words like swears,  
    He went off,--"to walk", he said.—  
Soon I chanced to go upstairs,  
    And out window put one head.

And as I leaned there a musin'-  
    In Browns parlor, Sir, I see  
That "ere feller nursin' Susin  
    Actually – upon his knee!

Thinks I,--Oh he must be "tired"!  
    Wonder if "his limbs ache" now!  
P'raps he needs to "have help hired"!  
    "Seat her on a chair"-- I sh'd say so!

Well, I'd holler, laugh and frown,  
    Till they looked about in wonder.  
Then they sees me lookin' down.—  
    And I tell yer—they went under!

So, --If sich an avication  
    Ye would foller;--allers mind  
To guard well the sitiation—  
    By first 'pullin down the blind!

Editor

## Squibs

We notice the following in the Chicago Times of recent date. "Mons. De Lesseps was welcomed at the depot by his wife and two of his fair daughters. One of these especially attracted the attention of the Times man. She has a lovely complexion, bewitching features, and a grace of motion that would set a poet raving. A more charming vision of La Belle France has rarely visited American soil!" We hate to spoil such a pretty little story, but as The Voice representative made more thorough investigation he discovered that the young lady above referred to was an American,—and a married lady at that—Mrs. Immerich of Phila., and that the beauty described so gushingly, was largely attributable to a wealth of paint and powder.—

One of the members suggested to us a few days since that we had better "get put on the Time or Tribune"—but as we are not anxious to change our present position for one of an inferior nature, we have concluded not to leave The Voice.

Mr. Buchanan was once defending himself in the Senate, against a charge of disloyalty during the war of 1812. To prove his loyalty he stated that he had joined a company of volunteers marching to Baltimore. "True" he said "I was not in any engagement as the British had retreated before I got there. Mr. Clay—"You marched to Baltimore though?" Mr. Buchanan.—"Yes, Sir." Mr. C. "Armed and equipped?" Mr. B. "Yes, armed and equipped." Mr. C. "But the British had retreated when you arrived?" Mr. B "Yes Sir? Mr. C "Will you be good enough to inform us whether the British retreated in consequence of your valiantly marching to Baltimore, or whether you marched to the relief of Baltimore in consequence of the British having already retreated?" -----

"What's before the House? Does the gentleman know?" says the irrate Speaker. "I am," said the member.

"I am a plain man, Mr. Speaker, and am tired of these theories. What I want, Sir, is more common sense!" A fife-like voice across the way. "That's so".-----

The sun was shining fiercely and not a breath of air relieved the oppressiveness of the atmosphere. We had placed every door and transom as far open as the hinges would allow, and were looking out for an ice-cream wagon, when an audacious grimy-looking peddler approached and shouted in our ear "Want any kindling today Johnny?-----

### Twenty Minutes with deLesseps

The proposed Inter-Oceanic canal through the Isthmus of Panama having attracted considerable public attention of late, and the subject having recently received some prominence in our own circle,--the present Editor of the Voice concluded that some authoritative information—however little—might not be without interest to the Phi Sigmities.

Accordingly we noted the fact that Count Ferdinand deLesseps was expected to be in our city for a few hours on March 26<sup>th</sup>, and determined, if possible to obtain an interview.

Not being very accustomed to mingle with the great men of the day; and not possessing any too good conversational powers; and more than all, not being blessed(?) with that property which newspaper reporters own, cultivate and thrive upon viz cheek,--we confess that our heart gave at intervals, a rather unnatural jump out of its socket, and more than once the enterprise we had undertaken seemed likely to be a failure. But to proceed: After a nights of dreams about deLessepses, and canals, and capital and governments, etc. etc. we awoke at last on Friday morning March 26<sup>th</sup>.

Repairing to our place of business, we ordered of the Artist of the Class, a card for the Voice, and at 10 o'clock started for the Palmer House, feeling all the weight of responsibility of Editor of the well known organ of the Phi Sigma.

But on reaching the Palmer we found to our dismay that the train on which deLesseps would come in, was not due until 4 P.M. This we feared at first was a death-blow to the scheme, for the Viscount was to be entertained on that afternoon at a dinner given by the Society of Civil Engineers. We retraced our steps homeward and sat down to write a letter in hopes of obtaining the information in that way, if we could not do better. But another thought came into our mind. If deLesseps wouldn't come to us, when we wished to see him, why not "take the bull by the horns" go to meet him, and thus gain our end?

So we once more boarded a street car for the Palmer House and having ascertained the route by which the gentleman would arrive, we made way with all possible speed to the North Western depot.

But dejection again controlled our countenance for the clerk informed us that there was no train we could take so as to connect with the Omaha 3:40 at the last station which was Turner Junction.

However by further questioning we elicited the fact that the train pulled up at the Western Avenue Crossing and by taking the street car, we might get on there. Western Avenue was reached without much trouble, and we waited eagerly about half an hour for the incoming train to appear.

At last she drew in and we mounted the steps with alacrity. Walking cautiously through one car, we stepped out on the platform where a half dozen young men were conversing

together and crossed on to a Pullman palace car, which we hardly knew whether we might enter or not. But we discovered no conductor, and so, on being told by a colored porter that the object of our search was just the other side of the door, we determined to open it.

Still unmolested, we walked 'round a little box-shaped apartment, and presenting ourself at the door, enquired for Mons. DeLesseps.

The Count looked up and before we had finished asking pardon for thus obtruding, he had welcomed us to a seat beside him, and opposite the others of the party, viz: E. Fischhoff, an Austrian Army officer; Mons. Dallay, a traveling companion (both engineers) and Mr. Nathan Appleton of Boston. Thus your humble servant found himself on terms of conversation with probably the greatest civil engineer this world has ever seen. He is a grey-haired man-quite Frenchy-medium height and wears a moustache only. His face has a rather stern expression when not talking, but is exceedingly bright and genial in conversation.

Having mentioned our society and the mission in hand, the gentlemen exchanged a few sentences and on our repeating by request the name Phi Sigma all of them exclaimed, as if they at once recognized the class as an old acquaintance! We were then invited to ask any questions we might please, and having obtained permission to note down the answers, we commenced by asking what were the prospects of success in regard to the canal<sup>1</sup>

"Success" said deLesseps "is certain, for these reasons:

1<sup>st</sup> The report of the International Commission shows that the plan proposed is perfectly practicable

2<sup>nd</sup> There is not, nor can be, anything against it.

3<sup>rd</sup> The capital is already sufficiently secured to commence the work."

"Your plan has reference alone to the Panama route, has it not?" we enquired.

"It has. The Panama route is the best, easiest and least expensive. A canal through Panama will admit of heavier ships than any other; the largest will be able to go through it,-and besides it is the shortest way."

---

<sup>1</sup> It may be well to state that s Mons. DeLesseps does not speak much English our conversation was carried on entirely by means of an interpreter Mr. Nathan Appleton.

The report, though not strictly verbatim is very nearly so.,



"Since such is the case, Sir," we remarked, "how is it that the United States has always give the preference to the Nicaragua route?"

To this the French Engineer replied sarcastically "Ah! that I cannot say. If the United States believes that to be the best way, why does she not send someone to carry out the plan? Where is the man? We have not heard of anyone who will attempt it. If they wish to do so, I shall not object, --only I should have nothing to do with it. A tide-water canal across the Isthmus of Panama, without lift locks-a salt water canal, from ocean to ocean, is the only one which will be built by me."

On being asked the length of the canal, from one end to the other, he said it was "about 45 miles."

As to the cost, "it will be about \$168,000,000, which estimate includes an additional 10% over and above the cost, provided for contingencies."

"What country's capitalists will probably subscribe for most of the stock?" we asked.

"The matter lies this way," said he. "One half of the stock has already been subscribed; the other half, as a matter of courtesy, we offer to the United States. If they accept the offer, alright; if they do not, alright. In any case the canal will go on. European capitalists are ready now to take the remainder of the stock if the people of the United States do not care of it." "But is it not true, Mons. DeLesseps," we queried, "that the capitalists of England and France will own the largest proportion of the stock?"

"That," he replied, "will probably be the case. Whatever the United States people do not accept, the English and French may have. But for that matter, should no other country,--not even England enlist in the enterprise, it will still go on, for the money is certain from France, in any event."

We next broached the subject of government by asking the gentleman, what country, in his opinion, should control the canal.

"As to that" said he "there is quite a wrong idea. The company with which I have to do is, and will be, purely commercial, and the control of the canal must inevitably rest with the stockholders, as in any other business organization.

This is the only authority I shall recognize. The men or corporation who own shares will cast their votes and decided everything, irrespective of any National Power.

"What do you think of the claim that the United States should control it, which has been advocated so strongly of late? Such persons it seems urge as a precedent that England exercised such control over the Suez Canal.

"With all this I have nothing to do. As I have said, political schemes are not a part of my undertaking. I say simply this: that in regard to the canal I propose to build and shall

build, --if a majority of the stock holders choose, the office of the company may be in the United States, the affairs settled in the United States courts, etc. etc.-but that is all.

My purpose in coming to this country is to interest the American Bankers in this enterprise. To some extent this has been successful. On the other hand, the opposition the people of the United States have shown to the proposed plan is perfectly natural.

When the Suez Canal was first talked of, the English people made the same resistance.

Human nature is selfish,--and when a grand project is proposed to a people--though it will benefit them more than anyone else--they reject it for fear it may benefit other nations. So here, the United States is afraid that when this canal is opened, some other Power will obtain the control and injure them.

That England, as a National Power controls the Suez Canal is not true. It is no such thing. England never exercised any control over the Suez Canal, other than that of a stockholder. Her government owns from one-third to one-half of the stock--about 177 shares out of the 400--and sends her representatives to the company's meetings to cast their votes with the others;--and yet they have not a preponderance of power. Money controls it there and money will here."

"Beside that, the private bankers of England are interested largely, are they not?" we enquired.

"No. Of course English capitalists have stock in it beside, but not to any large extent that I know of."

Our stock of questions by no means exhausted, but as the train was drawing into the depot, we contented ourself with asking what time would be necessary to complete the undertaking, and learned that eight years is the estimate, but that it will probably not take more than six.

Count deLesseps then enquired very kindly if his answers had satisfied us, and whether we had learned what de desire to know>"

We assure the gentleman that such was the case, and on our thanking him earnestly for the trouble he had taken, he responded in a grand manner, and with true French politeness, that we "had asked exceedingly good questions, and just such as he liked best to answer." He then presented us with a copy of his Circular addressed to the American Bankers and the Report of the International Technical Commission, which papers we have the honor to attach to this number of The Voice. --- The train had now stopped and stepping upon the platform he bade us adieu, with cordial shake of the hands; and we took our departure, leaving the Great Engineer to the tender embraces of his beautiful little wife, and the admiring gaze of the company who had assembled to greet him. -----

Editor

# CIRCULAR

Addressed by MR. DE LESSEPS to the American Bankers who may take charge of issuing the shares of the Interoceanic Canal.

GENTLEMEN :

I have the honor to inclose a copy of the Report of the Commission on Technique, whose mission has been to prepare the execution of the Interoceanic Canal, with permanent level and without locks, between Limon Bay and the Bay of Panama.

Upon my return to Europe I will attend to the organization of the Universal Company which will carry out the grant made by the Government of Colombia.

In the programme which I presented to the Commission on Technique, I recommended a heavy maximum for the cost, per cubic metre, of excavation and the works, whenever the nature of the ground was not thoroughly known in its depth and breadth. Thus it was that it arrived at a total estimate of 843 millions of francs. But I am convinced, and most of the members of the Commission likewise, that the final operations of execution shall show a considerable reduction. This is the reason that induces me to fix the capital of the Company at 600 millions of francs.

The European capitalists having shown their intention to take a share in the undertaking, as they did formerly in the Suez Canal, one-half of the public subscription, say 300 millions of francs, will be reserved to them, and the other half (say 300 millions of francs), offered to the capitalists of all the States of America.

But in order to avoid all delays in the execution of the work that will form a channel that is indispensable to the maritime and commercial relations of the whole world, the Universal Company of the Interoceanic Canal may commence its operations with that part of the capital that will be subscribed in Europe.

When America shall have shown that she accepts what is reserved to her, those shares will come into the capital of the Company, whose administration shall be chosen amongst the shareholders of all nations that may have contributed to this cosmopolitan undertaking.

Each share shall be of 500 francs, on account of which the law directs an immediate payment of 125 francs, the remaining instalments to be paid only upon a vote of the general meeting of the shareholders, and a decision given by the Administrative Board.

I beg to request that you send me, at the latest on 1st July of this year, at my domicile in Paris, No. 7 St. Florentin Street, a list of the parties that may be ready to participate in the public subscription, and who will have to sign the form that shall be sent you at an early date with an extract of the By-Laws (Statutes) and law of concession which grants a privilege of ninety-nine years from the day the Company commence to collect the duties on transit and navigation, and 500,000 hectares of land, with such mines as they may contain, to be selected in Colombia.

Should the participation of America not come to the figure assigned to her, the amount remaining may be offered without premium to those in Europe who shall have become shareholders.

From the statistical reports published by the International Congress sitting in Paris in May, 1879, there should be from the opening of the Canal a traffic of at least six millions of tons annually.

The transit duty having been fixed by the Act of Concession at 15 francs per ton (and more if it becomes necessary), the annual revenue (minimum) would be 90 millions

of francs. Therefore, six millions of tons, which will increase progressively, would give a revenue of 10 per cent. a year on a capital of 900 millions of francs. Actually, as the merchandise in transit through the Isthmus of Panama, including the expenses of landing, storage, railway transportation, second storage and lighterage, (without counting the delays), pays on an average at the rate of 80 francs per ton, it is easy to see the benefit when cargoes coming either from the Atlantic or the Pacific will be able to cross from one ocean to the other without any delay and within one day.

An interest of five per cent. will be paid to the shareholders on the sums paid by them during the progress of the work, and also during one year after the opening of the canal to large vessels.

The Universal Company of the Interoceanic Canal is Colombian, and, as a foreign Company, will have its Head Office in Paris for the transaction of all its administrative, financial and judicial affairs.

The publication of the present circular and the report of the Commission on Technique in the newspapers of your vicinity may be considered as a prospectus for the undertaking to which I request your assistance.

Very respectfully,

FERDINAND DE LESSEPS.

NEW YORK, February, 1880.

# REPORT

Of the International Technical Commission, appointed to  
examine the definite work required for the construction  
of the Panama Canal.

THE Commission, after discussing in its sessions the results of the examinations made on the ground, answers the several questions of the programme presented by Mr. Ferdinand de Lesseps, in the following manner :

**1st Question.**—VERIFICATION, BY LEVELING, OF THE GENERAL LINE OF THE CANAL BETWEEN COLON AND PANAMA.

The general line adopted by the Paris Congress, was examined by five leveling brigades, under the direction of Messrs. Albers, Couvreur, Dauzats, Jégou and Sosa, who took 58 cross sections of the ground traversed by the line. For this work, the Railroad—the longitudinal profile of which is established—was taken as a base.

In addition, a sufficient number of soundings and borings were taken in the bays of Panama and Limon, on the proposed line of the Canal.

All of this, in connection with the previous surveys conducted by Messrs. Jégou and Marolle Brothers, and made before the arrival of the Commission, has furnished data, from which the line adopted by the Paris Congress has been slightly modified and improved, and the cost reduced.

This has been effected principally by the adoption at a few points of curves of 2,000 meters radius as a minimum.

**2d Question.**—RECONNOISSANCE BY MEANS OF BORINGS OF THE NATURE OF THE GROUND TRAVERSED BY THE CANAL.

These operations were made under the direction of Messrs. Duflos and Barbier, who had six complete sets of boring apparatus at their disposal. They have completed fifteen borings on the line of the Canal and on the line of the proposed dam at Gamboa. These borings were to a depth of from 12 to 22 meters, and have thus made known the nature of the ground traversed by the Canal line.

**3d Question.**—SPECIAL STUDY OF THE STABILITY OF ROCK TO BE ENCOUNTERED IN DEEP CUTTINGS.

This study, directed by Mr. Boutan, has enabled the Commission to adopt a slope of 1 to 1 for the cuttings, except in the summit division, where, as in other heavy rock work, a slope of  $\frac{1}{4}$  to 1 is considered sufficient.

The dimensions of the wet section of the Canal, which the Commission has adopted, are as follows :

1st. Between Colon and kilometer 36 (the Atlantic Division), and between kilometer 61 and Panama (the Pacific Division).

Width at bottom . . . . .	22 m.
Width at water line . . . . .	50 m.
Depth . . . . .	8 m. 50.

2d. Between kilometers 36 and 61 (the Culebra or Summit Division).

Width at bottom . . . . .	24 m.
Width at water line . . . . .	28 m.
Depth . . . . .	9 m.

**4th Question.**—MEANS TO BE EMPLOYED TO OVERCOME THE DIFFICULTIES PRESENTED BY THE CHAGRES RIVER, AND THE EXCAVATING OF ROCK BELOW THE SEA LEVEL.

The difficulties presented by the Chagres will be overcome in the first place by the construction of a dam at Gamboa, between Cruces and Matachin. This work was the subject of a special study conducted by Mr. Dauzats.

The Commission expresses the opinion that a dam of 40 meters in height would provide for the storage of a volume of water of one thousand millions of cubic meters : a quantity equal to the maximum estimate of the flood of November 25th, 1879 (the greatest that has ever been recorded), as given by Col. G. M. Totten.

This work will be completed by the construction of a new channel for the regulated flow of the river from the Gamboa dam to the sea.

Another similar but narrower channel will be provided on the opposite side of the Canal, for the streams and drainage on that side.

As regards the rock to be excavated under the sea level, the Commission is of opinion that no greater difficulties will be encountered than such as are met with in similar work elsewhere, and that the greater part of the working places can be freed from water by pumping.

**5th Question.**—STUDY OF THE ENTRANCES OF THE CANAL, IN ORDER THAT THE LARGEST SHIPS MAY ENTER FROM BOTH THE PACIFIC AND THE ATLANTIC.

The Commission considers that no work is required to give safe anchorage to ships in the placid waters of the Bay of Panama, but deems it necessary to provide a tide lock at the outlet, so as to preserve a constant level in the Canal.

For the Atlantic side, on the contrary, the Bay of Limon is exposed to occasional heavy northers, and, to make it secure for ships at all times, it must be protected by a breakwater two kilometers in length.

The anchorage area in both harbors is of large extent and will not require any improvement.

The excavations for the Canal channel, from shore lines to deep water, have been included in the general estimate.

**6th Question.**—NUMBER OF CUBIC METERS TO BE EXCAVATED FOR THE CONSTRUCTION OF THE CANAL, DIVIDED INTO THREE SECTIONS, AND CLASSIFICATION OF EXCAVATIONS, ACCORDING TO THEIR NATURE AND RESPECTIVE HEIGHTS, ABOVE AND BELOW THE LEVEL OF THE SEA.



The Commission, basing its calculations on the results of the levels taken by the five brigades, the geological survey of Mr. Boutan, the results of the borings, together with the information furnished by previous surveys, has adopted the figures contained in the following table :

SECTIONS.	EXCAVATIONS.					
	UNDER WATER.			ABOVE WATER.		
	Earth. Cubic meters.	Hard soil capable of being dredged. Cubic meters.	Hard rocks. Cubic meters.	Earth. Cubic meters.	Rocks of mean hardness. Cubic meters.	Hard rocks. Cubic meters.
Atlantic section	9,330,000	300,000	3,775,000	23,710,000	825,000	3,060,000
Culebra section.	—	—	2,634,000	2,167,000	—	23,199,000
Pacific section..	2,675,000	—	377,000	1,473,000	—	1,475,000
Total . . . .	12,005,000	300,000	6,786,000	27,350,000	825,000	27,734,000

Grand total, 75,000,000 cubic meters.

**7th Question.**—GENERAL ESTIMATE OF COST.

1st. Excavations (sidings included) :

(a) Excavations above water :

Earth, . . . . .	27,350,000 c. m. at 2.50 fcs.	fcs. 68,760,000
Rocks of mean hardness, . .	825,000 c. m. at 7.00	5,775,000
Hard rocks, . . . . .	27,734,000 c. m. at 12.00	332,808,000
Excavations of rocks where pumping is necessary, }	6,409,000 c. m. at 18.00	115,362,000

(b) Dredging and excavations under water :

Mud and alluvial soil, . . .	12,005,000 c. m. at 2.50 fcs.	30,500,000
Hard soil capable of being dredged,	300,000 c. m. at 12.00	3,600,000
Excavation of rocks under water,	377,000 c. m. at 35.00	13,195,000
		fcs. 570,000,000

2d. Dam of Gamboa : length 1600 m., maximum height, 40 m. . . . . 100,000,000

3d. Channels for the regulated flow of the Chagres, and for the Obispo and  
Trinidad rivers . . . . . 75,000,000

4th. Tide lock on the Pacific side . . . . . 12,000,000

5th. Breakwater in the Bay of Limon, . . . . . 10,000,000

fcs. 767,000,000

6th. Add for contingencies, . . . . . 76,000,000

fcs. 843,000,000

NOTE.—The Commission has agreed to estimate the cost of the work at the prices fixed by the Paris Congress for the various items.

**8th Question.**—THE PROBABLE DURATION OF THE WORK.

The Commission is of opinion that, with good and judicious management, the work can be completed in eight years.

PANAMA, February 14th, 1880.

G. M. TOTTEN,  
J. DIRKS,  
E. BOUTAN,  
W. W. WRIGHT,  
V. DAUZATS,  
PEDRO J. SOSA,  
ALEJANDRO ORTEGA,  
A. COUVREUX, Fils,  
GASTON BLANCHET.