

JOINING TWO SEAS.

Warner Miller Talks About the Big Ditch From Atlantic to Pacific.

IT WILL BE A BONANZA

If the Profits Come Anywhere Near the Figures He Is Making.

LARGEST LOCKS IN THE WORLD.

A Steamship Can Cross in Twenty-Eight Hours if All Goes Well.

THE CANALS NOW BUILDING IN EUROPE

(CORRESPONDENCE OF THE DISPATCH.)

WASHINGTON, May 28.

HERE will be held at St. Louis, June 2, a national convention to discuss the Nicaragua Canal, with a view to pushing the enterprise rapidly onward to completion.

I met here at Washington the other night ex-Senator Warner M. Miller, the President of the Nicaragua Canal Company, and had a long talk with him about the present condition of the work in Nicaragua.

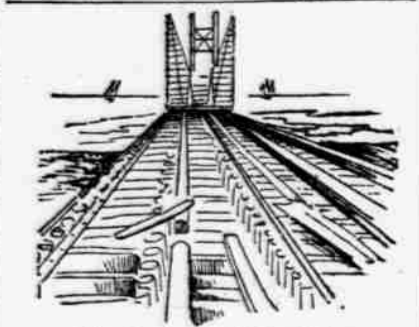
"We are getting along very well and we have now 500 men at work. We began at the canal only about four years ago and we have already spent something like \$5,000,000 upon it.

"The survey cost half a million.

"To show you that we are doing things thoroughly, it cost us about \$500,000 to make this survey and you can have little idea of the difficulty of the undertaking.

"crosses Central America in the lower part of Nicaragua. Nicaragua is the largest of the Central American States, and the country all told is not quite as large as the State of New York and it has not as many people as the city of St. Louis.

"It is a republic and the people are like those of the Spanish American republics. They have a very good country and they have many fine plantations of coffee, sugar and indigo. Their forests are rich in rubber trees and they have many fine furniture woods, such as mahogany. They have a railroad or so and telegraph lines connect all the cities of the country. There are not many large towns, and the biggest city is



The Breakwater at Greytown.

Leon, which numbers 25,000 people. The people are very enterprising and they are anxious to see the canal completed.

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large number of steam tugs, lighters, scoops and dredges. Our railroad, which is 12 miles long and which runs along the line of the canal, is used in the work, and we can bring our stuff from the hills right down into the harbor of Greytown.

"This kind of a harbor have you there?" "The harbor requires a great deal of work," was the reply. "It was bad enough," was the reply. "When we began our work. There was a great bar of sand that extended out in front of it and this sand was three feet above water. We have constructed an immense breakwater and we have now fifteen feet of water on this bar and we are making it deeper by extending the breakwater further out into the sea. We will have it so that all ships can come into the harbor and we will have about 250 acres for them to float about in. We have also a very fair harbor at Brito, on the Pacific coast, where our canal comes out. It will take some dredging to fit it for use, but when we are through, our two harbors will be the finest in Central America.

"How big will the canal be and how can you make your vessels rise to the level of Lake Nicaragua, which is 100 above the sea?" "We do it by means of locks," replied Senator Miller. This De Lesseps said was not practical, and he proposed a level canal at the level of the Pacific Ocean. We have several hundred millions in attempting to make one, but his scheme was an utter failure, and the canal stock is now worth 2 cents and the 11,000 in a year, only raised from one level to another in 40 minutes.

"The locks will be 100 feet high, and there will be only six of them, and the canal will be 100 feet deep. And supposing only one ship went through at a time we could put 32 ships through in a day and more than 11,000 in a year. If the ships that go through this canal should be of the same size as those which pass through the Suez Canal, more than 20,000,000 tons will pass through in a year. The Suez Canal gets \$2 a ton on every ship that passes through the canal, and this tonnage, should we ever reach it, would pay the canal \$500,000,000 a year.

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feet more and sail now on a level of 61 feet above the sea.

"After a few more miles there is a third lock which raises them 45 feet higher, and they are now 106 feet above the harbor of Greytown and are now on the same level of the San Juan river and the big lake of Nicaragua. They can now sail right along up this river into the lake and across it, a distance of over 130 miles, to the western side of the lake and they are now only 17 feet above the Pacific Ocean. They here go into our canal and, by similar locks to those on the east, drop down to the sea level. There are three locks of the west side, and, of course, we can raise ships from the Pacific to the level of the lake in the same way as we do those to the level of the lake from the Atlantic. The whole affair is very simple to anyone who understands the method by which boats go through a canal by means of locks.

"Our canal," Senator Miller went on, "will have a bed wider than that of the Suez Canal, and its bottom will be 80 feet wide at its narrowest points. Its top will vary from 80 feet to 288 feet, and the bed of the canal is only 72 feet wide. As I have told you, we only have 27 miles of solid excavation to make, and there are only 70 miles along the whole route where we have to change the channel from what it now is. We have fully 100 miles of free navigation upon which we will not have to do a stroke of work, and we can widen the canal to 100 feet without very great cost.

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Japanese are using a great deal of raw cotton, and if this canal were built now there would be no trouble in the South about a market for its cotton.

"The building of the canal," Senator Miller went on, "will be death to the sailing ships of the world. The greatest part of our commerce will then be carried by steam. We will have a coaling station at Nicaragua, and all the ships of the world going from the East to our country will pass through this highway. It will make an immense difference in California and the Pacific Slope, and it will quadruple the population of the East in five years after it is completed. If we get the canal completed by 1897 we ought to have more than 8,000,000 tons going through the canal the next year. The canal will also be of an immense advantage to us in a military way, and it will enforce the Monroe doctrine better than our navy. By the Suez Canal Great Britain got 3,000 miles nearer her India possessions, and by this canal we will be more than 9,000 miles nearer our naval stations on the Pacific. In the case of a war like that which seemed imminent with Chile not long ago the importance of a thing of this kind cannot be overestimated, and the Government will profit greatly by the work.

"Not Asking Anything of Uncle Sam," Senator Miller? "Nothing," was the reply. "The canal is being built by private enterprise, and so far the capital which has gone into it has been that of private parties."

"You were aboard a short time ago, Senator, looking into the ship country from the East to our country. Can you not tell me something about some of them?" "Yes, I can," was the reply. "This is the largest of ship canals that are being cut all over the world. There is a big one in Holland, which takes you into Amsterdam to save your going about the Zuyder Zee. I had a permit from the Dutch King to visit this canal, and I found it an immense undertaking. The land is low and the canal had to be built up instead of being cut down, and when you saw the canal in the big open ships you can see over the roofs of the houses on the land below you. The canal is built on a soft mud flat and its stability is secured by the sinking of thousands of piles, and I found it an immense undertaking. I visited also the great ship canal which the Germans are making across Schleswig-Holstein from Kiel to the mouth of the Elbe. This canal is being made by the Government as a military enterprise, but it will also be used as a ship canal for other purposes. This canal will be 13 miles long and there are 10,000 men at work upon it. It will save only 700 miles, and it takes just half as much cutting as ours, which will save many thousands of miles.

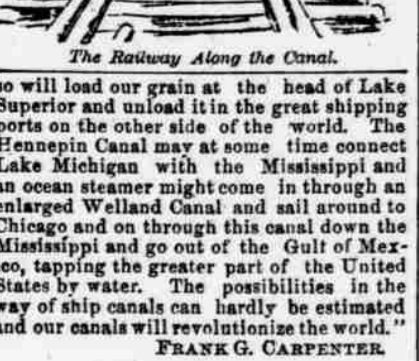
"A Hint for Enterprising Pittsburgers." "A big canal is being built from the English city of Manchester down to the sea. Manchester is only 35 miles from Liverpool and that city, as you know, has the greatest docks of the world, and Manchester could have its goods sent there and shipped; but it wanted a canal so that ships could come right into it and it is building one which will cost \$65,000,000. This canal will have locks and it will bring more cutting than ours. It is built by the city and by private parties in a stock company and is now half done.

"Then there is another big canal being cut by the Greeks," Senator Miller went on. "It is now nearly completed and it cuts the Isthmus of Corinth. This canal is a hundred feet wide and three miles and a half long, and it will bring the port of Athens about twice as near Italy as it is now. By it the ships will be able to sail from Italy to Constantinople in two days less than they now do, and it will make Athens a great city, and if a railroad is built from it north through Europe, as is contemplated, it may make it the landing place of the big ships from the Far East, instead of British.

"How England Uses the Suez Canal." "The Suez Canal is of course the most prosperous of all the ship canals now in existence. In ten years its tonnage has nearly tripled. Four-fifths of the ships which go

through it are said to be English ships and it saves England three weeks between London and Bombay.

"How about American ship canals, Senator?" I asked. "Will we not have more of them as the country grows?" "There is no doubt of it," replied Senator Miller. "There will be a big ship canal some day which will enable ocean steamers of the largest tonnage to go right up through the great lakes to Duluth and



The Railway Along the Canal.

so will load our grain at the head of Lake Superior and unload it in the great shipping ports on the other side of the world. The Hennepin Canal may at some time connect Lake Michigan with the Mississippi and an ocean steamer might come in through an enlarged Welland Canal and sail around to Chicago and on through this canal down the Mississippi and go out of the Gulf of Mexico, tapping the greater part of the United States by water. The possibilities in the way of ship canals can hardly be estimated and our canals will revolutionize the world."

CHAPTER I. A STRANGE RECOGNITION. A gray sky and a gray-green sea, for the great waters were reflecting the somber coloring of the clouds; and some of their gloom seemed also to have fallen on the face of a young girl who was standing on the shore, whose lover was pleading to her to fix the wedding day.

"Oh! Sir James; that is far too soon," she said, as the young man paused. "I am not ready to be married," she answered. "We have been engaged a month already now, and surely another month added to that is long enough to wait."

"Most of people are engaged six months," replied the girl with downcast eyes; "some people six years."

"Six years! What nonsense! Why I shall be an old man in six years."

"And I shall be getting on to be an old woman," said Miriam, smiling.

"Now don't tease so; there's a darling. Without joking, Miriam, do let us fix the time? Mrs. Clyde quite agrees with me that there's no good in waiting any longer."

"Mother is always in such a hurry about things."

"But it's not being in a hurry to be engaged two months; and besides I want to take you abroad before the winter comes in earnest, and it's really quite chilly to-day."

"Yes, it is," and the girl gave a little shiver and looked up at the gloomy clouds. She was tall, slim and dark-eyed, with a mobile expressive face, and a white swan-like throat. People as a rule called Miriam Clyde handsome, but she scarcely looked handsome as she stood there by her lover, beneath the darksome sky, embarrassed, and unwilling to accede to the request. She was the daughter of Colonel Clyde, of the Artillery, who at this time commanded the garrison of Newbrough-on-the-Sea, and she was a girl who was always greatly admired. There was a charm about her, men said, which many women, actually more beautiful, did not possess; a charm in her manner, her grace, and in her bright and winning tongue. And she had so charmed the tall young Scotchman, Sir James MacKennon, who was now standing by her side, that after a very short acquaintance he had offered himself and all his worldly possessions for her acceptance.

He was a baronet, well off, and of ancient family, and fairly good-looking, and both



THE LAST SIGNAL

WRITTEN FOR THE DISPATCH BY DORA RUSSELL, Author of "Footprints in the Snow," "The Broken Seal," "The Track of the Storm," "A Fatal Past," Etc.

Colonel and Mrs. Clyde were delighted when he proposed to their daughter, and never doubted that Miriam would be delighted also. At all events she accepted him, after a little delay which Mrs. Clyde—a clever woman—accounted for by believing that her daughter made this hesitation from the innate coquetry of her heart. There were various young gossips who were by no means indifferent to the attentions of the wealthy young Scotchman, and Mrs. Clyde felt inwardly assured that Miriam only wished to appear more indifferent than she actually was. Mrs. Clyde was anxious, too, that Miriam should marry well and early, for she knew something, though not all, of a sad and secret tragedy, which had already darkened her young daughter's life.

"You have done charmingly for yourself," she said to Miriam, with a proud and happy smile, when Sir James MacKennon came down one afternoon to Newbrough-on-the-Sea, and asked to have an interview with Colonel Clyde, and informed him he had the great happiness to be his daughter's accepted suitor.

Everyone indeed smiled on this engagement except the young ladies who had smiled on Sir James. Some of these wondered what he saw in Miss Clyde, but others were more good natured.

"She's a handsome, clever girl, in a good position, that's what he sees in her, and then her mother is no doubt an advantage to Miriam," said one of these.

To be the daughter of Mrs. Clyde was certainly an advantage to any girl. This lady, who was remarkably handsome, tall, and personable, was not only an acute woman, but also a writer of culture and talent. She had two daughters, one already the wife of a man high up in the service, and Miriam. Therefore, when Miriam became engaged to Sir James MacKennon, Mrs. Clyde reflected with satisfaction that both her children had done well. Her eldest daughter was married to a general, and her youngest about to be married to a baronet, and so Mrs. Clyde felt that her maternal duties were almost over. She in truth thought of many other things besides her children, and did not live only in their lives. She was sympathetic, but not absolutely tender to them, and she was sympathetic in manner at least to almost everyone.

So she made Sir James MacKennon very welcome at the Commandant's house at Newbrough-on-Sea, and charmed him by her genial witty words. Sir James, who was in a cavalry regiment, was stationed at Halstone, a town about ten miles distant from Newbrough-on-Sea, and it was at a ball at Halstone that he had first seen Miriam



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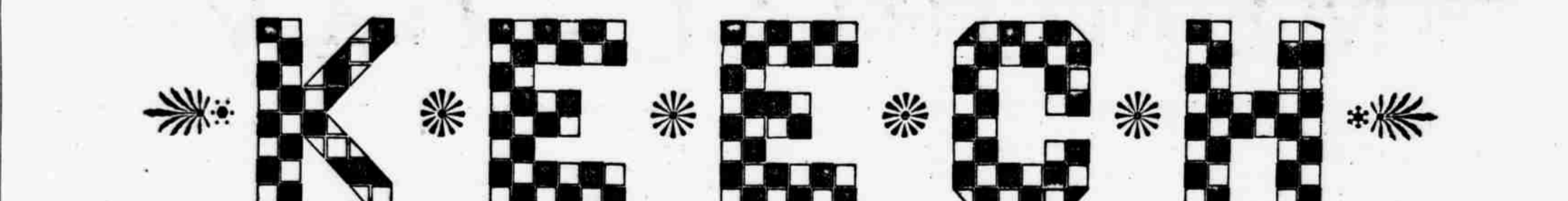
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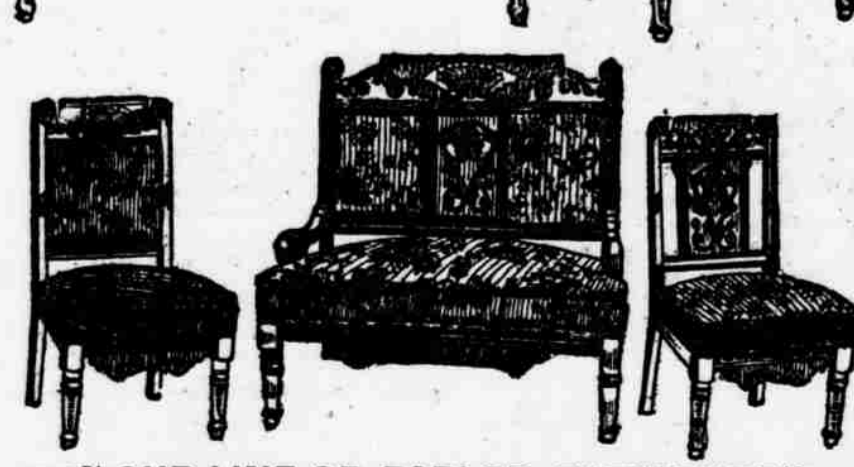
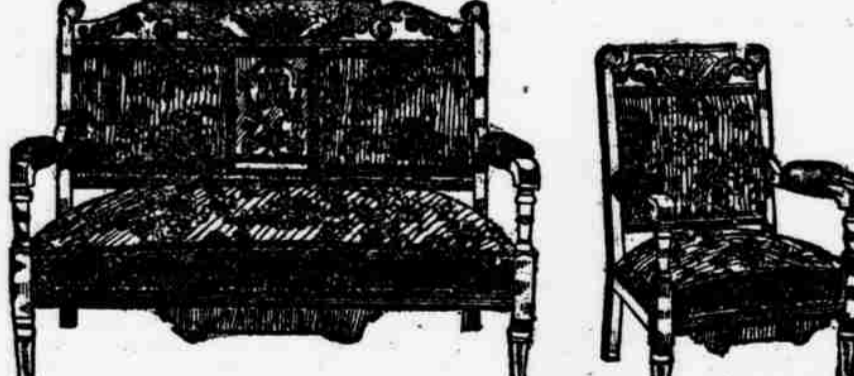
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