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The final chapter rings with the defiant note of one who is proud of his own chronicle. He goes to the Trades Union Congress of 1912 only to find it perplexed and inefficient. "What feeling can any man of sense have for such imbecile floundering but contempt?" Even the new Labor Exchanges and the Insurance Act are only cowardly devices to hide the real facts. Better far is the general strike carefully prepared, with adequate storage of food beforehand, which should be so thoroughly carried out as to compel the surrender of the classes in possession to the overwhelming majority of the nation.

Two signs seem to him most unhappy—the tributes paid to General Booth at his funeral, to one who was "no more than a dexterous old charlatan," and the disinterment of the single-tax nostrum by "a crew of wealthy Radicals" like Joseph Fels and company. All these futilities serve only to divert the attention from Mr. Hyndman's real cure, which lies in an uncompromising acceptance of the Socialist principle in the sense that private profit in all wealth creation is to be once for all eliminated. Only then can we even "understand what the next steps in the progress of humanity must be." With this "magnificent obstinacy" the book ends.

JOHN GRAHAM BROOKS.

CAMBRIDGE, MASS.

*Panama, the Creation, Destruction, and Resurrection.* By PHILIPPE BUNAU-VARILLA. New York, McBride, Nast and Company, 1914.—xx, 588 pp.

*The Panama Gateway.* By JOSEPH BACKLIN BISHOP. New York, Charles Scribner's Sons, 1913.—xvi, 459 pp.

*Panama, the Creation, Destruction, and Resurrection* is a remarkably interesting and timely volume, dealing with an important and disputed phase of recent history. The work is at once the history of the Panama canal project, from its inception up to the time of the completion of the transfer of the French interests to the United States, and an autobiography of the author in his relation to this project.

M. Philippe Bunau-Varilla is a French engineer of ability and reputation, who at different times has had charge of important engineering tasks. As a student in the *Ecole de Polytechnique* he became imbued with the idea of becoming actively associated in the work of the Panama canal. For some time he was chief engineer of the project. His honor and pride were deeply wounded and involved in the disgrace following the failure of the Panama Canal Company and its at-

tendant scandals. It then became his self-appointed task to endeavor to secure a rehabilitation of this great French project. The achievement of the inter-oceanic canal by the Panama route became his "religion."

The purpose of the book is to present the facts relating to the history of the canal project under the French régime and to tell the story of the "vindication of the French genius" for the adoption of the Panama route. It is a defence of the accomplishments of the French and a refutation of the charges and calumnies which have been heaped upon the French Panama project. The chief value of the work lies in the fact that it is written by a man who has for so long been active in the interest of the Panama idea. It is valuable also for its liberal quotations of documents. The "ego" is prominent throughout. But as the volume is a memoir as much as anything else, this is not a severe criticism.

The story of the "Creation" is an account of the adoption of the Panama idea by the French and of what was accomplished toward its achievement. It tells the history of the Wise concession, and describes the surveys and plans of the De Lesseps project, the errors in estimates, the difficulties encountered in the work of excavation, and the labors of the author upon the canal. The "Destruction" presents a sympathetic picture of the downfall of the De Lesseps Company. In a most convincing manner the author points out the injustice and misrepresentation connected with the ruin brought upon the thousands of stockholders in the ill-fated undertaking. After an error in financial policy, which embarrassed the company, the destruction of the project, so far as France was concerned, was accomplished by the attitude and actions of the judicial, legislative and executive departments of the French government. The author's criticisms upon the government are extremely severe. His efforts in behalf of the rehabilitation of the Panama idea among the French all came to naught, because of the stain of scandal hanging over everything relating to Panama.

The "Resurrection" begins with the revival of the interest of the United States in a plan for an inter-oceanic canal and the decision of the New Panama Canal Company to endeavor to dispose of its interests to the United States. It ends with the ratification of the Hay-Bunau-Varilla treaty. Its first phase was the struggle between the Panama idea and the Nicaragua idea, which had been approved by the United States. At this juncture the author transferred his efforts to the United States. By lectures, conferences, pamphlets and articles he exerted not a little influence toward securing the adoption of the Panama route.

The excessive demands of the New Panama Canal Company nearly wrecked these efforts; but on account of an opportune reduction of their price, the American Canal Commission made Panama its final choice. The struggle was now transferred to Bogota, where the ratification of the Hay-Herran treaty was being considered. The Colombian desire to secure everything possible from both the United States and the New Panama Canal Company shattered for a moment the hopes of the author, despite his endeavors and repeated warnings to the Colombians.

By far the most dramatic part of the book is the story of the revolution in Panama and the events which followed. There is a current theory that the executive department of the United States was instrumental in fomenting and staging this revolt. This is the interpretation placed on ex-President Roosevelt's now famous "I took the canal zone" speech, despite his disavowal of any knowledge of what was being planned in Panama, other than what any intelligent reader of the newspapers might have had. The explanation of the revolution given by the author explodes this theory. M. Bunau-Varilla played an important rôle in this movement. He claims the responsibility for the revolution, having given aid and comfort to the Panamanians—and that, after Mr. William Nelson Cromwell had failed to secure the backing of the United States government for the movement. M. Bunau-Varilla drew up a declaration of independence, a plan for military action and a constitution; and his wife made the first flag. These were given to the agent of the revolutionists of Panama, Sr. Amador, who was sent with orders to carry out the revolution in seven days and to confine it to the railway zone. By information which he gained respecting opinions held by the president and secretary of state, the author was able to gamble somewhat on the movements of the United States war vessels, which he felt sure would give the needed protection to the successful revolutionists. All resulted as he had calculated, even to the intrigues among the Panamanians who did not desire that he should have the honor of signing the treaty with the United States. He held to his terms and, by a liberal use of cablegrams, was empowered to negotiate the treaty. He hastened to do this in order to avoid impending intrigues which might endanger the success of the plans. In two weeks from the declaration of the independence of Panama and five days after its recognition by the United States, the Hay-Bunau-Varilla treaty was signed between the United States and the new republic of Panama, giving the former full powers to carry out the colossal project originally formulated by the French genius and ardently defended for more than twenty years by one of her sons.

Some supplemental chapters deal with the author's ideas as to the merits of a sea-level over a lock canal, Panama tolls, and the fortification of the Canal Zone. The most interesting of these chapters give a defence of the idea of the conversion of a lock canal to the sea-level type, which is considered ideal. While the discussion is technical in its nature, it is presented in such a manner that even a layman may understand it.

From cover to cover the volume is intensely interesting and dramatic. It cannot fail to convince one of the author's devotion of life and means and of his efficient efforts on behalf of the cause of the Panama idea. The story of the revolution is the most plausible ever presented. What Mr. Roosevelt really "took," was advantage of the situation created by a revolt in Panama, materially aided and abetted by the author, and carried out with absolutely no connivance on the part of the United States officials. M. Bunau-Varilla's immediate reward was the honor of having negotiated the treaty which made possible the canal, and the recognition of his services by the United States, France and Panama. But far beyond these was his feeling of satisfaction that by his consecration he has redeemed his honor and that of the French genius, which had fallen besmirched by the catastrophe caused by the financial failure of the French project.

*The Panama Gateway* is to a large extent a continuation of the preceding work. The author, Mr. Bishop, was secretary of the Isthmian Canal Commission and resided some six years in the Canal Zone, thus having ample opportunity for collecting the materials for this book. The first third of the volume deals with the history of Panama, of the first projects relative to a canal and of the French effort and its failure. In treating of the French company, the author accepts the current ideas as to the scandals which caused the failure, thus differing materially from the story given in the work of M. Bunau-Varilla. Much praise, however, is accorded to the French for what was accomplished under such adverse circumstances. It is pointed out that the five-fold increase of efficiency of the Americans over the French simply marks the advance in mechanical invention of a quarter of a century.

The most valuable part of the book treats of the work of the United States in the Canal Zone and gives a description of the completed canal. Here is a plain narration of facts, given in a terse style. The chapters are brief, each dealing with one of the many phases of the canal work. Among the subjects treated are the beginnings of the American effort, changes in administration and plans, problems of the work, development of a benevolent despotism under Col. Goethals,

sanitation, food supply, solution of the labor problem and its efficiency, treatment of the laborers, and life in the Canal Zone. Praise is given to the promptness, efficiency and cheapness of the system used in the construction. Everything is found to be quite perfect. The author includes an honor roll of the veteran leaders in the canal work, but too modestly refrains from giving an intimate sketch of Col. Goethals, the man who has done so much to bring the task to a successful conclusion.

The last part of the book describes the completed canal, or rather "the bridge of water" across the isthmus, which is now being opened to the world. Here is given a description of the great Gatun Dam, the locks and gates, how a passage is made, the controlling machinery, the permanent buildings, the supply stations and the fortifications. The volume presents a vivid picture of the latest and greatest acquisition of the American people and makes possible an adequate realization of the magnitude of the task which has been accomplished.

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*The Almshouse.* By ALEXANDER JOHNSON. New York, The Charities Publication Committee, 1911.—x, 263 pp.

In his study of the almshouse Alexander Johnson has produced a readable, illuminating and practical book on one of the oldest and most neglected of our institutions. The almshouse has been the last stop on the road to total dissolution, harboring those whom no power of self or organized benevolence can restore to normal living. The almshouse has usually been a dreary affair—a makeshift or ill-adapted plant, an inefficient organization, an unsifted assortment of human misery in many forms.

In a direct style of writing, out of a long experience with institutions, and with an optimistic point of view, Mr. Johnson has demonstrated that dreariness, if not unnecessary, is decreasing as the almshouse's chief characteristic. He has given definite suggestions regarding the location, construction and administration of an almshouse and of the management and care of its inmates. His suggestions are reinforced with floor plans and illustrations of buildings and abundant examples in each instance of methods which have proved successful in actual experience. These data are drawn from communities which represent varied interests. They thus provide helpful suggestions for any almshouse situation.

The book demonstrates that the almshouse is more than a dumping