

Every one knows that the control of the tropics is bound up with this disease, and it is a problem the practical solution of which will tax to the uttermost the organizing capacity of the Anglo-Saxon. A singularly happy combination of circumstances has demonstrated on a large scale the efficiency of modern sanitary measures in one of the world's greatest death-traps.

THE STORY OF THE PANAMA CANAL.

In a general way the story of the Panama Canal is well known, but as I do not think an up-to-date version has ever been presented to the British public I propose to tell you in a few words a marvellous history of sanitary organization. The narrow Isthmus, separating the two great oceans and joining the two great continents, has borne for four centuries an evil repute as the white man's grave. Silent upon the peak of Darien stout Cortez with eagle eye gazed at the Pacific. As early as 1520 Saavedra proposed to cut a canal through the Isthmus. There the first city was founded in the new world which still bears the name Panama. Spaniards, English, and French fought along its coasts; to it the founder of the Bank of England took his ill-fated colony; Raleigh, Drake, Morgan the buccaneer, and scores of adventurers seeking gold, found in fever an enemy stronger than the Spaniard. For years the plague-stricken Isthmus was abandoned to the negroes and the half-breeds, until in 1849, stimulated by the gold fever of California, a railway was begun by the American engineers, Totten and Trautwine, and completed in 1855, a railway every tie of which cost the life of a man.

The dream of navigators and practical engineers was taken in hand by Ferdinand de Lesseps in January, 1881. For twenty-three weary years the French company struggled against financial difficulties at home and insuperable sanitary obstacles on the Isthmus. Little did

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