

# Racial Leadership Not Permanent

*Anthropology*

## History Shows Procession of "Great Races"

CLAIMS of exclusive racial superiority, for Nordics or for anybody else, were scouted by Prof. Fay-Cooper Cole, anthropologist of the University of Chicago and the National Research Council, in a radio talk given over the Columbia Broadcasting System, under the auspices of Science Service.

Claims to racial superiority, Prof. Cole said, are quite definite things, and can be definitely investigated. If they are true, history will bear them out. But, he continued, history does no such thing; instead, it shows a procession of "Great Races," who succeeded each other through the ages, each people in its turn imagining itself to be the culmination and apex of all human history.

"In the year 2500 B. C., Egypt led the world," said Prof. Cole. "It was further advanced in all the arts and crafts of civilization. Had you asked the Pharaoh of that period if there was a superior race of people he doubtless would have said 'Certainly, and we are it.' At about that time a Mediterranean people were developing a civilization on the island of Crete, but they did not rank with the Egyptians of the time. By the year 1500 B. C., they had progressed far beyond the civilization of the Nile and by every right they could have proclaimed themselves a superior people. This was just at the time the rude barbarians from the north, the tribal kings of the Odyssey and the Iliad, were pushing into Greece. Had you sought to compare these rude herdsmen with the Cretans of the Minoan period you would have been laughed to scorn. Yet they overcame the Cretans, borrowed liberally of their culture, intermarried with them and by the year 500 B. C., this mixed population produced the golden days

of Greece. Surely they were the dominant people of that age. By the beginning of our era Rome had wrested the leadership from Greece and was attempting to subdue the rude barbarians of the north. If you wish to learn what the Romans thought of our ancestors in central and northern Europe and in the British Isles, just read again your Cicero and your Cæsar. There was no doubt in the mind of the Roman but that he belonged to the great race. But the northern barbarians showed themselves capable of learning, and ere long they overthrew Roman power and are now the leaders of civilization.

"Apparently then the fact that a nation or race is dominant at any particular time is no assurance that it will retain the leadership. Archæology and history teach us that civilization has shifted from one region and people to another, and that the less advanced people of one period become the leaders in another age.

"The presence of many races and peoples in America does raise real problems, problems requiring the greatest statesmanship and tolerance.

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### *The Answer Is*

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Race mixture will continue, we will become more of a hybrid people than we are at present, but if we scan the history of the past, or consider the known facts of race and race mixture, we need have no fear for America of the future."

*Science News-Letter, June 21, 1930*

### *Welland Canal*

SLIGHTLY more than a century after the falls and rapids of Niagara were first overcome for water transportation by a canal only 8 feet deep, there has been completed on practically the same site a mammoth structure which will pass giant 600-foot lake grain vessels up and down the 326.5-foot difference in elevation between Lake Erie and Lake Ontario in just a few hours time. Although parts of the new Welland Canal have been in use for months, it is to be officially opened on July 1.

The lift of the Panama Canal is only 85 feet. The Welland Canal's 326.5-foot lift is possibly the greatest of major canals and is especially noteworthy because a sharp rise in elevation makes necessary its accomplishment in a very short distance. The total length of the canal is 25 miles.

The present canal is the result of the fourth reconstruction, which cost about \$115,000,000. The first was completed in 1829 and had 40 wooden locks, 110 feet long, 22 feet wide and 8 feet deep. In the modern structure only seven locks raise vessels 46.5 feet at a time.

The locks have a usable length of 800 feet and width of 80 feet. They can easily carry vessels of 25-foot draft. Gates 82 feet high, as tall as some in the Panama Canal, are used. One leaf of a gate weighs 454 tons. They are built of structural steel faced with plates and contain hollow drums whose buoyancy helps to balance the heavy structures on their bearings.

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