CHAPTER I.

THE ISTHMUS OF PANAMA

Darien—Panama—Veragua

Geography, Orography, History

"Here the oceans twain have waited
All the ages to be mated,—
Waited long and waited vainly,
Though the script was written plainly:
This, the portal of the sea,
Opes for him who holds the key;
Here the empire of the earth
Waits in patience for its birth."

—James Jeffrey Roche.

HE Isthmus of Panama is a narrow sigmoid flexure of land joining North America to South America. No other part of the world records such stirring exploits by such various peoples. Indian, Spanish, English, French, Dutch, Portuguese, and African have all played their parts upon and about the Isthmus of the New World. Cacique and Conquistador, Padre and Buccaneer, Indian, Latin, Teuton, Negro, and Asiatic have come and gone; and in a few years the tropical jungle has closed over their remains and effaced their impress.

Both North and South America are irregularly triangular in shape, being widest at their northern extremities, and becoming very narrow at their southern ends. These two continents, of almost equal area, are joined by a strip of land called the Isthmus; corresponding practically to the limits of the present Republic of Panama.

Darien was the first name of this region, and for a long time was used synonymously with *Panama*. Nowadays, Darien means the eastern part of the Republic of Panama, more particularly the section between the Gulf of Darien on the Atlantic, and the Gulf of San Miguel on the Pacific; and also the adjoining territory of Colombia west of the Gulf of Urabá.

Early writers applied the term Darien to both the Gulf of Urabá, and the Atrato river on the Atlantic side, and the Gulf

opher Columbus, High Admiral of the Ocean Sea. Almirante Bay gives deep water anchorage, and is the best harbor in the north coast for large vessels, being much frequented by our naval vessels. Between Admiral's Bay and the Caribbean Sea is Columbus Island, on which is situated the town of *Bocas del Toro,* inhabited mostly by negroes, and a headquarters of the United Fruit Company.[4] Bocas was founded, about a century ago, by negro immigration from the islands of St. Andrew and Old Providence, and has grown to be the capital of the province and one of the principal ports of Panama. Opposite Bocas is Careening Cay, where Columbus, in 1502, beached and cleaned his ships. Nearby is Nonsense Cay, one of the prettiest places I have seen in the tropics, on which the fruit company has erected their hospital. Further off are Bastimentos (Old Bank) and Pope islands.

Almirante Bay communicates with the *Laguna de Chiriqui,* which is not a lagoon in the ordinary sense, but a large, safe bay, thirty-three miles long, east and west, and fourteen miles wide. On the main shore are *Chiriqui Grande,* a little pueblo; and *Chiriquicito,* which is the terminus of a narrow-gauge railroad running back to the banana farms. Here begins a very rough trail, passable only afoot, crossing the Cerro de la Horqueta, a mountain range six thousand feet high, to the city of David, on the Pacific slope.

When Columbus stopped in the lagoon he gathered provisions, traded hawks'-bells and gewgaws for the golden ornaments of the natives, and inquired anxiously about a rich region to the east, which the Indians called *Veragua.*

The lagoon and neighboring islands were favorite resorts of the buccaneers, and only three years ago a party made expensive diggings on Zapatilla Cay for pirate gold supposed to be buried there. The Chiriqui region was at one time considered as a transisthmian route, and a concession granted therefor.

At the eastern end of the lagoon is the port of *Valiente,* or Bluefield, on a projection of land called the Valiente peninsula. In this section dwell the Cricamola Indians, called Valiente by the Spaniards on account of their valor in resisting the white man, and the fierce duels in which they engage among themselves.

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[4] This place was called Boca del Toro long before a town was started. The name is taken from the *boca,* or channel, leading from the sea to Almirante Bay, and also from the figure of a large resting bull, presented by a cliff when viewed from afar.

We entered the Laguna on the west by the Dragon's Mouth, and will leave it through Tiger Channel (*Canal del Tigre*), at its eastern extremity; pass around *Punta Chiriqui,* and sail along the coast inside the island known as *Escudo de Veragua,*[5] which is eight and one-half miles from the mainland. From here the shore makes a dip to the south, forming what is called Mosquito Gulf. It is not much of a gulf, but mosquitoes are very plentiful along the shore. Numerous rivers empty into the sea, and the principal points of land are Buppan Bluff, Point Coaita, and Zapatero Point. It was along this coast that the unfortunate Nicuesa wandered, seeking escape from his Golden Castile.

About sixty miles from the Laguna de Chiriqui we arrive at the mouth of the *Verágua*[6] river, upon the banks of which the famous Quibian, or head chief of the Indians, made his home, and where he was captured by the Spaniards. A few miles to the eastward is the *Rio Belen,* where was made, early in 1503, the second attempt at settlement by Europeans upon the mainland of the New World. It was here that Christopher Columbus planted a colony, called *Nuestra Señora de Belen,* under the command of his brother Bartholomew, the Adelantado. Our Lady of Bethlehem was short-lived; as the Quibian, escaping from the Spaniards, collected his warriors and drove the white men to their ships. A few years later, in 1511, Olano and Cueto built a few huts on the site formerly occupied by Don Bartolomé; but starvation soon forced them to abandon the place. Afterwards the Spaniards obtained so much gold from the mines of Veragua that they called this region the *Costa del Oro de Colon.*

The point at the mouth of the Belen is called Cristobal, and the neighboring bay St. Christopher, in honor of the great discoverer. Remnants of the *Guaimi* Indians still inhabit the adjoining country and the mountains of Veraguas.

Further eastward along the coast is the mouth of the *Chagres* river, between *Punta Butata* and *Punta Morrito.* Next to

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[5] This island was once called *Escudo de Nicuesa* (Shield of Nicuesa), because it guarded Castilla del Oro, and marks the spot near which that unfortunate cavalier is believed to have perished.

[6] Later chroniclers would make it appear that the word Veragua is derived from *Verdes-aguas,* or Green-waters, an etymology to which I do not subscribe. Ulloa, who visited Panama in 1736, writes: "To the river now called Veragua, he [Columbus] gave the name of Verdes-aguas, on account of the green color of its water; or, according to others, because the Indians called it by that name in their language."

Panama, the name of Chagres is the most familiar of Isthmian names. It was first known as the *Rio Lagartos*, or River of Alligators. For four centuries the Chagres has been the bond of union between the two great oceans of the world, the way between the East and the West, the key to the portal of the South Sea. The ancient history of the Isthmus, like that of the Panama Railroad, and of the French and American canals, centers around this river; and from about 1530 to the present day, the Chagres route has remained the only practicable gateway through the New World. The Chagres river has its origin in the mountains south from Palenque, nearly midway of the Isthmus, and runs a tortuous course of 120 miles, west and then north, to the Caribbean Sea. It drains a watershed of about 1200 square miles. The principal tributaries of the Chagres are the Esperanza, Rio Indio, the large Pequeni with its affluent the Boqueron, the Gatun, the Trinidad, and the Gatuncillo.

The relocated Panama Railroad crosses the Chagres at Gamboa, not far above Gorgona and Matachin. Three miles up the river comes Cruces, and twelve miles beyond is Alhajuela. Ten miles farther up, following the winding course of the river, is Dos Bocas, the junction of the Chagres and Pequeni. The headwaters of the Chagres, Pequeni, and Boqueron, run through box cañons in many places, and rapids and falls are numerous; so that navigation by *cayuco*, or canoe, is very dangerous and often impossible, as in these narrow, rocky gorges the waters may rise from forty to eighty feet during a heavy rainfall. San Juan, the largest settlement in this region, is a pueblo of 350 souls, and is located on the Pequeni, two miles above Dos Bocas, and about eight miles below Boca Boqueron. The old Camino Real, vestiges of which can yet be found, ran northward from Panama by a place called Maria Enrique, then through Venta de Camalilla, crossing the Chagres river at Venta de Chagre, above Dos Bocas. The road then followed the course of the Pequeni to the town of San Juan, to Pueblo de Indio, to Pequeni (on the Rio Pequeni), and to Boqueron. After several fordings of a river called San Juan, and crossing the hills on the north coast, the road turned eastward to Nombre de Dios; or turning in the other direction, joined the Rio Cascajal near El Bujio, and followed that river northwest to Puerto Bello. North of the Chagres river the present trail is impassable on horseback, even in the dry season. Much of the Chagres river and many of the old landmarks along its course will soon be obliterated by the waters of Gatun Lake.

Guarding the entrance of the Chagres river, on the east, is a rocky bluff facing the sea, and washed on two sides by the river. On this height can be seen the ruins of the historic castle of *San Lorenzo,* erected by the engineer Juan Antonelli, by order of Philip II. of Spain. When the buccaneers under Henry Morgan raided Old Panama, in 1671, Captain Bradley went in advance and captured San Lorenzo, after which they all went up the river. The castle was again taken, in 1740, by the English under the command of Admiral Vernon. The mouth of the Chagres is 350 yards wide, and the channel is said to be three fathoms deep; but the depth of water on the bar varies constantly. The point opposite the castle is known as Las Animas. Directly behind the bluff, invisible from the sea, on the right bank of the river, is the village of Chagres. Formerly a busy port, it now is a sleepy settlement of a few hundred people, containing a modern church and a public school.

In early Spanish times the bulky merchandise for transit across the Isthmus from Puerto Bello was taken up the Chagres river as far as Venta de Cruces, and thence by land to Old or New Panama. For a year or two after the discovery of gold in California, and before the construction of the Panama Railroad, steamers anchored off the Chagres in good weather and landed the gold-seekers in lighters.[1] They were then carried up the river in bongoes and canoes to Gorgona, or Cruces, where they left the river and crossed the trail to Panama, and there waited for a steamer going to San Francisco. The journey across the Isthmus often required a week, rates were

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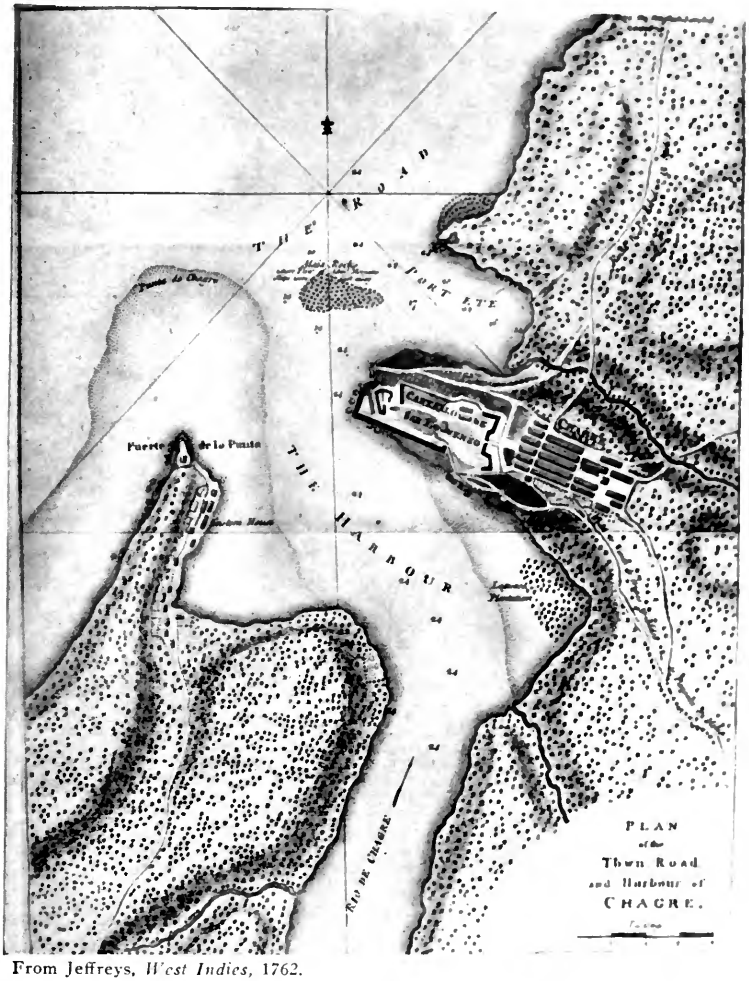
[1] As soon as the Panama Railroad reached Gatun, in 1851, the stream of gold-hunters turned from the mouth of the Chagres to Limon (Navy) Bay; and as that road gradually penetrated the jungle, the river traffic became less. When the railroad was completed, in 1855, the fare across was about twenty-five dollars in gold. Passengers were required to pay two dollars a head to the Isthmian Government for the privilege of passing from sea to sea.

During the travel to and from the gold fields of California, the Isthmus was infested with criminals and rough characters from all over the world. The local authorities often were unable to control the unruly crowds. Respectable passengers were robbed, and sometimes murdered, provoking complaints from the various consuls. Conditions became so bad that the best citizens and foreign residents organized an Isthmian Guard, to keep order on the railroad between Aspinwall and Panama. Ran Runnels, formerly a Texan Ranger, the chief of the regulators, invested with absolute authority by Governor Urrutia Añino, rounded up the principal cut-throats, and quietly hanged them; when the rest of the gang hastened to leave the country.



From Jeffreys, *West Indies*, 1762.

MOUTH OF THE CHAGRES RIVER AND CASTLE OF SAN LORENZO.

high, hardships plentiful, and the dreaded "Chagres Fever" was lurking in every pool.

A few miles east of the Chagres is Punta Brujas, or Witches' Point; and a couple of miles further is the lighthouse on *Toro Point,* marking the entrance to Limon Bay, on which are Colon, Cristobal, and the Atlantic terminus of the Panama Canal. The United States is now constructing a breakwater to protect the port and canal entrance from northers. When the Isthmus was a colony of Spain, Limon Bay was known as the port of Naos (Ships), and later as Navy Bay. In 1849 the newly organized Panama Railroad Company selected Manzanillo Island, in Limon Bay, as the beginning point of their road. A town soon sprang up, which was called *Aspinwall* by the Americans. The part of the town about the railroad offices was known as *Washington.* When the French started the construction of the Interoceanic Canal, in 1881, they adopted the official name of the place, *Colon,* and for a time it was generally written Aspinwall-Colon. In 1890 the Government of Colombia, in order to put a stop to this confusion of names, directed the return of all correspondence not superscribed simply Colon. It is thus seen that Colon is a very young town as compared with most other places on the Isthmus. It should be remembered that Colon is within the territory of Panama; while *Cristobal,* the American settlement in the Canal Zone, is under the jurisdiction of the United States. When the French had the canal they called Cristobal, Cristophe.

From the sea[8] can be viewed the entrance of the canal, the quarters of the Americans under the cocoanut palms in Cris-

[8] The following graphic description is from the pen of a former United States Minister to Colombia, and a gentleman thoroughly familiar with the Isthmus:

"As we lay at anchor by the wharf, the scorching rays of the sun had already drawn up the mists and vapors of the forenoon into great banks of clouds, which hung heavily on the mountain sides, or floated in broken fragments over intervening swamps and watercourses. It was easy to trace the serpentine course of 'the deadly Chagres' through the mountain fastnesses by the dense volume of white vapor which hovered just above the surface. Very soon these floating masses of steam (for they were little else) began to cohere and darken the sky, and in a few moments the sun was completely obscured. Then came a gust of damp, chilly wind, followed by a blinding flash of lightning and a deafening roar. The next moment the whole vapory mass came down in perfect torrents. I had witnessed many midsummer thunderstorms on our Gulf coast, but never before had I seen anything like this. The water seemed to come down not in a community of well-defined raindrops, but in solid sheets, which soon covered the already wet and smoking earth to the depth of many inches.

tobal, the stations of the Panama Railroad, steamship docks, Christ Church, the I. C. C. Hospital, and masts of the wireless station.

The Panama Railroad, now the property of the United States, is not standard gauge, but five feet; and there is a story current on the Isthmus that the foundation of Cristobal Point was made largely with standard-gauge locomotives erroneously ordered by the French management. I look upon the construction of the Panama Railroad, in 1850, by a few individuals, as being as great, if not greater, an undertaking as the building of the canal by the United States at the present time. This was the first transcontinental railroad in the world, and from its completion, January 27, 1855, until the last spike was driven in the Pacific Railway, May 10, 1869, it remained the only rapid transit across the Western hemisphere. The Panama Railroad, between Gatun and Miraflores, is now being relocated above the level of the 85-foot contour, which will be the elevation of the completed Gatun Lake.

In front of the Washington House, in Colon, facing the sea, is a triangular monument erected, in 1867, to the memory of William H. Aspinwall, John L. Stephens, and Henry Chauncey, founders of the road. Stephens gave his life to the toll of the Isthmus, as did Lieutenant Strain, Hosier, and many other

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"This downpour continued without cessation for about an hour, and then ceased altogether, quite as suddenly as it had begun. The sun now shone out with such dazzling brightness and power as to almost benumb the senses. The heat was intense beyond description. Very soon the hot, murky vapors began to rise in dense and sickening folds from the fever-laden earth. The lagoons and watercourses smoked like so many cauldrons. The perspiration streamed from every pore of the body. Bathe and shift your clothing never so often, you were always wet and clammy. A strange feeling of suffocation came over you as you attempted to inhale the wet, poisonous atmosphere; and one was made to think of the 'Carboniferous period,' when the earth was yet too new and crude and too densely enveloped in rank and noxious vapors to be a fit habitation for man—the era when birds were yet slimy reptiles, and the remote ancestors of the human race were without treetops in which to gambol.

"This interval of roasting, or rather boiling, was of short duration, for very soon there was another sudden and ominous darkening of the sun, another chilly gust of wind, another blinding flash of lightning, followed by another downpour of the floods. And thus the long summer day was made up of regular alternations of drenchings and roastings, with an ever-varying temperature ranging between the seventies and nineties, resulting in the usual complement of liver and stomach disorders, the end of which usually was violent and often fatal ague and fever."—"*The Colombian and Venezuelan Republics*," *p.* 5. By WILLIAM L. SCRUGGS.

Courtesy of the *Pan American Union*.

TRIANGULAR MONUMENT AND WASHINGTON HOUSE, COLON

A new hotel is now erected upon this site.

Photo by *Maduro*, Panama.

BRONZE STATUE OF COLUMBUS ON CRISTOBAL POINT

noble men from Nicuesa, Balboa, and Francis Drake, down to the present time.

On Cristobal Point, in front of De Lesseps's old palace, is a bronze statue presented to the Isthmian people by the Empress Eugénie. It represents Christopher Columbus, in heroic size, clasping an Indian maiden, emblematic of *America*, about the waist, to whom he is pointing out the grandeur of European civilization. The beautiful red maiden shrinks from the embrace of the white man, and is loath to view the wonders unfolded to her timid gaze. Her whole attitude is prophetic of the extermination of her race by so-called civilized people. This beautiful piece of art reached Aspinwall in 1868, long before the advent of Ferdinand de Lesseps and the French Canal Company.

Colon has experienced about a dozen fires,[9] the ultimate effects of which have been beneficial. The population of Colon, with Cristobal, is now over 15,000.

Two miles back of Colon is seen the cemetery of *Mt. Hope*, commonly known as Monkey Hill, the involuntary sepulchre of so many luckless souls. Racial strife continues even in the jungles of Panama, and we find Gentile, Jew, and Chinaman occupying separate lots in this famous burial ground. Every evening the railroad runs a funeral train from Colon to the cemeteries.

About eighteen miles northeast from Colon is the old fortified town of Portobelo. This place was first visited by Columbus in 1502, and, on account of the beauty and security of the harbor, he named it *Puerto Bello*, or *Belpuerto*. In former times it was a populous and busy port, being the Atlantic terminus for most of the travel and commerce across the Isthmus.

[9] March 30, 1885, Colon was entirely consumed, with the exception of the buildings of the Panama Railroad, the French Canal Company, and the Pacific Mail Steamship Line. The loss was estimated at $6,000,000, and 10,000 persons were left shelterless. This fire was started by Pedro Prestan and a horde of dark-skinned insurgents, at the outset of a so-called "revolution." Prestan was a mulatto from Cartagena, and formerly was a member of the Assembly from Colon. He arrested Mr. Wright, the American consul; Captain Dow, general agent of the steamship company; the local agent, Mr. Conner; and Lieutenant Judd and Midshipman Richardson of the U. S. S. *Galena*, then in port. During the night Captain Kane of the warship landed a force, and the next day Colombian troops came over from Panama. Prestan and his gang were routed, but not before setting fire to the town. Prestan was afterwards captured, brought to Colon, and hanged, on the 18th of August, with several of his companions, the noose being adjusted by Captain Rountree, a notorious character in the old days.

To defend his bullion and galleons from the attacks of the pirates and buccaneers, Philip II. of Spain constructed at *Puerto Bello* four forts, or *Castillos,* called San Felipe, Santiago, San Jeronimo, and San Cristobal. San Felipe defended the entrance of the harbor, and was famous for being constructed in a superior manner.[10]

In spite of these defenses, Portobelo suffered half a dozen invasions at the hands of the buccaneers, or of the English Navy. Francis Drake, in 1596, was the first to capture the town; William Parker, in 1602; Henry Morgan, in 1669; Coxon and La Sound, in 1679; and Edward Vernon, in 1739. Englishmen seldom mention the capture of the place, in 1819, by the filibuster, Sir Gregor MacGregor, from which he was ignominiously driven three weeks later by the Spaniards, under Governor Hore. A number of the English officers were shot at Cana, and the rest put in the chain gang. The body of Sir Francis Drake was placed in a leaden coffin and buried in the Caribbean Sea, a short distance off Portobelo, in 1596. A point of land, a little island, and a small port in the neighborhood, are called after him. In the palmy days of Portobelo the city held an annual fair, lasting sixty days, to which resorted merchants from all over the world. In modern times the population has dwindled away, and now it serves only as a place to procure stone for making concrete with which to build the locks for the American canal. Rock drills and dynamite now bombard the rocky north shore of Portobelo, and famous old San Felipe, the Iron Fort, has made its final surrender to the ruthless demands of utility and progress. The walls of their brag fort demolished and made into concrete! Surely, Felipe Segundo and Juan Antonelli must have turned in their graves! Upon the approach of a violent storm shipping from Colon often seeks the better harbor at Portobelo.

A few miles east and north of Portobelo is *Punta de Manzanillo,* the northernmost land of Panama; and nearby is Isla Grande, on which is a lighthouse, showing alternate white and red light. Its exact position is 9° 39′ north latitude, and 79° 35′ west longitude. Several miles from this light, in the direction of Portobelo, is a little port called Bastimento, which should not be confounded with the anchorage of Bastimentos, off Nombre de Dios, much frequented by the early navigators.

East of *Point Manzanillo* is the exposed bay of San Cristobal,

[10] San Felipe, *todo de hierro;* called the Iron Fort by the British. "Notwithftanding all the pains taken to fortify it, there are few places which have fallen oftener into the hands of an enemy than Porto Velo."

Photo supplied by *Mr. Geo. M. Wells*, Gatun, C. Z.

NOMBRE DE DIOS, IN 1909.

upon the shore of which Nicuesa started a settlement in 1510. When the first governor of Castilla del Oro arrived at this place he exclaimed: *"Detengámonos aqui, en nombre de Dios!"* ("Let us stop here, in the name of God!") Thus was named in advance the town of *Nombre de Dios,* which for fifty years remained the Caribbean port for transisthmian commerce, and the beginning of the trail leading to Old Panama, on the South Sea. The harbor was unsheltered, and the site unhealthy, and after Sir Francis Drake, in 1572, showed how easy it was to rob the place, which he called "The Treasure House of the World," the people and business of Nombre de Dios were moved to Puerto Bello, between 1584 and 1597, by command of Philip II. Nombre de Dios is often identified with the Puerto de Bastimentos of the great admiral. The present pueblo of Nombre de Dios, also known locally as *Fato,* consists of about 200 houses and shacks on the shore of the Caribbean Sea, between the Nombre de Dios river, on the west, and the Fato river, on the east. The population, as in other coastal towns about the Caribbean, is mostly negro. Here, as elsewhere, the North Americans have wrought radical changes among time-honored conditions. They show no veneration for age, nor respect for the achievements or romance of antiquity. United States engineers are dredging sand at Nombre de Dios for use in making the canal locks in the Gatun dam. Giant machinery is now upturning the soil trod by Nicuesa, Pizarro, Espinosa, Drake, and other famous men. The Americans are introducing, as some believe, a better order of things; and screened houses, water-works, sanitation, and a modern hospital are replacing the old *costumbres del pais.*

On the night of April 8, 1910, a spark from an I. C. C. locomotive, used in connection with the sand dredging operations, started a fire in the town, which destroyed seventy-three buildings. All the burnt houses have been rebuilt by the Commission with material brought from the Canal Zone, in a better manner and upon a more salubrious site, 450 yards from the beach. Deposits of excellent sand underlie the burned area, to which the dredge is now working from the mouth of the river. The port, never a safe haven, has been somewhat filled up since early Spanish times, but the dredging will leave behind it a very good little harbor. Recently, the hull of a ship, centuries old, has been uncovered.

One mile east of Nombre de Dios, opposite the islet called Playa Dama, is a landing, or wharf, from which a little railroad runs back to some manganese mines in the foothills. Three

miles eastward along the coast is situated the hamlet of *Viento Frio,* and ten miles beyond we come to the port and village of *Palenque,* originally settled by fugitive negro slaves. They were called *Simeroons,* and frequently joined with the Indians and buccaneers in assailing the Spanish colonists.

Ten miles further on is the little port of *Escribanos,* visited by Columbus, and named by him *"El Retrete"* (The Closet).

A dozen miles to the east of Escribanos you round *Point San Blas,*[11] within which is the Bay of San Blas, or Mandinga Bay, as it is frequently called. Along this coast for fifty miles is a string of little islands and keys, known as the *Archipielago de las Mulatas,* called by Columbus *Islas Barbas,* "more numerous than the days of the year," according to a local saying.

But little accurate information is available concerning this part of the coast, as the country is inhabited by the San Blas Indians, and they have held their country inviolate for centuries. These Indians will trade with outsiders, but strangers, whether white or black, are not allowed to remain among them over night. The San Blas are fine seamen, and often travel to Colon in their dugouts. They are occasionally seen with the nose-ring, or plate, described by the early visitors to these parts.

When Nicuesa first sailed along this coast he stopped in a small port on the river Pito, in the Indian province of Cueba, and said mass, the first in Castilla del Oro, in honor of which he called the place Misas. The early Spaniards called Cueba the land of confusion, because it had no chief.

When the Spaniards first came to Tierra Firme the Caciques Pocorosa, Comagre, Ponca, and Careta held dominion along this coast. The white men's inhumanity soon turned their simple friendship into bitter enmity. Ayora started the settlement of *Santa Cruz* on this shore, but Pocorosa drove them out after six months, only five Spaniards escaping to Antigua.

After leaving the Mulatas you come to a projection of the mainland called *Punta Mosquito,* from which the coast dips southeast to the entrance of the Gulf of Urabá. About ten miles from Mosquito Point is the elevated Island of Pines, a favorite rendezvous of the old buccaneers.

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[11] *Lionel Wafer* states that three leagues west of Point Samballas (San Blas) was Port Scrivan, and that it was there that Captains Coxon, La Sound, and other privateers landed in the year 1678-9 when they went to take Portobel, so as not to be discovered by the Spanish scouts. A little west of Port Scrivan came the river of Conception, off which was La Sound's Key, and Springer's Key, favorite resorts of the buccaneers because they furnished good water upon digging wells, and afforded safe shelter for careening.

depository for the gold from the rich mines of Cana[14] (*Santa Cruz de Cana*). For vessels of light draft the Tuira is navigable for one hundred miles.

When the buccaneers first extended their depredations on the land from the North Sea, they followed the San Miguel route, and Santa Maria fell a frequent prey to their spoliation. For this reason the mines were closed by royal decree in 1685.

It was from the mountain top of *Pirre* that Vasco Nuñez de Balboa first saw the Pacific Ocean (*Mar del Sur*), on the 25th day of September, 1513. On the 29th of the same month, St. Michael's day, he waded into the Gulf of San Miguel, and took formal possession of the sea, and all the lands and islands bordering upon that sea, from pole to pole, for his sovereign of Castile and Leon, till the day of judgment.

From a like summit further west Drake first viewed the South Sea, and prayed that God might some day permit him to sail an English ship on that sea. His prayer was granted, for Sir Francis Drake was the second navigator to go around the world, and his vessel, the Golden Hind, the first ship to completely circumnavigate the earth. With Drake at that time was John Oxenham, with the same longing filling his breast. He beat his commander to the South Sea, and was the first Englishman to launch a ship on the Pacific. Oxenham was captured shortly afterwards by the Spaniards, and executed as a pirate in Lima, as related in another chapter.

The south coast of Panama makes a big bend towards the north, forming the large *Gulf of Panama*, which is 2° of longitude wide, and nearly 2° of latitude deep. About the center of the gulf is the *Archipielago de las Perlas*, or Pearl Islands, composed of thirty-nine islands and many more keys and rocks. The largest island of the group is now called *Isla del Rey*, San Miguel, or Columbia; but was named *Isla Rica* by Balboa, who was the first white man to view these islands. Terarequi was the Indian name for this island.

Along the coast towards Panama, guarding the mouth of the *Chepo*, is the little island of Chepillo. On the Rio Mamoni, a branch of the Chepo, is the town of *Chepó*, named after the

[14] "The richest gold mines ever yet found in America," writes Dampier, in 1684. The place is situated in the Espiritu Santo mountains, and was founded by Captain Meneses, with the name of Santa Cruz, during the reign of Pedrarias Davila. At one time the mines attracted a population of 20,000 souls. The raids of the buccaneers, followed by the Indian insurrection of 1724, caused the Spaniards to abandon the settlement. An English outfit, countrymen of the old buccaneers, is now exploiting these old mines.

cacique of that name. The place was invaded four times by the buccaneers, the first attack being in 1675, by a party of 120 men, led by Captain La Sanda (La Sound).

At the top of the gulf is situated the present city of *Panama,* founded in 1674 by Don Alonso Mercado de Villacorta, three years after the destruction of *Old Panama.* Unlike the old city, the new town was protected by strong seawalls,[15] mounted with bronze cannon. Besides these, there were four bastions on the land side, called La Merced, Jesus, San José, and San Carlos. Later, another fortification was constructed, named Mano de Tigre. The new city was better situated than Old Panama and grew rapidly. It was regularly laid out about a central plaza, after plans drawn by the Council of the Indies for the founding of cities. The cathedral, the governor's house, and bishop's palace faced upon the plaza, and there was the usual proportion of churches and convents throughout the city.

The masonry of the old Spanish-American churches always excites our admiration. These structures were erected by the sweat and blood of toiling Indians; temples to the creed of another people constituting their own monuments. The flat arch of the ruined church of Santo Domingo is one of the wonders of architecture, continuing to stand in defiance of the laws of gravity and the trembling of earthquakes. The oldest church still in use is San Felipe Neri, built in 1688. One of the finest ruins is that of the Jesuits' college. The cathedral, with its two high towers, was erected in 1760. The palace of the President, foreign legations, municipal offices, and leading business houses are all within a short distance of Central Park (*Plaza de la Catedral*). Until recently the Canal Headquarters, formerly the Grand Hotel, faced upon this plaza. The buildings, mostly of two stories, are constructed mainly of *mamposteria,* a kind of concrete. Modern Panama possesses public schools, a good market, the Chiriqui barracks, Santo Tomás hospital, and cemeteries for every race and creed. The university was established in 1751.

It was in the old Cabildo, still fronting the plaza, that the Junta declared the Isthmus independent[16] of the Spanish Gov-

[15] The fortifications cost so much money that the King of Spain, gazing out his palace window, inquired of his ministers if the walls of Panama were not visible.

[16] At the instigation of Simon Bolivar, *El Libertador,* a call was sent out, in 1822, for a junta of Americanists to meet at Panama, with the object of opposing the machinations of the so-called "Holy Alliance" towards the resubjugation of Spain's revolted colonies in America. In addition to the Spanish republics, the United States, England, and

Photo by *Maduro*, Panama.

CATHEDRAL OF PANAMA.

ernment, on November 28, 1821." At that time a great many people of the Isthmus wished to establish an independent republic, instead of joining with Colombia, but the fruition of their desires did not occur until November 3, 1903. Until the latter occurrence, the 28th of the same month remained a great *fiesta* on the Isthmus.

Under the Hay-Bunau-Varilla treaty, formulated November 18, 1903, the United States secured from Panama sovereign rights in the *Canal Zone*—a transisthmian strip of land extending for five miles on each side of the projected canal—a monopoly of transit from sea to sea, the control of sanitation in the cities of Panama and Colon, power to erect defenses for the canal, and authority to condemn and use property necessary for the construction and maintenance of the canal. The United States guarantees the independence of the Republic of Panama, and declares the ports at either end of the canal to be forever free. Both governments soon ratified this treaty, and on February 26, 1904, the ratifications were exchanged at Washington.

The present city of Panama, capital of the republic, is situated at the foot of Ancon Mountain, on a rocky peninsula of land jutting out into the bay. Its population at this time is 35,000.

The Americans have introduced sewerage, water-works, and paved streets. Fumigation and screening against mosquitoes are required, and it is a crime to breed these pests on one's premises. The general sanitary supervision of Panama is better than that of Philadelphia or Chicago. Joining Panama is the American colony of Ancon, and extending up the sides of Ancon Hill are the numerous pavilions of Ancon Hospital, in which are treated most of the sick of the Canal Commission.

In former times the present city has witnessed carnivals of

Holland were invited to send delegates. Those from the United States took no active part in the deliberations. R. G. Anderson, then our minister at Bogota, died in Cartagena, on his way to attend the junta. The congress met at Panama June 22, 1826. Before that time, December 2, 1823, President Monroe, in his message to the United States Congress, promulgated the American doctrine of *Noli-Me-Tangere*—a warning to European powers not to meddle in the affairs of the Western hemisphere.

" Colonel José de Fábrega, an *istmeño* by birth, became Governor of Panama, with the title of *Jefe Superior del Istmo*. The new government forbade the importation of African slaves. Negro children born after June 21, 1821, were free. Slaves were allowed to purchase their freedom; and those remaining in bondage in 1850 were redeemed by the government and given their liberty.

crime, like the massacre[18] of the passengers of the steamship *Illinois,* on the evening of April 15, 1856, over which it were well to draw the veil of oblivion.

Five miles east of the modern Panama is the site of the famous city of *Old Panama,* called the "Gold Cup," on account of the riches it contained. Captains Diego de Albites and Antonio Tello de Guzman, while raiding the south shore of the Isthmus late in 1515, arrived at a fishing hamlet, called *Panamá.* The name in the aboriginal tongue means "A place where many fish are taken." In 1517, Gaspar de Espinosa, the *alcalde mayor,* established at Panama the southern terminus of the line of stations to extend across the Isthmus. On August 15, 1519, Pedrarias, the governor, formally founded the city of Old Panama. The same year Nombre de Dios, which had been abandoned, was reoccupied by Albites, and a permanent road, or trail, was made from sea to sea, between the two settlements.

Pedrarias moved his household over to Panama, leaving the *veedor,* Oviedo—afterwards the historian of the Indies—in command at Antigua. Probably in 1521, Bishop Peraza, the successor of Quevedo, moved his Episcopal chair from Antigua to the new city.

By royal decree dated at Burgos, September 15, 1521, the Emperor Charles V. created Panama a city with the title of *"Nueva Ciudad de Panama."* He gave it a coat-of-arms, consisting of a shield bordered with castles and lions, surmounted by a crown. On the shield a golden field divided; on the right

[18] The *Panameños* call this unfortunate encounter, The Question of the Slice of Watermelon (*"La Cuestion de la Tajada de Sandia"*). It was really a race riot, the local blacks and negroids assaulting the white passengers who had just come over from Aspinwall and were waiting to board a steamer for California. Jack Oliver, a drunken passenger, disputed the price of a piece of melon in a shop in La Cienaga. Oliver called the *frutero* bad names in worse Spanish, and the native loungers took sides with their countryman. Crying *"Mueron los blancos!"* the negroes attacked the 250 or 300 white passengers, of both sexes, from the *Illinois.* The whites sought shelter in the railroad station, near the bay shore, where they were besieged for hours by the negroes. When the soldiers finally arrived they acted in sympathy with the mob, and it was a long time before the fight ended. The United States warship *St. Mary,* then in Panama Bay, assisted the passengers, and stood ready to bombard the city. Estimates of the killed vary from fifteen to sixty, nearly all being white passengers. For a long period after this bloodshed travelers hurried over the Isthmus without spending their money in Panama. Years of vexatious diplomatic correspondence followed; the matter was referred to a mixed Commission; and finally settled by New Granada paying the United States $400,000 in gold, as indemnification for the injuries suffered by American citizens.

a yoke, the device of the Catholic kings, and a handful of arrows; on the left two caravels, with the north star above. A decree of December 3, 1581, dated at Lisbon, added the title *"Muy Noble y Muy Leal"* (Very Illustrious and Very Loyal).

The *regidores,* or councilmen, enjoyed the title of *veinte-cuatros,* and the royal tax was reduced from one-fifth to a tenth. Old Panama (*Panama Viejo*) was the first settlement by Europeans on the western shore of America. It was here that Francisco Pizarro, Diego de Almagro, and Hernando de Luque, in 1525, made their historic contract for the discovery and conquest of Peru. For many years it was the metropolis of the South Sea, and was the entrepot for the bullion of Peru and the silks and spices of the Orient. From Panama Viejo they were carried across the Isthmus to be loaded on the Spanish galleons at Nombre de Dios or Puerto Bello. *Venta de Cruces*[10] and *Venta de Chagre* (where the road crossed the Chagres river) were halfway stations to the north coast. They used to pack silver and gold over this road like cordwood. It was near Cruces that Francis Drake, privateer, or pirate, as you choose to call him, made his bootless capture of the plate-train on the night of February 14, 1573. Nearly a century later, in 1671, the buccaneers, under Henry Morgan, ascended the Chagres as far as Cruces, and then proceeded overland to Old Panama. The buccaneers assert they found Cruces in flames, while Spanish writers affirm that the pirates set fire to the town.

The population of the city of Panama at this time comprised at least 30,000 souls. Old Panama was not fortified, but it was protected on three sides by the sea and marshes, and on

[10] Called Venta Cruz by the pirates and privateers, and later abbreviated to Cruces. Situated on the south bank of the Chagres river, surrounded by hills, and at an altitude of 78 meters. This old town is only a few miles east of Bas Obispo Station, on the P. R. R., but is seldom visited nowadays. For three centuries it was a resting-place for travelers, and a general depository for merchandise in transit. Viceroys and vice-queens, as well as adventurers and cut-throats of all nationalities, have traveled over the old highway leading through Venta de Cruces. The town possessed a fine church, custom-houses, warehouses, and stables for the King's *recuas.* At Drake's visit, Cruces contained about fifty houses. The present village consists of a like number of shacks, covered with thatch. By the tumble-down chapel, on the hill, built on the ruins of the old church, went the Camino Real, the paving stones of which are still in place; and nearby can be seen a couple of old anchors, half buried in the earth, relics of the early days. The dwellers in modern Cruces are well tinted with black, and look as if they might be descendants of the Cimarrones who infested this region. In colonial times the jurisdiction and incomes from Cruces appertained to the illustrious house of the Urriolas.

the land side was a causeway, in which was a bridge, still in existence, permitting the tidal water to pass under. It is hard to understand why the Spaniards left their natural stronghold to fight Morgan's men in the Savannas.

The Spaniards, always excellent horsemen, sallied out in two squadrons to meet the pirates. The *boucaniers,* or cattle hunters of Tortuga, had been placed in front, and, being excellent marksmen, rapidly depleted the Spanish horse. The cavalry fell back on the Spanish foot and threw it into confusion. At the same time a herd of wild cattle, which had been collected to drive over the pirates, stampeded in every direction except towards the enemy, and the pirates soon possessed the city. This was the 18th day of January, 1671. Before night the city was in flames, an act generally ascribed, erroneously, I believe, to the commands of Morgan. The buccaneers remained in Panama nearly a month, during which time they visited the islands of the bay and the neighboring country. February 14, 1671, Morgan departed from Old Panama for the mouth of the Chagres, with 600 prisoners and 175 mules loaded with loot.

At the time of its destruction Old Panama contained a magnificent cathedral, and several beautiful churches, and eight convents. There were more than 200 warehouses stocked with foreign goods, 200 residences of European elegance, and 5000 houses of the common sort. Besides, the city possessed a mint, a large hospital, the King's stables, and a market for slaves, conducted by some Genoese.

The tower of the old Cathedral of San Gerónimo,[20] still standing, four stories in height, is visible from the present city of Panama, and from far out in the bay. The rest of the ruins are hidden with rank tropical growth.

A few miles west of modern Panama, on the other side of Ancon and Sosa hills, is *La Boca,* or *Balboa,*[21] at the mouth of

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[20] In this I agree with Markham. Robinson gives the French designation, St. Jerome. Both Nelson and Masefield call the tower St. Anastasius. The first cathedral, destroyed by fire, was named Santa Maria La Antigua del Darien, after the first church in Antigua. Governor Guzman, describing the fall of the city, writes of the Cathedral of St. Francis. A recent writer calls it St. Augustin.

[21] At the suggestion of the Minister from Peru (the nation most benefited by Balboa's discovery), the United States authorities at Panama, on April 30, 1909, changed the name of the Pacific end of the Isthmian Canal from the simple La Boca (The Mouth) to Balboa, to commemorate the discoverer of the South Sea; just as Cristobal Colon, at the Atlantic entrance to the canal, honors the memory of Christopher Columbus, the discoverer of America, and the first European to visit Limon Bay and the western half of the Isthmus.

the Rio Grande river, the Pacific end of the Isthmian Canal. La Boca has extensive piers for docking ocean steamers, shops, and quarters for American employees.

In front of Panama and Balboa, several miles from the shore, are the islands of Naos, Flamenco, Perico, and Culebra, which give protection to the shipping in the bay. The tide[22] frequently rises to a height of twenty feet. At low water small vessels rest on the sands beneath the city walls, and are unloaded into carts. Farther out are the islands of Taboga, Taboguilla, and others.[23] It was from the little port of *Taboga* that Pizarro's expedition sailed for Peru. The Canal Commission now maintains a convalescent sanitarium on Taboga. Turtles and whales were formerly seen in the vicinity of the island.

The *Bay of Panama* has been the scene of exploits unsurpassed in the legends of Greece, and needing only a Homer to make them appear heroic.

The success of Morgan induced the buccaneers to make other expeditions over the Isthmus, and into the South Sea. The next large party, consisting of 331 men, mostly English, under Captains Coxon, Sawkins, Sharp, and others, left Golden Island on the 5th day of April, 1680, and were guided across the land by friendly Indians. Disappointed in not finding more booty at Santa Maria, most of them continued down the Gulf of San Miguel into the Bay of Panama. Seizing some small vessels, they had a fierce naval fight before Panama with three Spanish ships, two of which were captured. After committing other depredations, they dispersed up and down the west coast.

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[22] As the difference between high and low water at Colon is only about eighteen inches, this introduces a conspicuous factor in the consideration of a lockless or sea-level canal through the Isthmus. The mean levels of both oceans being equal, it follows that when it was low tide in Panama Bay there would be a current from the Colon side; and during high tide at Panama the flow would be towards the Atlantic end of the canal.

"El movimiento de las mareas en el puerto de Colon tiene un atraso de nueve horas con respecto al de las de Panama; por consiguiente cuando es pleamar ó bajamar en Panama, no hay más que media marea en Colon, y cada dia la diferencia máxima de nivel entre los dos mares es ignal á la media amplitud de la marea del Pacifico, menos el cuarto de la amplitud tolal de la marea del Atlántico, ó sea, reduciéndolo á cifras, 3. m 20—0. m 15=3. m 05."—Valdés.

[23] The islands in the bay were called the gardens of Panama, because they supplied much of the provisions for the city.

Lionel Wafer, surgeon to the buccaneers, describes the two Panamas, as seen from their ships at that time.[24]

May 28, 1685, Edward Davis, commanding 1000 buccaneers, had an encounter with a Spanish Armada of eighteen vessels off the Pearl Islands.

August 22, 1686, Captain Townley, while lying at Taboga, came near being taken by Spanish ships, but won out after a bloody fight. He died of wounds shortly after, but not before he had sent a demand for supplies to the Commandant of Panama (the new city), accompanied by a canoe-load of Spanish heads. As late as 1819, Captain Illingsworth and his party of Chilians landed on Taboga, and sacked and burnt the village.

From Panama the land makes a sweep to the south and west to *Punta Mala,* marking the western headland to the gulf. *Parita Bay* projects into the west shore, between the provinces of Cocle and Santos. This was the region ruled by Paris, whose name it commemorates, one of the few Indian chieftains who successfully repulsed the Conquistadores.

From the west coast of the Gulf of Panama empty many rivers, which give access to towns of fair size a few miles inland, like Chorrera, Chamé, Penonomé, Natá, Aguadulce, Los Santos, Parita, and Pesé. Near *La Chorrera,* famous as a

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[24] "Between the River of *Cheapo* and *Panama,* further Weft, are three Rivers, of no great Confequence, lying open to the Sea. The Land between is low even Land, moft of it dry, and cover'd here and there by the Sea, with fhort Bufhes. Near the moft Wefterly of thefe *Old Panama* was feated, once a large City; but nothing now remains of it, befides Rubbifh, and a few Houfes of poor People. The Spaniards were weary of it, having no good Port or Landing-place; and had a defign to have left it, before it was burnt by Sir *Henry Morgan.* But then they no longer deliberated about the Matter; but inftead of rebuilding it, raifed another Town to the Weftward, which is the prefent City of *Panama.* The River of Old *Panama* runs between them; but rather nearer the new Town than the Old; and into this River fmall Barks may enter. The chief Advantage which New *Panama* hath above the Old, is an excellent Road for fmall ships, as good as a Harbour; for which it is beholden to the Shelter of the neighbouring Ifles of *Perico,* which lie before it, three in number, in a Row parallel to the Shore. * * * *

"*Panama* ftands on a level ground, and is furrounded with a high Wall, efpecially towards the Sea. It hath no Fort befides the Town-Walls; upon which the Sea beats fo ftrongly, fometimes, as to throw down a part of them. It makes a very beautiful Profpect off at Sea, the Churches and chief Houfes appearing above the reft. The Building appears white; efpecially the Walls, which are of Stone, and the Covering of the Houfes red, fo probably they are Pan-tile, which is much used by the *Spaniards* all over the West-Indies."

health resort, is a beautiful little waterfall in the Rio Caimito. *Chamé,* a name of Indian origin, abounds in maize and fruits, which are marketed in Panama.

Penonomé is another town named after an aboriginal chieftain. *Natá* is one of the oldest European settlements on the Isthmus, being established on the site of an Indian village, whose chief was Natá, taken by Gaspar de Espinosa in 1517. Destroyed by the natives in 1529, Governor Pedrarias re-established it under the name of Santiago de los Caballeros[25] (St. James, City of the Gentlemen), but the primitive designation has survived. The old church at Natá is a fine example of the style in vogue at that period.

Aguadulce was formerly known as Trinidad. It is a shipping point for salt and cattle, and also for the coffee raised about Santa Fé.

Los Santos, called Villa in colonial days, was the first place on the Isthmus, in 1821, to declare for independence; since which it has been known as the Heroic City. It was settled by people from Natá, on the site of an Indian village ruled by Guazan. La Villa de Los Santos became, in 1851, the capital of the short-lived province of Azuero.

Parita is situate upon the river and gulf of the same name. The district is noted for stock-raising and agriculture.

Pesé has grown from an aboriginal settlement of the same name to a place of culture and refinement.

From Punta Mala the coast trends west again as far as *Punta Mariato,* where the land turns directly north, making the beautiful gulf or bay of *Montijo,* which gives entrance to Puerto Mutis, Soná, and Santiago.[26] The mouth of the bay is protected by the Island of Cébaco, probably the island first visited, in 1516, by Hurtado, to whom Cacique Cébaco gave a golden armor, valued at 1000 castellanos.

Farther west, and twenty-five kilometers from the coast, is *Coiba,* the largest island in Panaman waters. It was formerly called Quibo,[27] and was much frequented by the buccaneers when they operated in the South Sea.

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[25] According to Ulloa, "*St. Jago de Nata de los Cavalleros*" was discovered by Captain Alonso Perez de la Rua, in 1515, when Natá was prince of this district.

[26] Santiago was the capital of the old province of Veragua. In 1862 Governor Guardia, when driven out by the black "liberals," removed his government from Panama to Santiago. He was killed shortly afterwards, and Santiago was plundered.

[27] When Lord Anson made his celebrated circumnavigation of the world, he stopped at Quibo, on the 3d of December, 1741. He found there tigers, deer, plenty of birds, hawk's-bill and green turtles, sharks,

From here the coast line extends westward to Punta Burica, the entrance to Golfo Dulce. Near the coast are the towns of Remedios, San Felix, San Lorenzo, David, and Alanje.[28]

Remedios,[29] which is also called Pueblo Nuevo, was one of the first Spanish settlements in the western part of the Isthmus. Some of the old mines about Remedios are still being worked. It was here that Captain Richard Sawkins was killed, and the buccaneers repulsed, in 1680.

San Felix was originally called Las Lajas, from the lava beds in the vicinity. Near the town are some thermal springs.

San Lorenzo is noted for the salubrity of its climate and the good quality of the tobacco raised in the neighborhood.

A group of islands marks the entrance to Pedregal, the port of the city of *David.* Vessels drawing ten feet can go in the river and tie up to the bank, or at the new pier at Pedregal. David is the capital of *Chiriqui* province, and contains about 9000 souls. It is situated on an extensive *llano,* or plain, three miles from the landing, and is one of the most delightful and interesting of Spanish-American towns. The Panamanian Government is now surveying a route for a railroad between David and Panama, which will pass through many of the towns just mentioned. The line, 275 miles in length, differs somewhat from the Pan-American survey of fifteen years ago, and will cross the canal at Empire, C. Z. The most prominent feature of this province is the Volcano of Chiriqui, rising to a height of 10,265 feet. It was formerly called *El Volcan de Barú,* and has been inactive for many years. "El Volcan" is about twenty-five miles from either coast, and plainly visible from both oceans. In the mountains, behind the volcano, is the pretty little valley of *Boquete,* famous for the excellence of its coffee, and the healthfulness of its climate.

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and a waterfall 150 feet high. In 1794, Captain Collnett visited the island, and was bitten by the dreaded hooded snake, from which he nearly died.

[28] Travelers who see only the Canal Zone, and the cities of Panama, Colon, and Bocas del Toro, should not infer that nearly all Panamanians are negroes or black mixtures. Most of the inhabitants of the smaller towns are Spanish, or *mestizos* (Spanish and Indian), generally called Cholos. When I was last in David, there was but one negro in the place; and if the Chiriqueños are wise, they will keep Africans out of their province.

All over the warm regions of America the imported African has become a voracious parasite, like the giant tree-killing vine known as the *matapalo,* destroying and replacing the white man and the Indian.

[29] Ulloa calls the place *"Nuestra Señora de los Remedios de Pueblo-Nuevo."* In 1685, Pueblo Nuevo was taken and sacked by Francois Grogniet and his French flibustiers.

From *Harper's Magazine*, Jan., 1859.

SURVEYING FOR THE PANAMA RAILROAD.

In many places in Chiriqui are found the old Indian graves, or *guacas,* which contain beautiful pottery and golden ornaments. The principal *guacales* are near Bugaba and Bugabita, about fifteen miles west of David. Southwest of the latter place is *Alanje,* in early times the capital of Chiriqui. It is on the Rio Chico, and the town is better known locally as Pueblo Rio Chico. On the authority of Ulloa, the name Alanje is a contraction of *Santiago al Angel,* a town founded by Benito Hurtado in 1521. At one time it was called Chiriqui, and was the last settlement towards the confines of Nicaragua.

Most maps give *Punta Burica* as the beginning of the boundary between Panama and Costa Rica. The old line between Colombia and Costa Rica, as determined by the President of France, September 11, 1900, was unsatisfactory. The new Republic of Panama, and Costa Rica, on March 6, 1905, came to an agreement on a new line, which gives Panama title to a large strip of land bordering on Golfo Dulce, while Costa Rica acquires a corresponding addition to her territory on the Atlantic side.

January 25, 1907, both governments ratified this treaty, and the boundary between them now runs as follows:[20]

Beginning in the Rio Golfito, in the Gulf of Dulce, the line passes along the divide between the rivers Chiriqui Viejo and Coto de Terraba, over the summit of the Santa Clara Mountains, through a point called "Cerro Pando" to the Rio Sixola, and thence to Punta Mona on the Caribbean. This is the point from which we started on our circuit of the Isthmus.[21]

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[20] This year, 1910, the boundary line between Panama and Costa Rica still remains in dispute. (See Note 8, Chapter 17.)

[21] "What is to be the future status of the Isthmus? A strong government is doubtless a necessity, and must be provided from abroad. Shall it assume the form of a quasi-independent state, under the protectorate of the chief commercial nations, eliminating Colombia from participation therein, or must the United States, as the power most interested in preserving the independence of the highway, take upon themselves the whole control for the benefit of all nations? Time will tell."—*"History of Central America," vol. 3, p.* 558—H. H. BANCROFT, 1887.

Of the Chagres river, Ulloa writes, in 1735:

"Efte Rio, cuyo proprio nombre es de Lagartos, aunque ahora conocida mas bien por el de Chagre, tiene fu origen en aquellas Cordilleras, no lexos de Cruces. Fue defcubierta el año de 1510. por *Lope de Olano* fu defembocadura en el *Mar del Norte,* que es á los 9. Grados, 18. Minutos, 40 Segundos de *Latitud Septentrional,* y 295. Grados, 6 Minutos de *Longitud* contada defde el Meridiano de Tenerife. Por la parte de *Cruces* lo defcubrió Diego de Alvitez; pero el primer *Efpanol,* que baxó navegando, para reconocerlo hafta fu Boca, fue el Capitan *Hernando de la Serna* el año de 1527. Eftá defendida fu

Entrada con una Fortaleza fabricada en la Cofta del Efte, fobre un Peñafco efcarpado a lá Mar, con el nombre de *San Lorenzo de Chagres:* goviernala un *Caftellano,* á quien acompaña un *Teniente,* nombrados por el Rey, y la guarnecen Soldados de Tropa Reglada, que fe deftacan de Panamá."—*tomo* I, *lib.* III, *cap.* I, *pag.* 146.

Photo by *Maduro*, Panama.

RUINED CHURCH OF SANTO DOMINGO, PANAMA, SHOWING FLAT ARCH