

APPENDIX A.

Statement of Merchandise, destined for San Francisco, transported over the Panama Railroad during the two Years ending respectively July 31st, 1859 and 1860.

Years.	Tons measurement.	Tons weight.	No. of packages.	Total tons.
1859	5626 $\frac{33}{40}$	381 $\frac{754}{2000}$	24,482	5665 $\frac{3}{5}$
1860	6911 $\frac{36}{40}$	755 $\frac{542}{2000}$	46,061	7667 $\frac{1}{6}$

Statement of Merchandise from San Francisco transported over the Panama Railroad for the two Years above named.

Years.	No. of packages.	Tons measurement.	Tons weight.	Total tons.
1859	259	321 $\frac{18}{40}$		321 $\frac{8}{40}$
1860	525	61 $\frac{12}{40}$	121 $\frac{052}{2000}$	73 $\frac{3}{4}$

Statement of Treasure from San Francisco transported over the Panama Railroad for the two Years above named.

Years.	Number of packages.	Amount.
1859	2399	\$37,173,187 25
1860	2476	38,247,613 62

Statement of Merchandise, destined for Central American Ports, transported over the Panama Railroad for the Years 1859 and 1860.

Years.	No. of packages.	Tons measurement.	Tons weight.	Total tons.
1859	11,319	1644 $\frac{31}{40}$	111 $\frac{217}{2000}$	1655 $\frac{3}{8}$
1860	23,257	3064 $\frac{32}{40}$	219 $\frac{729}{2000}$	3284 $\frac{1}{6}$

Statement of Merchandise from Central American Ports transported over the Panama Railroad for the two Years ending respectively July 31, 1859 and 1860.

Years.	No. of Hides.	Number of packages of											Total.				
		Coffee.	Skins.	Indigo.	Cochineal.	India - rub-ber.	Bark.	Balsam.	Cocoa.	Ores.	Copper.	Cigars.		Amalgams.	Sundries.	Tobacco.	Dye-wood.
1859	26,892	5717	468	6910	3633	63	1	327	2	16	16	—	—	48	14	1408	45,575
1860	65,899	8270	745	5420	6239	777	4	286	5	359	—	7	8	124	—	—	88,143

Statement of Merchandise, destined for the West Coast of South America, transported over the Panama Railroad for the two Years above named.

Years.	Number of packages.	Jewelry, etc. Value of.	Tons measurement.	Tons weight.	Total tons.
1859	1063	\$90,342	199 $\frac{31}{40}$	1 $\frac{139}{2000}$	198 $\frac{5}{5}$
1860	8413	1,809,000	1099 $\frac{37}{40}$	30 $\frac{725}{2000}$	1130 $\frac{1}{4}$

Statement of Merchandise from the West Coast of South America transported over the Panama Railroad for the two Years ending respectively July 31st, 1859 and 1860.

Years.	No. of Hides.	Number of packages of								Total.
		Skins.	India-rubber.	Bark.	Cocoa.	Tobacco.	Orchilla.	Sundries.	Copper.	
1859	147		2			25				174
1860	2017	979	188	571	1706	93	32	20	6243	11,850
		Treasure\$								

The above comprises only the merchandise brought under *through bills of lading*; all other is included in the following table.

Statement of Merchandise from Panama, N. G., transported over the Panama Railroad for the two Years ending respectively July 31st, 1859 and 1860, not under through Bills of Lading.

Years.	No. of Hides.	Number of packages of													Total.			
		Skins.	Bark.	Indigo.	India-rubber.	Cocoa.	Orchilla.	Dye-wood.	Coffee.	Copper.	Sundries.	Pearl-shell.	Sarsaparilla.	Hats.		Cigars.	Tobacco.	Sperm oil.
1859	35,721	166	6628	42	2	1572	25	14	1	52	46	851	93	—	1	78	—	45,292
1860	29,869	220	5453	95	45	2413	164	1000	220	38	35	525	19	8	5	25	98	40,832

SPECIE.

Year.	Number of packages.	Amount.
1860	28	\$100,342 00



SOUTHEASTERN RAMPART.



APPENDIX B.

PANAMA RAILROAD COMPANY.

Financial Statement for the Year ending December 31st, 1852.

Gross receipts to December 31st, 1852.....	\$250,161 81
Amount credited Construction Account for proportion of running expenses.....	\$ 65,000 00
Sundry expenses, mule hire for troops, etc.....	8,999 32
Dividend No. 1, 10 per cent. on \$1,467,720.....	146,772 00
New Granadian government proportion of dividend.....	4,403 16
Balance to credit of Income Account.....	<u>\$24,987 33</u>

Statement for the Year ending December 31st, 1853.

Balance to credit of Income Account, December 31st, 1852	\$ 24,987 33
Gross receipts to December 31st, 1853	322,428 13
Amount charged for running expenses.....	\$113,949 99
Dividend No. 2, 5 per cent. on \$2,194,062.....	109,703 10
New Granadian government proportion of dividend	3,291 09
Balance to Income Account, December 31st, 1853.....	<u>\$120,471 28</u>
Dividend No. 3, 3½ per cent. on \$2,716,572	\$95,080 02
New Granadian government proportion of dividend.....	2,852 40
Balance to credit of Income Account.....	<u>\$22,538 86</u>

Statement for the Year ending December 31st, 1854.

Balance to credit of Income Account, December 31st, 1853	\$	22,538	86
Gross receipts to December 31st, 1854.....		453,572	04
	\$	476,110	90
Amount charged for running expenses.....	\$	116,542	37
Dividend No. 4, July, 3½ per cent. on \$2,832,000.....		99,120	00
Interest on bonds, due July 1st, on \$2,168,000, at 3½ per cent.		75,880	00
“ on bonds, due January 1st, on \$2,125,000, at 3½ per cent.		74,375	00
New Granadian government proportion of dividend.....		2,543	63
		368,461	00
Balance to Income Account, December 31st, 1854.....	\$	107,649	90
Dividend No. 5, January, 3½ per cent. on \$2,875,000	\$	100,625	00
New Granadian government proportion of dividend.....		3,018	75
Balance to credit of Income Account.....		103,643	75
		\$4,006	15

Statement for the Year ending December 31st, 1855.

Balance to credit of Income Account, December 31st, 1854.....	\$	4,006	15
Gross receipts to December 31st, 1855		1,099,069	33
	\$	1,103,075	48
Amount charged for running expenses.....	\$	284,156	00
Dividend No. 6, July, 6 per cent. on \$3,743,000.....		224,580	00
New Granadian government proportion of dividend.....		6,737	40
Interest on bonds due July 1st, \$1,257,000, at 3½ per cent.....		43,995	00
“ on sterling mortgage bonds, with commission and exchange.....		53,466	78
“ on bonds due January 1st, \$468,000, at 3½ per cent.....		16,380	00
“ on sterling mortgage bonds, with commission and exchange.....		77,770	00
Office expenses to January 1st		8,918	00
Interest on bonds converted		8,210	00
		724,213	18
Balance to Income Account, December 31st, 1855	\$	378,862	30
Dividend No. 7, January, 6 per cent. on \$4,532,000.....	\$	271,920	00
New Granadian government proportion of dividend		8,157	60
Balance to credit of Income Account		280,077	60
		\$98,784	70

Statement for the Year ending December 31st, 1856.

Balance to credit of Income Account, December 31st, 1855.....		\$98,784
Amount of earnings received to credit same, to December 31st, 1856.....		1,284,639
United States Post-office Department—mail-service for quarter ending December 30		42,204
Earnings in December, for which returns have not been received, and uncollected freight on the Isthmus		27,500
Royal Mail Steam Packet Company—freight on foreign treasure not yet adjusted.....		6,398
		<u>\$1,459,525</u>
Deduct interest on sterling bonds (£450,000), including exchange and commission	\$155,540	
“ on convertible bonds, 1st July, \$283,000—3½ per cent.....	\$9,905	
“ “ 1st Jan., 250,000 “	8,750	
Running expenses, per returns of chief engineer and superintendent.....	323,788	
Office expenses	22,266	
New Granadian government proportion of mail receipts.....	10,000	
	<u>\$530,249</u>	
Dividend No. 8, paid July 1st	\$283,020	
New Granadian government proportion, 3 per cent.....	8,490	
	291,510	821,759
Dividend No. 9, declared January 5th, on \$4,750,000, at 6 per cent.....	\$637,766	
New Granadian government proportion, 3 per cent.....	\$285,000	
	8,550	293,550
Balance to credit of Income Account after dividends.....		<u>\$344,216</u>

Statement for the Year ending December 31st, 1857.

Balance to credit of Income Account, after dividend, January 5, 1857.....					
Receipts from December 31st, 1856, to December 31st, 1857, viz.:					
From passengers.....					\$378,394 42
“ freight.....					
“ do.—treasure.....	\$698,250 18				
“ mails.....	354,437 78				
“ baggage.....	122,076 60				
“ miscellaneous.....	112,058 12				
	16,591 03				
	2,405 89				
	<u>\$1,305,819 60</u>				
					<u>\$1,684,214 02</u>
Deduct interest on first mortgage sterling bonds (£450,000), with exchange and commission.....	\$155,540 00				
“ second “ (£56,250), for 6 mos. “	9,720 00				
“ convertible bonds, 1st July....\$223,000, at 3½ per cent.....	\$7,805 }				
“ “ 1st Jan....\$160,000, “ “	5,500 }				
Running expenses.....	348,387 00				
Estimated depreciation in iron, ties, etc.....	40,000 00				
Loss on steamers Columbus and Panama	50,000 00				
Office expenses	22,250 00				
New Granadian government proportion of mail receipts.....	10,000 00				
	<u>\$649,302 00</u>				
Dividend No. 10, July 6th, on \$4,770,000, 6 per cent.	\$286,620 00 }				
New Granadian government proportion do., 3 per cent.....	8,596 60 }				
					\$944,520 60
Dividend No. 11, January 4th, on \$4,840,000, 6 per cent.....	\$290,400 }				
New Granadian government proportion do., 3 per cent.....	8,712 }				
Amount appropriated to Sinking Fund	50,000				
					<u>\$390,581 42</u>
Balance to credit of Income Account after dividends.....					
					\$739,693 42
					\$299,112
					\$349,112 00
					<u>\$390,581 42</u>

Statement for the Year ending December 31st, 1858—continued.

The Construction Account, now closed, amounts to.....	\$8,000,000 00
Which is represented by	
Capital stock.....	\$4,967,000 00
Convertible bonds.....	33,000 00
First mortgage sterling bonds, due Dec. 1st, 1859.....	\$ 750,000 }
“ “ “ April 10th, 1865.....	1,250,000 }
Second mortgage sterling bonds, due Feb. 20th, 1872.....	1,000,000 00
Of the latter, 425 bonds, equal at par to \$425,000, are still in the hands of the Company unissued.	
The Sinking Fund invested now amounts to \$153,395 83. The Company has no floating debt.	<u>\$8,000,000 00</u>

Statement for the Year ending December 31st, 1859.

Balance to credit of Income Account, after dividend, January 6th, 1859, per statement.....	\$529,041 50
Add excess of receipts over estimate for portion of December, 1858.....	6,068 13
Receipts from December 31st, 1858, to December 31st, 1859:	<u>\$535,109 63</u>
For passengers.....	\$1,068,832 17
“ freight—merchandise.....	537,689 01
“ “ treasure.....	153,876 98
“ mail transportation.....	100,000 00
“ baggage.....	18,951 65
“ miscellaneous, wharfage, light money, etc.....	6,094 76
Earnings for the latter part of December, not yet received, estimated at.....	40,000 00
	<u>1,925,444 57</u>
Deduct interest on first mortgage bonds (£450,000), with exchange and commission.....	\$150,694 37
“ “ second “ “ (£225,000), “ “ “ “.....	77,770 00
“ “ convertible bonds, July 1st, \$33,000, at 3½ per cent.....	\$1,155 00 }
“ “ “ Jan. 1st, \$27,000, “ “ “ “.....	945 00 }
Running expenses.....	416,818 76
Premium of exchange on remittances to meet bonds, paid in London, December 1st.....	73,157 78
Office expenses.....	25,207 43

Appropriated to cover depreciation in iron, ties, buildings, etc.....	40,000 00	
New Granadian government proportion of mail receipts.....	10,000 00	795,748 84
		<u>\$1,664,805 86</u>
Dividend No. 14, paid July 1st, on \$4,967,000, 6 per cent.	\$298,020 00	
“ “ 15, payable January 3d, 1860, on \$4,973,000, 6 per cent.	298,380 00	
New Granadian government proportion, 3 per cent., on ditto.....	17,892 00	
Appropriated to Sinking Fund	100,000 00	714,292 00
Surplus income after dividend, January 3d, 1860.....		<u>\$950,513 86</u>
Balance as above.....		\$950,513 86
Sinking Fund and accumulations		260,962 21
		<u>\$1,211,476 07</u>

Out of which the Company have paid during 1859,

For stock in North Atlantic Steam-ship Company	\$500,000 00
“ steamer Guatemala.....	150,000 00
On account of bonds, due December 1st	550,000 00
	<u>\$1,200,000 00</u>

All the Company's interest in steamers is covered by marine insurance excepting the Columbus, valued at \$25,000.

The cost of the road, per Construction Account, closed January, 1859, is..... \$8,000,000 00

Against which there are,	
Capital stock	\$4,973,000 00
Convertible bonds	27,000 00
Sterling bonds, due 1865.....	1,250,000 00
“ “ 1872.....	1,150,000 00
	<u>\$7,400,000 00</u>

Statement for the Year ending December 31st, 1860.

Balance to credit of Income Account, after dividend, January 3d, 1860, per statement.....	\$950,513 86
Add excess of receipts over estimate for portion of December.....	10,227 55
	<u>\$960,741 41</u>
Deduct payment for portion of sterling bonds retired in December, 1859, the balance having been paid from the Sinking Fund.....	442,830 13
Receipts from December 31st, 1859, to December 31st, 1860:	<u>\$517,911 28</u>
For passengers	\$688,378 74
“ freight, merchandise (including baggage).....	618,578 04
“ “ treasure.....	128,946 38
“ mail transportation.....	50,000 00
“ miscellaneous, wharfage, light money, interest, etc.....	14,972 66
“ earnings uncollected, or for which returns have not been received, estimated.....	<u>50,000 00</u>
	<u>\$1,550,875 82</u>
	<u>\$2,068,792 10</u>
Deduct interest on sterling bonds (£540,000), with exchange and commission.....	\$186,468 45
“ “ convertible bonds, \$24,000, at 7 per cent.....	1,680 00
Running expenses, including materials, repairs, subsistences, labor, etc.....	406,050 55
Equipment Account, new cars, etc.....	\$17,019 32
Permanent improvements (paid for out of Income Account, Construction being closed):	
New wharves.....	20,072 13
Water-works	15,204 16
Dredging machine.....	18,489 96
Stone-breakers and engines.....	5,000 00—
Office expenses	22,904 73
New Granadian government proportion of mail receipts.....	10,000 00
	<u>\$702,889 30</u>
	<u>\$1,365,897 80</u>
Dividend No. 16, paid July 2d, 1860, on \$4,976,000, 6 per cent.....	\$298,560 00
“ “ 17, payable January 2d, 1861, on \$4,976,000, 6 per cent.....	298,560 00
New Granadian government proportion of do., 3 per cent.....	17,973 60

PANAMA RAILROAD.

Paid trustees of Sinking Fund, July, 1860.....	50,000 00	100,000 00	\$715,093 60
Appropriated to " December, 1860	50,000 00		
Surplus after dividends of 1860.....			\$650,804 20

GENERAL STATEMENT.

Assets: Construction Account.....			\$8,000,000 00
Cash in bank.....			204,920 52
Loans on demand.....			127,455 75
Amounts due from agents and others.....			93,088 52
Cavan Brothers & Co., London.....			49,557 31
Sinking Fund.....			50,369 06
Real estate on the Isthmus and islands in the Bay of Panama.....			69,431 97
Stock in North Atlantic Steam-ship Co.....			500,000 00
Steamer Guatemala (cost \$155,000), valued at.....			130,000 00
" Columbus (cost \$50,500), ".....			25,000 00
Steam-tugs and launches in the Bay of Panama (cost \$50,500), valued at.....			25,000 00
Interest in sailing vessels (cost \$41,000), valued at.....			28,000 00
			\$9,302,823 13
Liabilities: Capital stock.....	\$4,976,000 00		
Sterling bonds, with exchange.....	2,466,237 78		
Convertible bonds.....	24,000 00		
Book accounts.....	44,900 60		
Dividend declared and payable Jan. 2d, with New Granadian government proportion...	307,546 80		
Trustees of Sinking Fund, appropriation not invested.....	50,000 00		
Undivided earnings from road.....	\$650,804 20		
" " of steamers, sailing vessels, tugs, and launches (after deducting depreciation).....	183,333 75		
" " bonds redeemed.....	600,000 00	1,434,142 95	\$9,302,823 13

Jos. F. Joy, Secretary.

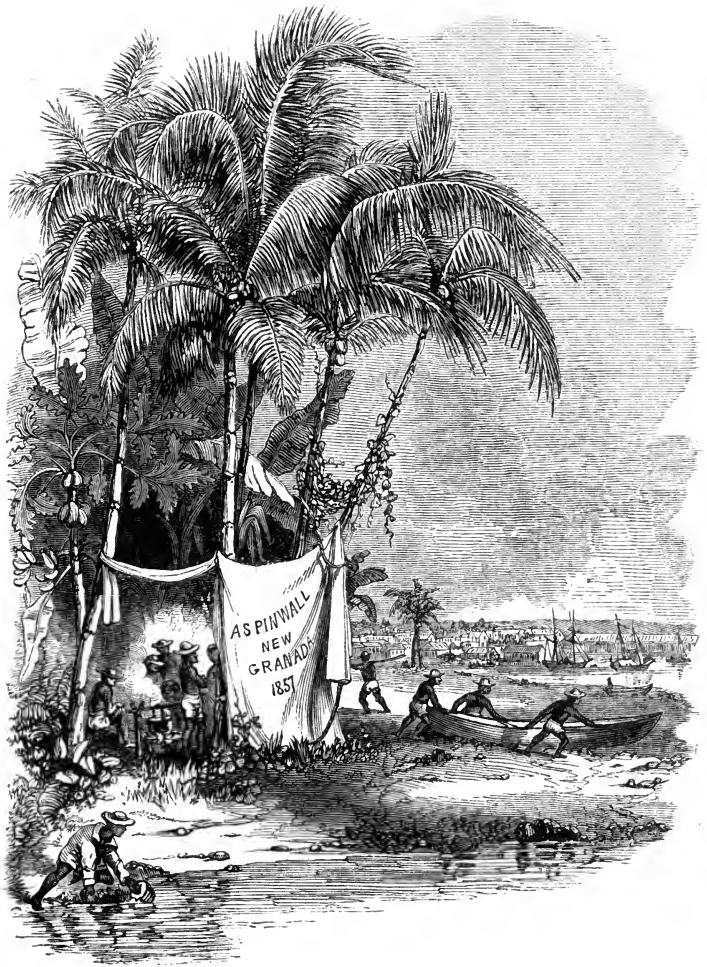
The early history and present condition of the road, at least so much of it as has been thought would prove interesting and serviceable to the general reader, has been presented. The sources of its present business have been shown, and some idea of its probable increase from these; but a large and important field within the legitimate scope of the enterprise demands a little attention from its bearings on the future business of the road. A glance at the geographical situation of the Isthmus of Panama, in its relation with Australia, China, Japan, and the Sandwich Islands, will discover the capacity of the transit to shorten the distances from those countries to the markets of the United States by so many thousands of miles as must make it an eventual necessity for the trade, at least a large portion of it, to seek this, the only direct route between the Atlantic and Pacific Oceans.*

TRAVELER'S GUIDE.

As the traveler enters the harbor of Navy Bay he can not fail to observe the beauty of the scene spread out before him. On the right and in front of the harbor, which sweeps around a semicircle of some three miles in extent, the primeval forest of the tropics, with its dense vinous un-

	Miles.
* The distance from N. York to Sydney, Australia, <i>via</i> Cape Horn, is	12,870
“ “ “ “ <i>via</i> Panama.....	9,950
In favor of Panama.....	2,720
The distance from N. York to Honolulu, S'dwich Isl., <i>via</i> Cape Horn	13,560
“ “ “ “ <i>via</i> Panama...	6,800
In favor of Panama.....	6,760
The distance from New York to Hong Kong, <i>via</i> Cape Horn	17,420
“ “ “ “ <i>via</i> Panama.....	11,850
In favor of Panama.....	5,570
The distance from New York to Jeddo, Japan, <i>via</i> Cape Horn.....	16,710
“ “ “ “ <i>via</i> Panama.....	10,220
In favor of Panama.....	6,490
Distance from England to Sydney, Australia, <i>via</i> Cape of G. Hope	12,828
“ “ “ “ <i>via</i> Panama	12,730
In favor of Panama.....	98





dergrowth and its towering cocoa and palm trees, meets his view; on the left, from the iron light-house on the extreme seaward point, the brightly-painted Americo-Spanish town of Aspinwall extends, its long covered wharves filled with the shipping of many nations. A verandaed street skirts the shore, and a dense equatorial forest rising up behind is relieved by the faint and misty mountain range, which forms the *back-bone* of the Isthmus, and connects the great *Cordillera* of the northern and southern continents—the Rocky Mountains and the Andes. This harbor (said to have been discovered by Columbus during his third voyage, and by him named “Navy Bay”) is three miles in length by two in breadth, with an average depth of seven fathoms, affording good anchorage ground in every part. Since the establishment of the Panama Railroad it has been a rendezvous for the United States Atlantic squadron, and one or more frigates of the first class may usually be seen at anchor; also a United States store-ship, which has its permanent station here.

The city of Aspinwall, which has grown up from the necessity of its position as the Atlantic terminus of the railroad, while answering its purpose as a receiving and transshipping depôt, has but little, architecturally, to recommend it to notice, the dwellings, some two hundred in number, being of wood, and built in a style midway between the New England house and the verandaed structures usual in the tropics. They are built on land leased from the Company by private individuals.

The voyager coming to Aspinwall by the United States mail steam-ships will be landed at the end of an immense wharf belonging to the Company, and will find it worth his while to take a walk about the town ere making the transit of the Isthmus. First, it may not be amiss to notice the wharf itself, which extends from the shore out upon a coral reef, nearly a thousand feet, to where a depth of wa-

ter exists sufficient to float the largest ships. It is forty feet in breadth, and covered by a lofty metallic roof; the piles upon which it stands are coppered to protect them from the *teredo*, a boring worm which infests these waters, and rapidly destroys every kind of timber unless thus protected. At the upper end of the wharf a grove of cocoanut-trees shoots up through the flooring, and at any and every season of the year the cocoanut, in the bud, the blossom, and full grown, may here be seen. Several large iron tanks are situated at the head of the wharf, each of a capacity of several thousand gallons. The whole island of Manzanilla, upon which Aspinwall is situated, a mile in length by three quarters in width, being a low coral foundation, has no springs of water, and that obtained by digging is so brackish that rain-water is used instead; these tanks, filled by the rains which prevail for more than half the year, before the establishment of the great reservoir, furnished the supply of water for the shipping during the dry season. At the head of the wharf you reach the quadruple track of the railway. Proceeding toward its Atlantic terminus, you pass, on your left, the line of stores, shops, and hotels which were visible from the entrance of the harbor. The shops, perhaps half a dozen in number, usually display a very respectable assortment of goods, principally ready-made clothing, fancy articles, and groceries. Among them are several quite extensive importing houses of French, English, and American merchandise, and Havana cigars for the South American market and the shipping visiting the port.

The hotels,* of which there are, great and small, at least a dozen, have, for this country, very fair accommodation for all classes of travelers, at from one to four dollars per day;

* Probably the best accommodation will be found at the Howard, City, and Aspinwall Hotels. Usual charge for first class passengers \$3 per day. Second class passengers are accommodated at the other houses at considerably lower rates. It is well to have the terms well understood beforehand.

but little business, however, is done among them except on the arrival of the passenger steamers of the California line. In 1852, when these hotels were erected, travelers were often detained here for several days, when the landlords drove a brisk trade; but now the ship-loads of passengers are seldom detained here more than two or three hours, and, although a brisk business is done for the time, the publican finds his opportunity too brief to realize much profit.

At the end of the row stands the Panama Railroad Company's office, a respectable fire-proof two-story brick building, into the upper windows of which the wires of the Isthmus Telegraph converge. The poles, or, more properly, the pillars, which serve to support the wires of this telegraph line, from their symmetry, strength, and novel construction, are worthy of particular notice. They are apparently of *hewn stone*. Some two years since, after much trouble and expense had resulted in consequence of the rapid decay of the wooden poles formerly used, Colonel Totten conceived the idea of moulding a support of concrete. A small straight stick of the necessary height was placed upright, and surrounded by a jointed wooden mould, fifteen inches in diameter at the base, tapering to about eight inches at the top, and sunk into the earth sufficiently for firm support; this was filled with *concrete*, and allowed to stand for several days. When the mould was removed, it was found firm and strong, and apparently every way adapted to the purpose. This fact once settled, the entire line was supplied with these quasi stone columns, but little exceeding the unsightly wooden poles in expense, and perfectly weather and insect proof. It is now nearly two years since their establishment, and they bid fair, extraordinary occurrences excepted, to last for a century.

Farther along the track, on your right, you pass the main railroad wharf, at which any day in the year several vessels, sail or steam, may be seen actively discharging car-

goes for shipment across the road. A couple of hundred yards brings you to a massive stone structure three hundred feet long by eighty wide, through whose broad-arched entrances a triple track is laid. This is the freight depôt of the Panama Railroad Company, and the following description by a recent visitor will give the traveler an idea of its usual internal appearance:

“Bales of quina bark from the interior were piled many tiers deep, and reached to the iron triangular-braced roof of the edifice. Ceroons of indigo and cochineal from San Salvador and Guatemala; coffee from Costa Rica, and cacao from Ecuador; sarsaparilla from Nicaragua, and ivory-nuts from Porto Bello; copper ore from Bolivia; silver bars from Chili; boxes of hard dollars from Mexico, and gold ore from California; hides from the whole range of the North and South Pacific coast; hundreds of bushels of glistening pearl-oyster shells from the fisheries of Panama lay heaped along the floor, flanked by no end of North American beef, pork, flour, bread, and cheese, for the provisioning of the Pacific coast, and English and French goods for the same markets; while in a train of cattle-cars that stood on one of the tracks were huddled about a hundred meek-looking lamas from Peru, on their way to the island of Cuba, among whose mountains they are used for beasts of burden as well as for their wool.”

Its situation is on the direct line of the road, its seaward side opening by great doors out upon the waters of the bay, so as to allow vessels of light tonnage to discharge cargo directly into the depôt, while for the heavier a covered wharf extends from the centre into six fathom water. On emerging from the farther extremity of the freight-house, a hundred paces brings you to the *Mingillo*, or native market-place. A few lusty half-naked negroes, descended from the African slaves of the old Spanish dominion (who form a large proportion of the literal population of the Isthmus) are gen-

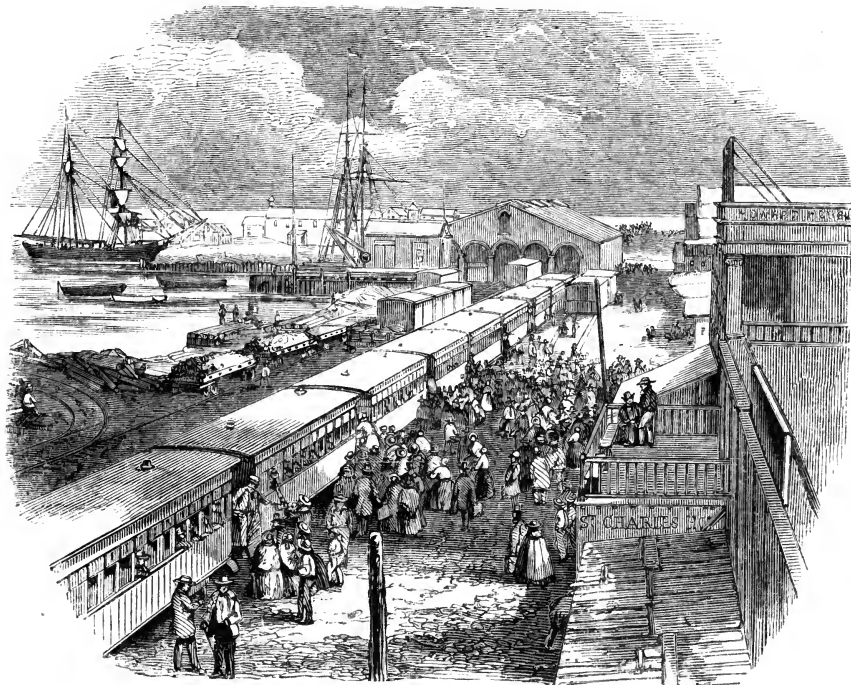
erally seen supplying their customers with fish, cassava, bananas, plantains, and many other fruits and vegetables of the country, from out the bongoes which lay alongside the wharf, or, grouped on the shore over smoking kettles of *sancoche*, ladling out this favorite compound to their native patrons. Large quantities of the vegetable ivory-nut are also brought here by the natives for barter and sale. Sometimes a few aboriginal Indians from the region of San Blas (some sixty miles down the coast) may be seen here. Rather under the medium stature, they are broad-shouldered and muscular, with the straight black hair and high cheek-bones of the North American tribes. They have a peculiar interest from the fact that they belong to a tribe never subjugated by the *Conquistadores*, but who have maintained an unwavering hostility to the Spaniard since the first discovery of the country, and have cherished such a jealousy of their independence that, to the present day, no white man has been permitted to land upon their shores. Their usual dress consists of a simple fold of cloth tied about the loins, though they are not unfrequently seen clad after the manner of the Spanish natives, in a loose shirt and loose cotton or hempen trowsers. Though apparently apathetic and uncommunicative, there is a considerable degree of intelligence in their expression, and a conscious independence in their bearing, that gives one a fair idea of the races which Columbus and his followers found here in the days of old. They have recently allowed one or two small trading schooners twice or thrice a year to anchor near their shores and traffic with them, receiving calicoes, beads, and other ornaments, machetas, etc., in exchange for tortoise-shell, ivory-nuts, and gold dust; but every attempt to explore their country has been uniformly resisted. Their chief weapon is the bow and arrow (the arrow armed with fish-bones), in the use of which they are said to be very skillful, and to be in the habit of using it effectively not only upon

land, but in their waters; with barbed palm-wood arrows some four feet in length, they have the reputation of being able to transfix large fish at a distance of two or three feet beneath the surface.

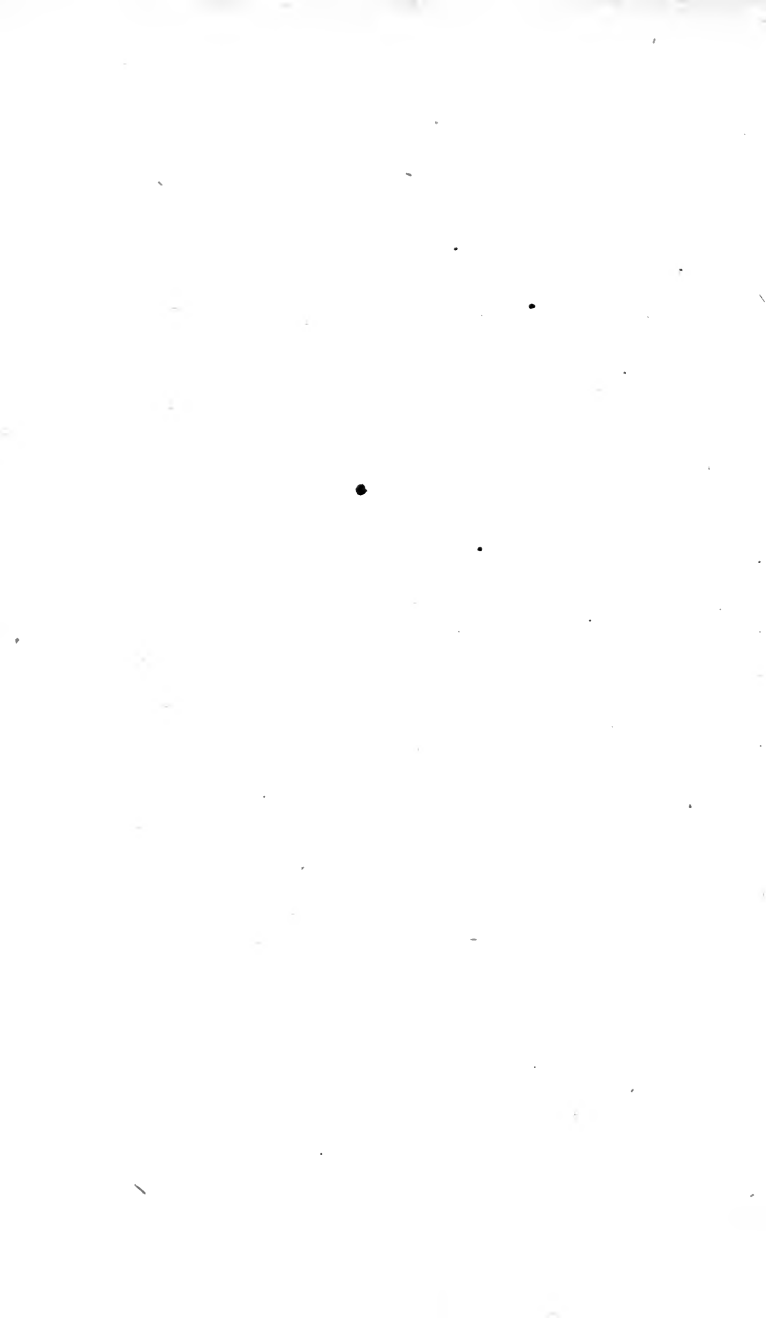
Along the opposite side of the railway from the *Mingillo* lies a broad lagoon covering a couple of acres, and connected with the waters of the harbor by a narrow opening under the road. This lagoon is crossed at about the centre by a recently-made street, and will soon be still farther reduced in extent by others. A line of low tenements, principally occupied by the native population, a few stores, and a large hotel, the Aspinwall House, bound its opposite shore, beyond which a dense swamp-forest shuts off the view. Proceeding a little farther, you pass "Johnson's Ice-house," or, rather, if you have an eye to creature comfort, you will not pass it, for it is a depôt for ice and such things for the inner man as may be preserved in it of northern product. Five ships a year come consigned to this establishment from the Boston Ice Company, and Johnson, "the Ice-man of the Isthmus," is decidedly a man whose acquaintance is worth cultivating in this climate. Turning now to the left, toward the sea-beach, which forms a semicircle around this end of the island, the driving surf of centuries has washed up along its whole extent a wide barrier of shells and coral. Upon this you will first observe the hospitals of the Railroad Company, a couple of large, airy buildings, surrounded by generous tiers of piazzas, about which a general air of tidiness and comfort prevails. Although built for the exclusive use of the Company, strangers requiring medical aid are permitted to avail themselves of their advantages. A little to the left is a long wooden building, which contains the lecture-room, library, and club-room of the employes of the Company. A well-selected library of several hundred volumes, and the standard periodicals and journals, may be seen here; there are also materials for a snug

game of billiards, backgammon, or chess. Three or four neat little cottages come next along the line of the beach, the residences of the principal officers of the Company, with little garden-plats in the rear, and an occasional cocoa-tree throwing pleasant shadows over them. A little farther on is a fine corrugated iron dwelling, the residence of the Royal Mail Steam Packet Company's agent; next to this is seen the general domestic rendezvous of the Railroad Company's officials (usually known as the "Mess-house"), imbedded in a grove of cocoa and banana trees. Within fifty yards of the rolling surf, the sea-breeze ever playing through its surrounding foliage, it would be difficult to find a more desirable tropical residence.

Still farther on to the right are the buildings of the terminus, car repositories, etc., and machine-shops, whose tall chimneys send up steady columns of smoke, while the ring of many hammers breaks cheerily upon the ear. Along the beach a nicely-graded road has been constructed, which extends the entire circumference of the island, and for more than two thirds of its course it passes along or through the dense and luxuriant tropical forest with which nearly one half the island is still covered. The "Paseo Coral," as this beautiful walk or drive is called, was built by the citizens of Aspinwall, every facility and aid being rendered by the Railroad Company; and morning and evening, especially on Sundays and holidays, it is a favorite resort of the inhabitants of all classes, a few on horseback or in light wagons, but the great majority on foot. Any lover of the beautiful in nature will find it worth his while to make a tour of this "Paseo;" on one side charming glimpses of the ocean and of the "Archipelago" (which cuts off the island of Manzanilla from the main land) meet the eye at every turn, and at almost any point the conchologist may step out upon the coral reef and find sea-shells, fans, and coral to an indefinite extent; on the other, a great variety of tropical vege-



DEPARTURE FOR PANAMA.



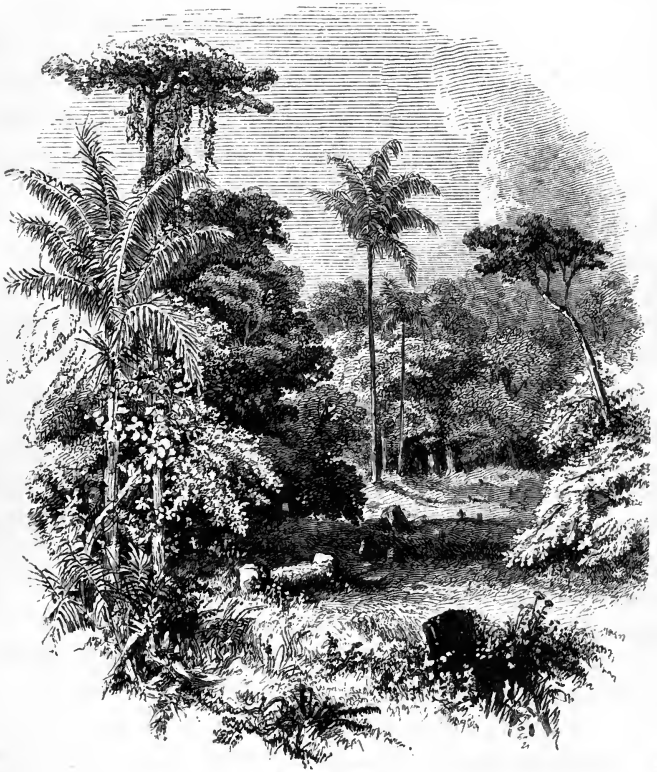
the rains fall almost daily for several hours; there are usually also several hours each day of bright sunshine. Occasionally throughout the wet season the rain falls for several days without cessation, and in violence and amount seldom if ever seen in northern latitudes. During this season the forests are clothed in brilliant and varied greens, and many of the large forest-trees are covered with blossoms of white, scarlet, or yellow, which, together with the myriads of parasites, epiphytes, and flowering vines, often produce the most gorgeous effects. During the dry season, which occupies the rest of the year, while showers are not uncommon, it is usual to see two, and even three months pass without rain, and the vegetation is scarcely less beautiful than in the wet, though toward the latter part many of the larger trees are destitute of foliage, and the browns and yellows of dying leaves are seen on every side; yet the rich greens still preponderate sufficiently to give a decided summer character to the whole; and the evergreen palms, from which hang numberless clusters of ripe palm-nuts of the richest scarlet; the lowland trees, that blossom at every season; and the passifloras, and many other beautiful flowers, that develop only in the dry season, make it difficult to say which of the two seasons will afford the rarest botanical and floral treat to the traveler; at any and every season the vegetation is varied, luxuriant, and gorgeous beyond comparison. There are, besides, at almost every step, objects novel and interesting among the riches of the animal kingdom, and also in the varied geological formations displayed along the line of the road; in fact, few locations in the world present a more promising field of research for the botanist, the geologist, or the student of natural history. Eminent scientific men from the United States, England, and Germany have already spent considerable time and labor in explorations here, but the results of their researches have not as yet been given to the public. As, however, few travelers

over the road have any opportunity other than that afforded by the rapid railway transit to examine the objects of interest on its course, a brief account of the more prominent and readily recognized will perhaps be deemed sufficient for the general reader.

In making the journey over the railroad to the Pacific terminus, starting at the depôt at Aspinwall, a third of a mile brings you to that part of the island shore where the railway leaves it, and crosses over the frith to the swamps of the main land. At this point, which is crossed by an artificial isthmus (built originally of piles and crib-work, but since replaced by solid stone and earth), the channel is about two hundred yards in width, broadening rapidly to the eastward into a miniature archipelago, with a dozen little islands overgrown with mangrove bushes, and lying upon its glassy surface like emeralds upon a mirror. To the westward it again expands into a wide, placid basin, only separated by a narrow belt of foliage from the waters of the bay. The shores on every hand are skirted with a dense growth of mangrove bushes, which droop deep into the water, while directly in front, through the vista opened by the railway, an apparently interminable forest meets the eye. These waters abound in the beautiful varieties of fish known among the natives as "flores del mar," or "the flowers of the sea:" in shape and size they resemble the sun-fish of our Northern lakes, and are remarkable for their varied and brilliant colors.

The mangrove bushes are not unlike the banyan-tree in the manner of their growth. Their branches, shooting downward, frequently enter the soil, take root, and, interlacing again and again, form a barrier requiring a stout hatchet or machete to overcome. Many of the branches which dip into the water are loaded with a variety of the Crustaceæ, almost, if not quite, identical with our Northern oysters, varying in size from a dime to a dollar: several pounds often





MOUNT HOPE.

depend from a single bough. Submerged by every tide, they are well nourished and exceedingly palatable, and, although so small, well worth the trouble of opening. English snipe, plover, teal, heron, and pelican are abundant about here at certain seasons.

About a mile farther on, to the left of a spur of high land, through which the railway passes by a deep long cut, is seen the tall forest of Mount Hope, upon which is located the general cemetery of Aspinwall. A pleasant winding path through the thick undergrowth soon brings you upon the spot. Dense foliage surrounds it on every side. This place was selected for a burial-ground shortly after the commencement of the road, and many victims to the hardships of the work and the virulence of the climate were then buried here; but those days of trial have passed, and the long grass waving over their graves tells of the years since then. A few are recent, and marked by simple monuments; among them will be noticed several of the officers of the United States Home Squadron. The lamented Strain (whose suffering and heroism as the leader of the ill-fated Darien expedition are still fresh in the memory of his countrymen) lies buried here. The surrounding woods, especially toward evening and in the early morning, are vocal with the notes of numerous birds. The sweet and sonorous whistle of the *turpiale* and the cooing of the turtle-dove mingle with the harsh cries of the parrot tribe and the still harsher note of the toucan. Frequent opportunities occur of procuring these different varieties of birds from the natives, as they are more or less numerous along the entire line of the road, and become domesticated with little trouble. The *turpiale*, which is about the size of a robin, with deep black and bright yellow plumage, is quite equal to the magpie in intelligence and cunning, and is one of the finest whistlers known. The toucan, a dark scarlet-breasted bird, about the size of a pigeon, with a heavy serrated bill six or

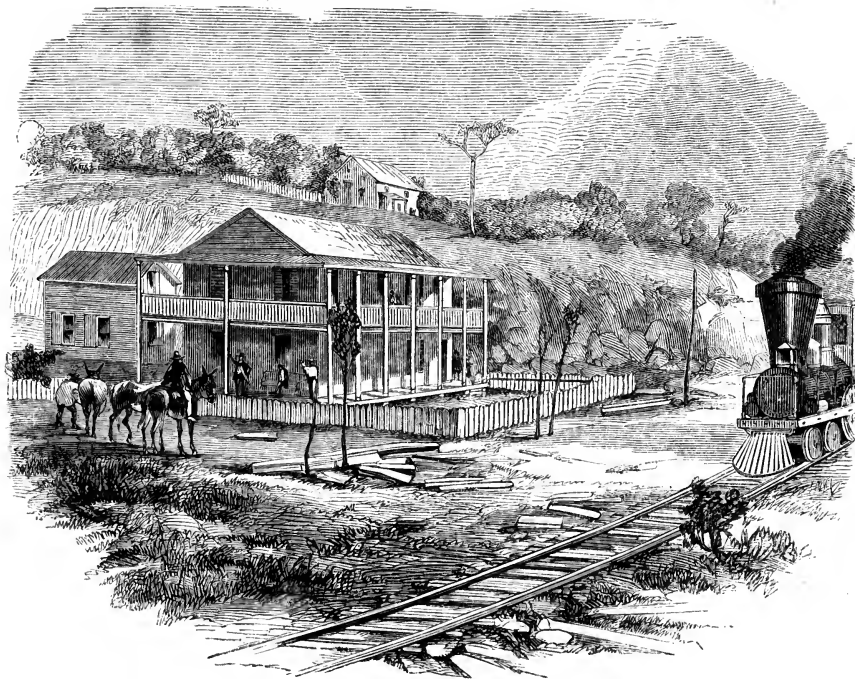
seven inches in length, is one of the ornithological curiosities of this region; picking up its food on the point of its huge beak, by a sudden jerk it tosses it up half a yard, and as it falls catches it deep in its throat; it also makes extraordinary motions over the water when attempting to drink. The habits of the toucan in this respect were noticed by the early Spanish-American priests, who, averring that this bird, in drinking, made the sign of the cross over the water, called it "Dios te de" (God gives it thee). Considerable land in the vicinity of Mount Hope has been cleared, and cultivated with success and profit. Proceeding along the track beyond Mount Hope, you begin to bring more fully into view the wondrous wealth of the Isthmian forest. For a space of fifty feet on either side of the solid track embankment the original growth has been swept away and replaced by a rich display of aquatic plants, through whose broad shining leaves myriads of callas and long, slim-petaled pond-lilies struggle out to fill the air with their delicious perfume. This low and recent vegetation is walled in by a primeval growth of a variety and luxuriance that almost defies description. Palm-trees, slender and tall, from under whose crowns hang long scarlet and yellow tassels; palms, low and huge, with trunks scarce lifted above the slimy ooze, sending out graceful pinnate leaves half a dozen yards in length; great cedro and espabe trees, towering up like giants for a hundred feet, then sending out strong arms that almost clasp each other across the clearing, their trunks covered with thick vines and parasites. These and many other varieties are so closely set and interwoven together that the eye fails to penetrate into the depths of the forest. The great number and variety of parasitic growths can not fail to attract constant attention. Almost every tree and shrub supports more or less of these treacherous leeches, in form and size ranging from the simple tuft of grass to the enormous growths whose branches equal in magnitude those

of the largest trees, and frequently exceed those of the poor victim from which their strength is drawn. Some are seen which had originally taken root upon the trunks of large and thrifty trees, which, under their exhausting demands and vice-like embrace, have died and rotted out, leaving the well-conditioned leech, though a mere shell, upright, and so like the original tree that, except for occasional apertures which disclose the hollowness within, their villainy might at a little distance escape detection. Many bear beautiful and fragrant flowers. A curious and exceedingly common variety springs from seeds deposited in the ordure of birds upon the highest trees, sending long fibrous tendrils, without a single branching twig, down to the earth, when it again takes root, and increases in size until it frequently attains a diameter of five or six inches. Often trees, so decayed that otherwise they must have fallen, are by these supports retained in their upright position for many years. The smaller ones, combining pliability with great strength, are much used as cordage by the natives. Trailing vines and blossoming creepers are on every side in great profusion and luxuriance, enwrapping the trees and hanging in variegated festoons from the branches. As you proceed, every moment new, and, if possible, richer varieties of vegetation pass in quick review, until you are almost lost in wonder and admiration. At about three miles from the terminus a bend is cut off in the small sluggish stream, called the Mindee, whose waters are half concealed by the overhanging verdure; along its banks the tall and graceful bamboo, that giant of the grasses, adds a new beauty to the scene. The waters of the Mindee, which empties into Navy Bay about a mile and a half from Aspinwall, abound with alligators, often of great size, which afford plenty of exciting sport to parties from the city, who make occasional incursions upon them, and to the natives, who value them greatly for their oil, which is used for medication, and their teeth,

which are worn as potent charms. Not unfrequently these ugly beasts crawl out into the pools along the railway track, where they may be seen basking in the sun, scarcely deigning to lift their unwieldy heads as the train thunders by.

In the immediate vicinity of the Mindee some of the lands are dry enough to be susceptible of tillage. Native huts may here and there be seen near the road surrounded by patches of plantains, bananas, Indian-corn, and sugarcane. Beyond this the forest vegetation is varied and enriched by a species of the palm, from the fruit of which the palm-oil of commerce is extracted. It differs little in form from the tasseled variety which has been previously noticed, except that it attains a greater size, and, instead of the gaudy tassel, bears immense clusters of scarlet nuts about as large as a lime; the clusters, shooting out from the trunk of the tree just underneath its foliage, hang by a single stem, and are often two or three feet in length, contrasting vividly with the surrounding verdure. The palm-tree, that prince of the vegetable kingdom, which is so characteristic of tropical vegetation, is nowhere more abundant in variety and beauty than upon the Isthmus, no less than twenty-one varieties having already been found and classified here. Conspicuous among them for their practical use to the natives of the country are the "wine palm," from the sap of which is distilled a sweet and intoxicating beverage; the "motombo," or sago palm, which furnishes the sago; the "ivory palm," producing the vegetable ivory-nut of commerce; the "glove palm," which furnishes, by the covering of its spatha, ready-made bags, capable of holding grain, etc., to the amount of nearly half a bushel; the "cabbage palm," the tender shoots upon the summit of which resemble in appearance and nutritiousness the ordinary cabbage; others also there are from which they manufacture flax, sugar, various domestic utensils, weapons, and





GATUN STATION.