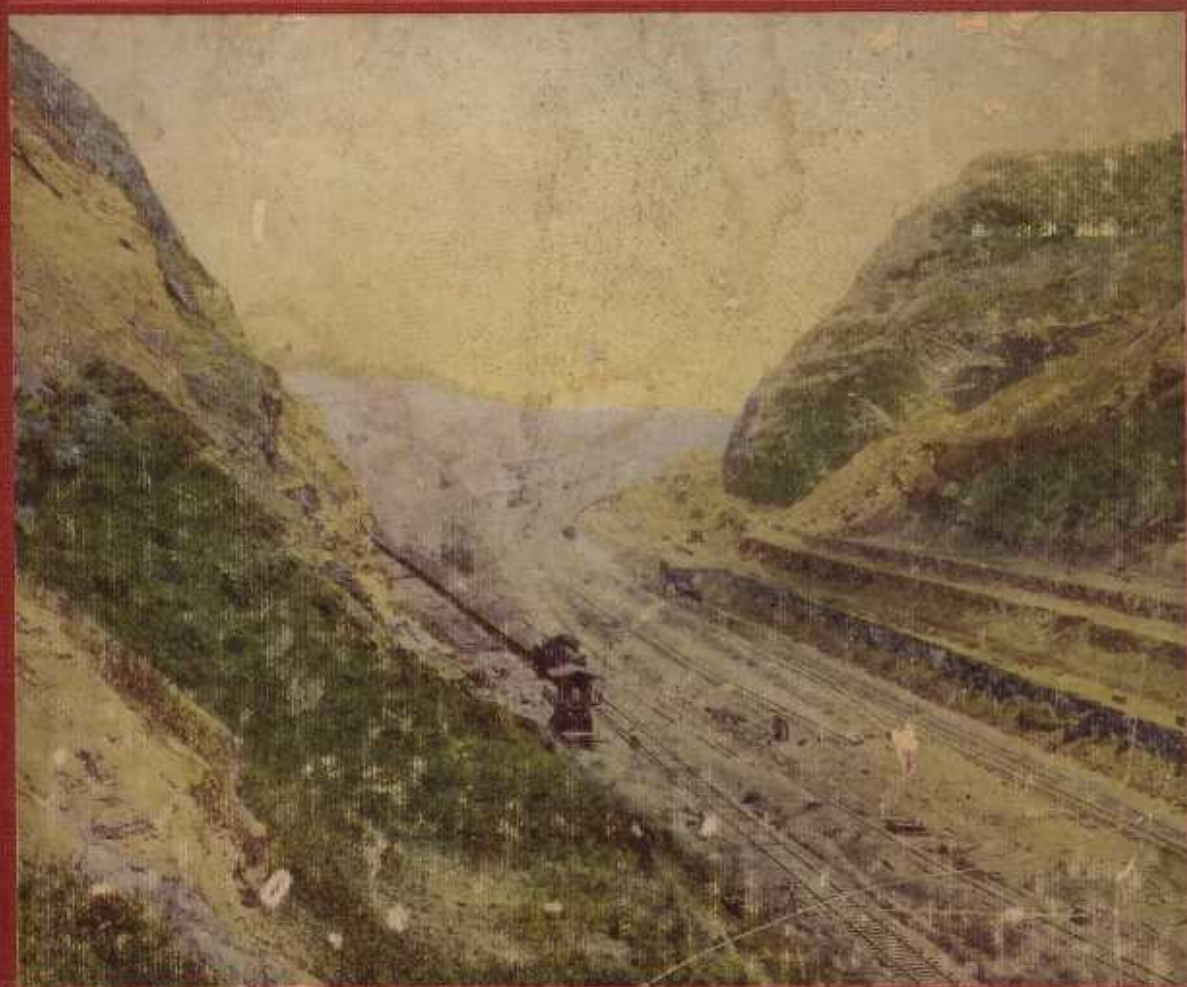
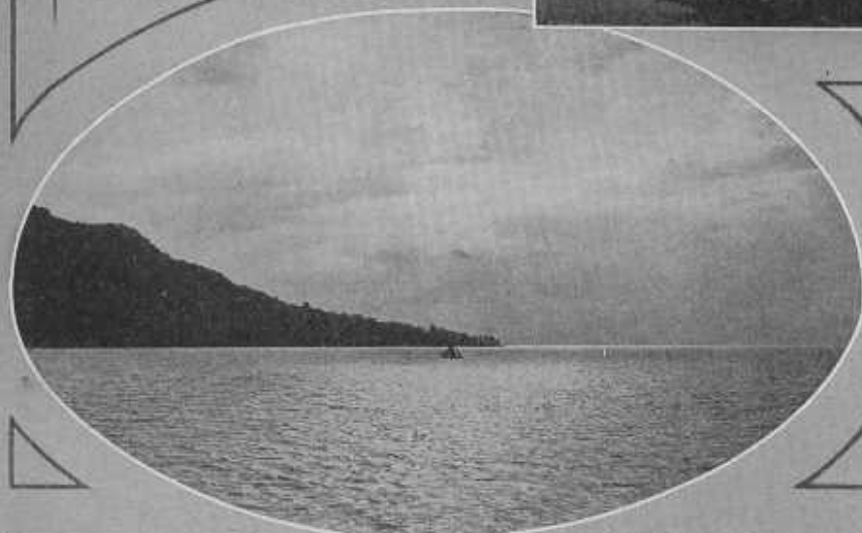


GREATEST ENGINEERING FEAT
IN THE WORLD
PANAMA



DEDICATED TO THE
MEN OF BRAIN AND BRAWN OF OUR COUNTRY, WHOSE
MATCHLESS SKILL AND INSPIRING COURAGE
MADE THE DREAM OF AGES A REALITY
IN THE CONSTRUCTION OF THE
PANAMA CANAL



SUNRISE, SUNSET AND MOONLIGHT SCENES ON PANAMA BAY.

During February and March the moon is particularly bright, due to the clear atmosphere which prevails in the height of the dry season. On certain brilliant evenings it is possible to read in the moonlight. The cloud effects are perfect and the rainbows magnificent. One of the prettiest effects, which happens but rarely, is a rainbow at night.

FOREWORD



THE eighth wonder of the world, the crowning achievement of man's greatest undertaking is the construction of the Panama Canal by the Government of the United States.

Doubtless for centuries to come the world-wonders of the Panama Canal will be told in story and in picture, but the eloquence of the theme itself will never be exhausted while reverence for mighty deeds finds lodgment in the hearts of men.

Recognizing as much as one man could the magnitude and importance of the work being performed on the Isthmus, the Author for almost two years dwelt among the activities of this gigantic enterprise, and in these pages authentically presents to the reader his chronicles of the step-by-step progress of the construction from beginning to completion, as well as the successful installation of the world's majestic waterway from ocean to ocean.

The successful opening on February 20, 1915, of the Panama-Pacific International Exposition at San Francisco, in celebration of the completion of the world's most stupendous achievement—the Panama Canal—has called for and received in this work a graphically written and illustrated detailed account of this great contemporaneous event.

Clothed as it is in a beauty of typography and art illustrations in keeping with the grandeur of the subject it treats, the publishers feel assured of the book's cordial reception on the part of an appreciating public.

TO THE PUBLISHERS.

I have taken much pleasure in looking over and examining your handsomely illustrated book giving the story of "THE GREATEST ENGINEERING FEAT IN THE WORLD AT PANAMA."

The Panama Canal is indeed the greatest engineering work of modern times and is of tremendous interest to the American people on account of its commercial and military value.

Commercially, it shortens the voyage between the eastern and western coasts of our own country and brings us in nearer contact with South America. This will have a tendency to bind the two continents, North and South America, into closer commercial relations.

For the world at large, it will establish a new trade route for all countries and make the Caribbean Sea a new Mediterranean.

From the naval standpoint, it will prove to be a great means of National Defense to us because it will practically double the efficiency of our fleet.

The history of such an important undertaking should be familiar to every American, both young and old, and I would commend the attractive and condensed form in which you have placed the large amount of information in your illustrated book as well worthy of favorable consideration by the public.

Yours very truly,

March 27th 1915.

George Edmund Foss

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THE history of the Panama Canal begins with the search for a western waterway to the Indies, and for fame and gold, by those hardy adventurers who followed in the wake of Columbus. These men, fresh from the Moorish wars, and equipped for a struggle with Italy which did not come to pass, looked for new fields to conquer. Nothing suited them better than the discovery of a New World peopled by heathens waiting to be converted by the sword to the Christian faith, after their gold, of which they seemed to have plenty, was stripped from them to fill the empty coffers of Spain.

This search by the followers of Columbus was fairly successful, so far as fame and gold were concerned and, although no direct water route was found to the Indies to the west, it naturally led to the settlement of the Isthmus of Panama, the narrow strip of land separating the two great oceans and forming the connecting link between North and South America. The establishment of settlements on both coasts and the short distance between them, led to the building of crude roads and trails for the early mule trains. These trails led to the construction of a railroad, and the railroad to a ship canal, for trade follows settlers, and water is the natural highway between nations. The story of the Isthmus is, therefore, in a measure, the evolution of transportation routes.

EARLY DISCOVERERS

The first European to sail along the coast of Panama was Rodrigo de Bastidas, who sailed from Cadiz in October, 1500, and first touched the continent near the island of Trinidad, and from there went west as far as Nombre de Dios. With him on that voyage was Vasco Nuñez de Balboa, who, later, was to discover the great South Sea, and Juan de la Cosa, who had sailed with Columbus on his second voyage and was considered one of the most able mariners of his day.

Columbus sailed from Cadiz on his fourth and last voyage in search of a passageway to the Indies in May, 1502. On this voyage he skirted the shores of Honduras and Costa Rica, to Almirante Bay and Chiriqui Lagoon on the coast of Panama. At the latter place he was told by the Indians that, if he

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would continue his course to the east, he would soon come to a narrow place between the two seas, and this led him to believe that his search for a strait was nearing success; that he would soon pass into the Indian Ocean and thence around the Cape of Good Hope to Spain, surpassing the achievement of Vasco



Statue of Columbus and Indian Girl. Presented to General Mosquera of Colombia in 1868, by the Empress Eugenie, and afterwards turned over to Count DeLesseps. Now occupies a commanding position on Cristobal Point.

de Gama, the Portuguese, who had already sailed around Africa (1497-1498) in his search for a water route to the Indies. Columbus continued on his way and passed the site of the present city of Colon at the Atlantic entrance to the Canal, and on November 2, 1502, arrived at a harbor 18 miles northeast, which he named Porto Bello, signifying beautiful port. He stayed there a week stormbound, and then continued on past Nombre de Dios, thus overlapping the voyage of Bastidas. He gave up his unsuccessful search for a strait eventually, and took to the more practical work of hunting for gold. His attempt to found a colony at the mouth of the Rio Belen, southwest of Colon, failed, and on May 1, 1503, he sailed from the shores of the Isthmus. He died on May 20, 1506, still believing that he had discovered the eastern shores of Asia. This belief was shared by all the early voyagers until the discovery of the Pacific Ocean in 1513.

THE FIRST SETTLEMENT

After the unsuccessful attempt of Columbus to found a settlement in

Castilla del Oro (Golden Castile), as the Isthmus was termed, two colonizers were sent out by King Ferdinand. One of these, Diego de Nicuesa, a Spanish nobleman, more fitted for the court than for a command in the wilderness, was given control of all the land between Cape Gracias á Dios, Nicaragua, and the Gulf of Urabá, or Darien, the eastern limit of the present Republic of Panama. The other was Alonso de Ojeda, who accompanied Columbus on his second voyage, and in addition had made two trips to the continent independently. Ojeda was placed in charge of the land east and south of the Gulf of Urabá called Nueva Andalucia. Both of these expeditions outfitted and sailed from Santo Domingo in November, 1509.

Associated with Ojeda were Juan de la Cosa, as lieutenant in the future government, and a lawyer named Bachelleur Enciso, who furnished most of the money to equip the expedition. It was arranged that Enciso should remain at Santo Domingo to collect recruits and supplies, procure another ship, and join Ojeda later at the proposed colony.

Ojeda landed near the present city of Cartagena, Colombia, founded in 1531. Here he attacked and overcame the Indians with a part of his force,

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but in following up his victory, his men became scattered, and all those who had landed were killed, with the exception of himself and one other. Among the killed was the veteran Juan de la Cosa. Ojeda then entered the Gulf of Urabá and founded the town of San Sebastian on the eastern shore, but was soon compelled to return to Santo Domingo to obtain men and supplies. He left the new colony in charge of his lieutenant, Francisco Pizarro, famous in history as the conqueror and despoiler of Peru, with the understanding that if he did not return within 50 days the colonists should decide among themselves the best course to follow. He finally reached Santo Domingo, after suffering shipwreck and many hardships on the island of Cuba, and found that Enciso had departed long before with abundant supplies for the colony, but he was unable to recruit another force to follow.

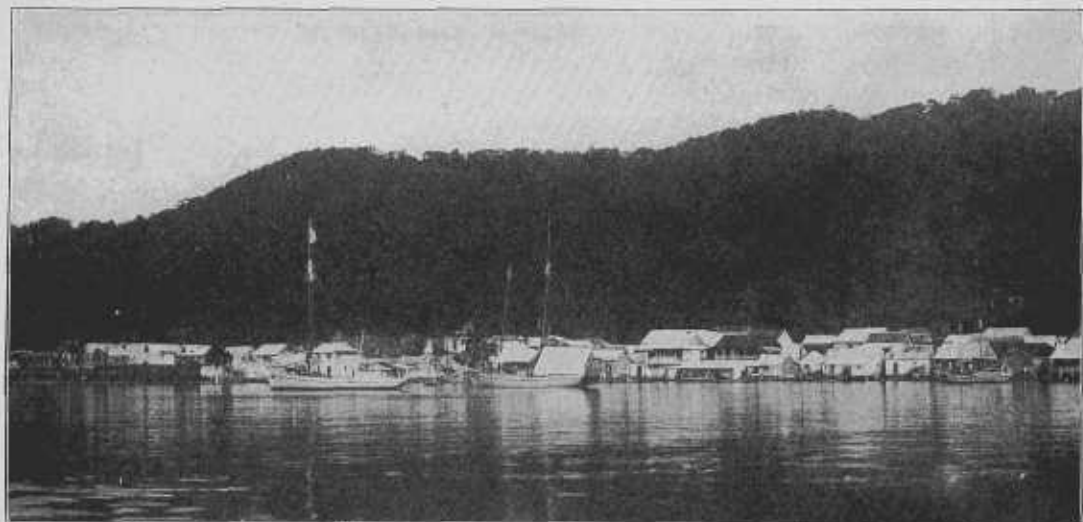
Pizarro and his men, suffering for lack of food, waited anxiously and in vain for the return of Ojeda, and then abandoned the colony and sailed for Cartagena. Here they found Enciso with reinforcements and provisions. With Enciso was a stowaway in the person of Vasco Nuñez de Balboa. Enciso insisted on Pizarro and his men returning with him to San Sebastian. On their arrival, they found the settlement destroyed by Indians. They were without food, and at the suggestion of Balboa, who had sailed along these shores with Bastidas, they crossed the Gulf of Urabá, where it was reported the Indians were less warlike and provisions could be obtained. It was necessary, however, for them to defeat a band of Indians under a powerful chief named Cemaco, who disputed their landing, but they obtained the much needed supplies, and founded the settlement of Santa María de la Antigua, the first on the Isthmus. They were now in the territory which had been assigned by the King to Nicuesa and, consequently, had no right there. The ambitious Balboa took advantage



Columbus Island where Christopher Columbus stopped to repair and scrape the bottom of his ships before proceeding on to Spain.

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of this circumstance and the fact that Enciso was disliked by his men, for the reason that he allowed no private trading with the Indians, to depose him, and asked Nicuesa to come and take charge of the colony.



November 2, 1502, Columbus arrived at this harbor, 18 miles northeast of Colon, which he named Porto Bello, signifying beautiful port. Rock for the concrete used in the locks at Gatun was obtained at this point.

Nicuesa had already sailed from Santo Domingo, taking along with him about 700 colonists. During the voyage, a terrific storm arose, wrecking some of his ships and causing the loss of 400 lives. In the tempest the ships became separated; some of them reached the coast at the mouth of the Belen River, and others the mouth of the Chagres River. After collecting his men, Nicuesa left the Belen River, and after doubling Manzanillo Point shortly landed, saying: "We will remain here in the name of God." This was the site of the town of Nombre de Dios, the oldest existing settlement on the Isthmus. During American canal times, the sand for the concrete in Gatun Locks was obtained here, and in 1910 and 1911, the sand dredge cut through the hulks of two old ships, believed to be relics of the days of Nicuesa. The dredge pumps also drew up bullets and other small articles.

Nicuesa's situation was desperate, as he was without arms or provisions, but fortunately there arrived shortly his lieutenant Colmenares, who brought supplies, as well as information concerning the new settlement at Antigua. Nicuesa declared his intention of going there and taking all the gold found by Ojeda's men as rightfully belonging to him. News of his intention reached Antigua before he did and, on his arrival, he was met by an armed mob, secretly urged on by Balboa, which cast him adrift in a leaky brigantine along with 17 followers who had remained faithful to him. They were never heard of again. Of the two expeditions, one was now left at Antigua, and of the two men sent by the King of Spain to colonize the mainland, both were gone. Balboa the stowaway ruled in Darien, March 1, 1511.

DISCOVERY OF THE SOUTH SEA

The first move Balboa made on finding himself in charge of the colony was to secure his position by persuading Enciso and those who had led the mob in

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the attack on Nicuesa to return to Spain. Knowing that they would immediately go to the King and ask that he be dispossessed, he started in to obtain the gold which he knew the King thought more of than all else, and to make new discoveries which would help his cause. The gold he obtained from the Indian chiefs of the Darien. It was made the price of peace, and Balboa showed his shrewdness by making allies of the Indians after he had obtained their treasure. Such an alliance he made with Careta, the cacique of Coyba, who after his village had been sacked by the Spaniards, left with Balboa one of his daughters as a hostage. Balboa accepted the Indian maiden, of whom he became very fond and, although they were never married according to the Christian rites, she considered herself his wife.

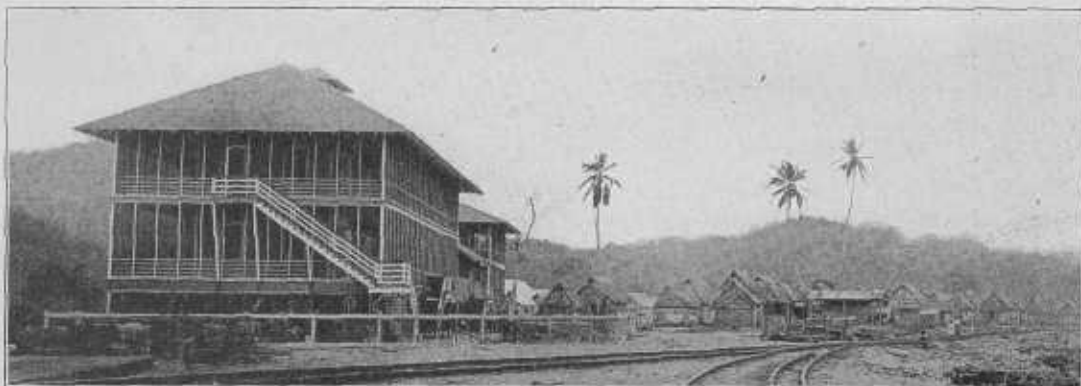
Balboa started from Antigua on September 6, 1513, to cross the Isthmus and find the great sea to the south, of which the Indians, knowing the cupidity of the Spaniards, had told him glowing tales of the riches of the great race of people which inhabited its shores. Fighting the different tribes which he met on the way, subduing and making friends with them, on September 25, he reached a hill in Darien from which it was said the South Sea could be seen. Halting his men, Balboa made the ascent alone, and was the first European to gaze upon this heretofore unknown ocean. Six days later, September 29, 1513, four hundred years ago, he waded into the ocean and took possession in the name of the sovereigns of Spain. This was in the Gulf of San Miguel, so named for the reason that it was discovered on St. Michael's Day. He also performed a similar ceremony when he reached a point of land at the entrance to the gulf. Balboa subdued the local Indian chiefs, who gave him presents of gold and also many pearls from the Pearl Islands a few miles off the shore, and confirmed the rumors of a powerful and rich nation to the south. The Pearl Islands, so



A family of Indians, Darien.

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named by Balboa, could be plainly seen, but he did not visit them at that time on account of the roughness of the sea and the frailty of the available Indian canoes. He named the largest of the islands, Isla Rica, which is now known as San Miguel, or Rey Island.



Nombre de Dios, the oldest existing settlement on the Isthmus. Sand was obtained here for the cement used in the Gatun Locks.

Balboa returned triumphant to Antigua after an absence of about four months. His messenger telling of his great discovery did not reach the King, unfortunately, until after that monarch, listening to Enciso's complaints, had sent out a new governor to take charge of the colony.

BALBOA'S UNFORTUNATE END

The new governor was named Pedro Arias de Avila, commonly called "Pedrarias the Cruel," which nickname he won in the New World by his method of extorting gold from the Indians. With Pedrarias was Hernando de Soto, who was later to discover the Mississippi River, and Diego de Almagro, who was to become the partner of Pizarro in the conquest of Peru. Unlike Balboa, Pedrarias did not try to make friends with the Indians, but in many instances repaid the hospitality which they extended to him as a friend of

Balboa with the utmost treachery, destroying their villages, killing women and children, and selling those who survived into slavery. He undid what Balboa had been in a fair way of accomplishing, that is, the settlement of Darien, for the Indians were everywhere aroused and repaid cruelty with cruelty as often as an opportunity was presented.

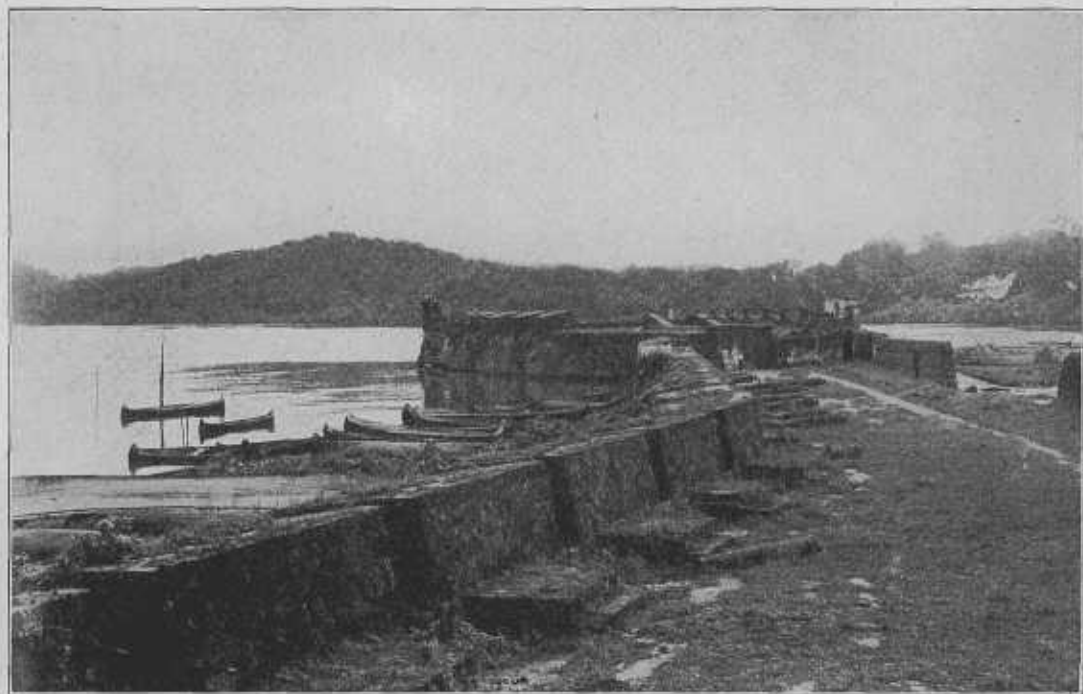
Pedrarias strove to establish a line of posts for communication between the two oceans in accordance with the ideas of Balboa, but without success. The first of these was located on the Atlantic coast at a place named Santa Cruz.



Shrines are common along the waysides and at the entrance to villages, but this one has been placed in a hollow tree. The photographer discovered it near Gorgona.

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Spain in 1521, with instructions to make a search along the coast for the western opening of a strait. Gonzales dismantled and transported his ships across the Isthmus and rebuilt them on the Pacific side. In January, 1522, he sailed from Panama bay and went as far as the Bay of Fonseca, where he landed and discovered Lake Nicaragua. On this voyage Gonzales met men sent out on similar service by Cortez, who, later, established a transit route across the Isthmus of Tehuantepec in Mexico, following pretty closely the present railroad. This route was started in much the same manner as the one across Darien, through the necessity of transporting suitable lumber from the Atlantic coast of the Isthmus to build ships with which to explore the Pacific coast. When Pedrarias learned of the discovery of Lake Nicaragua, he immediately laid claim to it, and as the country was rich in gold, established a city at Granada



Old Fort at Porto Bello.

near the shores of the lake after subduing the Indians. In 1529, Captain Diego Machuca thoroughly explored the lake and discovered its eastern outlet, the San Juan River. Sailing down this stream he finally reached the Atlantic Ocean, and sailed along the coast until he arrived at Nombre de Dios, thus opening up another route across the American Isthmus.

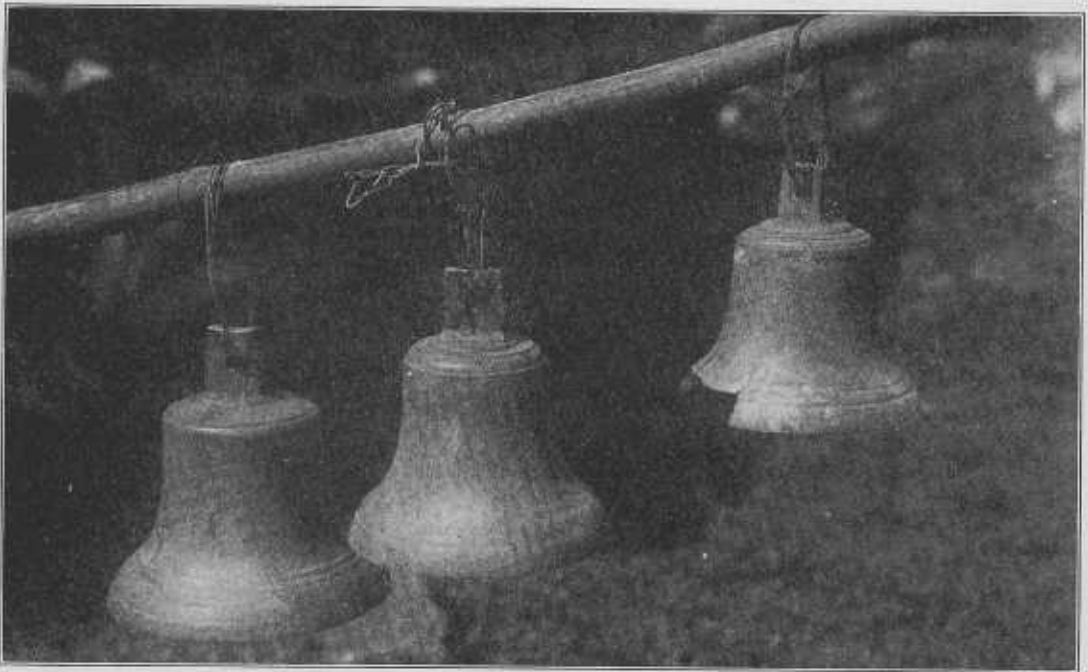
The first extensive explorations to the south were the voyages of Pizarro and Almagro in 1524, which ended in the conquest of Peru. In 1527, an expedition sailed up the Rio Grande, carried their canoes across the divide at Culebra to a tributary of the Chagres, down which they sailed to its mouth, thus going over the present Canal route.

PERIOD OF THE GREAT TRADE

Permanent settlements were now located at Nombre de Dios and at Panama, and between these two points was established a paved trail or "royal

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highway," for the commerce across the Isthmus at that time was steadily on the increase, making Panama a place of mercantile importance. In 1534, a route by water for boats and light draft vessels was established from Nombre de Dios along the coast and up the Chagres River to the head of navigation at Cruces. From Cruces there was another trail to the city of Panama. Over these trails pack trains carried on the trade, the river being used in the wet seasons, and when the attacks of the Indians and Cimaroons, (negro slaves, who rebelled and were outlawed), became too frequent on the overland trail. This trade consisted of gold and ornaments stripped from the temples of the Incas, gold from the mines of Darien and Veraguas on the Isthmus, silver from Bolivia, pearls, and also wool, indigo, mahogany, dye woods, cocoa, and tobacco, all bound for Spain, for which the colonists received clothing and food-



The three ancient bells of Cruces. This town was one of the oldest on the Isthmus, and was the head of navigation on the Rio Chagres before the days of the railroad. Abandoned in 1913 on account of its being in the lake area.

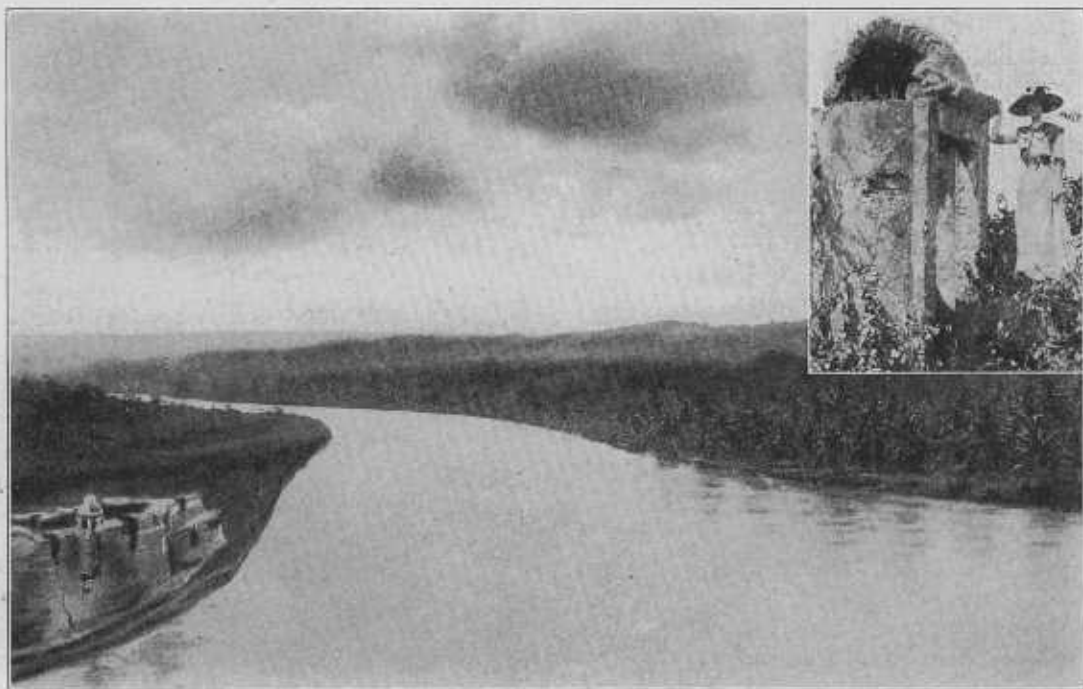
stuffs in return. For nearly two hundred years the trails from Panama to the towns of Nombre de Dios and Porto Bello were the richest trade routes in the world. Some of this trade even originated across the Pacific in the Philippines and the Indies. Later, after the period of the great trade, 1550-1750, and up to the time of the Panama railroad, the part water and part overland trail from the mouth of the Chagres to Cruces, 34 miles, and thence to Panama, 18 miles, was used by the colonists when California and Oregon were opened to settlement, and by the gold seekers in California in the days of '49.

After Nombre de Dios was destroyed in 1597 by Sir Francis Drake, the royal port was changed to Porto Bello, 17 miles to the southwest. This change was beneficial, as Nombre de Dios was always unhealthy, while Porto Bello had a better harbor and was nearer to the mouth of the Chagres and Panama.

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Porto Bello became one of the strongest fortified of the Spanish settlements in the New World. Here, came the Spanish galleons once a year to collect the King's treasure, and to bring supplies for the colonists, and here, each year, on the arrival of the ships, the merchants would congregate to take part in a big fair which was held during the annual visit of the fleet.

The town is situated on a bay about a mile and a half long by 2,500 feet wide, and the ruins of five of the six forts which guarded it, as well as an old custom house, can still be seen, although partly covered with jungle growth. One of the six forts was on the side of the hill on the opposite side of the bay from the old town and where the Isthmian Canal Commission has been quarrying rock for the past four years for Canal work, and it was dug away by steam-shovels. After Porto Bello became the royal port on the Atlantic, the Chagres



Mouth of the Chagres River. The old fort on the left and one of the turrets on the right.

River and the Cruces trail came into general use as a highway, although there was also an overland road, and to protect this route from pirates who were becoming bold enough to attack fortified towns, Fort San Lorenzo was built in 1601 at the river mouth.

THE SCOTCH BUBBLE

England lost its opportunity in 1698-1700 to gain a foothold in the Isthmian trade by failing to lend its aid to the colonization scheme of William Patterson, a Scotch financier, who had already founded the Bank of England. Patterson's plan, which eventually cost about 2,000 lives and \$100,000 in money, was designed to break up the monopoly of the British East India Company in the Oriental trade by founding a colony on the shores of Darien, and opening up a free trade route across the Isthmus from Acla to the Gulf of San Miguel, over the same route taken by Balboa nearly 200 years before. Permission for the

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formation of the company with this end in view was obtained from King William. His approval, however, was later withdrawn at the instigation of the East India Company, when it realized that its monopoly was in jeopardy, and instructions were issued to the governors of the British colonies in the West Indies and North America to withhold any aid to the Scots who had already departed for Darien. The opposition of the East India Company forced the new project to return all the money subscribed for stock in England, and to raise the necessary funds in Scotland only.

On November 1, 1698, three ships and two tenders containing 1,200 men reached the Darien from Leith, and founded the town of New Edinburgh on the Gulf of Calidonia, near Acla. Here they were welcomed by the San Blas Indians who saw in them future allies against the Spaniards. But the Scots had no intention of fighting, much to the disappointment of the Indians, although they must have known that their invasion would be resisted by the Spaniards. The first expedition managed to stay eight months, during which time their numbers were sadly reduced by sickness and famine. On June 20, 1699, two hundred and fifty survivors, with Patterson who had gone out to the colony as a volunteer, and whose wife and son had died there, left for New York, which place they reached on August 13. Meanwhile, the company at home, not knowing of the abandonment of the colony, sent out a second band of 300 recruits. This party arrived at New Edinburgh on August 13, the same day that their predecessors reached New York. Finding the half-completed Fort St. Andrew deserted, they immediately left for Jamaica with the exception of a few men who insisted upon remaining. A third expedition consisting of four ships and 1,300 men was sent out from Scotland, and reached New Edinburgh on November 30, although rumors of the failure of the first attempt had been received.

At last the Spaniards determined to oust the invaders who, unable to accomplish much on account of internal bickerings, the opposition of England, and a high death rate, sent out a fleet of ships from Cartagena on February 25, 1700, to invest the port by sea, while a land force blockaded it in the rear. On March 31, after many sorties against the Spanish forces, the colonists surrendered and were allowed to depart with honors. The colony had been reduced to about 360 persons, and these were so sick and feeble that it is said the Spaniards had to help them aboard their ships and set the sails for them.

“A Nation given to the world,
A giant’s task begun,
Show what our Uncle Sam can do
In an orbit of the sun.
O great indeed is our Uncle Sam
And his greatness ne’er shall cease!
For greatest of all his conquests won,
Are his victories of peace!”

—Gilbert.



SPAIN monopolized the early trade with its colonies and this policy eventually lost its control of the countries of Central and South America. The first direct result was the entering of English, French and Dutch free traders and later, buccaneers and pirates, all of whom ranged up and down the coast of the Spanish Main preying upon commerce and even attacking the fortified towns.

Up to the time Sir Henry Morgan became Governor of Jamaica, after the sack of Panama in 1671, there was very little difference between free traders, privateers, buccaneers and pirates, their object being the same,—the easy acquisition of gold and other loot by preying upon the commerce of Spain. From 1550 to 1750, the Isthmian trade route was open to such attacks. After the sack of Panama, however, England endeavored to put a stop to piracy in the West Indies (Jamaica was the outfitting station for many ships sailing under commissions granted by the governor who received a share in the spoils), and after that time the pirates were hunted as a common enemy, and they in turn preyed upon the shipping of all nations.

The result of the depredations of these freebooters finally forced Spanish shipping to give the waters of the Indies a wide berth, and to take the longer route through the Straits of Magellan to the colonies on the Pacific, although this trade was already beginning to decline, partly through the failure of the colonies to develop after the easily won treasures of the Incas began to give out, and partly through the decadence of Spain as a sea power.

The free traders, who finally developed into pirates, were generally welcomed by the colonists, unofficially, as Spain was not a manufacturing country and was unable to supply their needs, and because it was greatly to their benefit to obtain goods of a better quality upon which no taxes had been paid to the King. The traders were forbidden entry into the ports, and were compelled to smuggle their goods in at convenient points along the coast and in secret harbors. The custom of treating these men as pirates when caught, naturally led them to protect themselves and, when the opportunity offered, to retaliate in kind, and they finally became buccaneers or pirates in name as well as in fact. The name buccaneer was given to the free traders by the

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boucaniers, men engaged in supplying them with smoke-cured meat for their voyages.

DRAKE'S EXPEDITION

The first Englishman to make his name feared by the Spanish in the West Indies was Sir Francis Drake.



Sir Henry Morgan.

In 1568, Sir John Hawkins, with an English fleet, entered the harbor of Vera Cruz, Mexico, to trade with the Spaniards. He was received by the officials of the port in a friendly manner and invited to anchor. As soon as his ships were anchored under the guns of the forts, he was attacked and all his ships destroyed, with the exception of two which managed to escape, one belonging to himself and the other to his cousin Francis Drake.

Drake returned to England and endeavored to obtain satisfaction for his losses through his government, but was unable to do so. He then decided to collect his own indemnity by attacking Spanish shipping as he had been attacked. He obtained Letters of Marque from Queen Elizabeth, and, in 1571-1572, made two preliminary voyages to the West Indies, principally to prepare for future raids and to learn

how the Spaniards handled the golden harvest from Peru. In 1572, he returned with two ships, in the holds of which were stored the parts of three small sailing boats, and on July 29, having put the boats together, he attacked and captured Nombre de Dios where the King's treasure house was at that time located. He would have made a rich haul of the gold waiting for the arrival of the fleet from Spain had he not been wounded in the assault on the town.

Drake then made his headquarters on the coast, and made many forays on shipping, even taking ships from under the guns of Cartagena. With the help of the Indians, who since the days of Pedrarias were always ready to help the enemies of Spain, and of the Cimaroons (as escaped negro slaves who had banded together in the jungle and waged continual war on the Spanish pack trains were called), he crossed the Isthmus to the Pacific, in time to see a Peruvian plate fleet riding at anchor in the bay of Panama. He planned to ambush the pack train carrying the treasure from this fleet near Venta Cruz, or Cruces, but failed to obtain any gold, the Spaniards aware of his presence, sending a train of mules bearing provisions in advance. He captured and sacked Cruces but, as this was merely a stopping place for the pack trains, he procured very little booty. Another ambush outside of Nombre de Dios was more successful, his men taking away all the gold they could carry and burying

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several tons of silver in the vicinity. In 1573, he returned to England and started to organize a fleet to go to the Pacific, but John Oxenham who had been with him when he crossed the Isthmus, forestalled him in his desire to be the first Englishman to sail upon those waters.

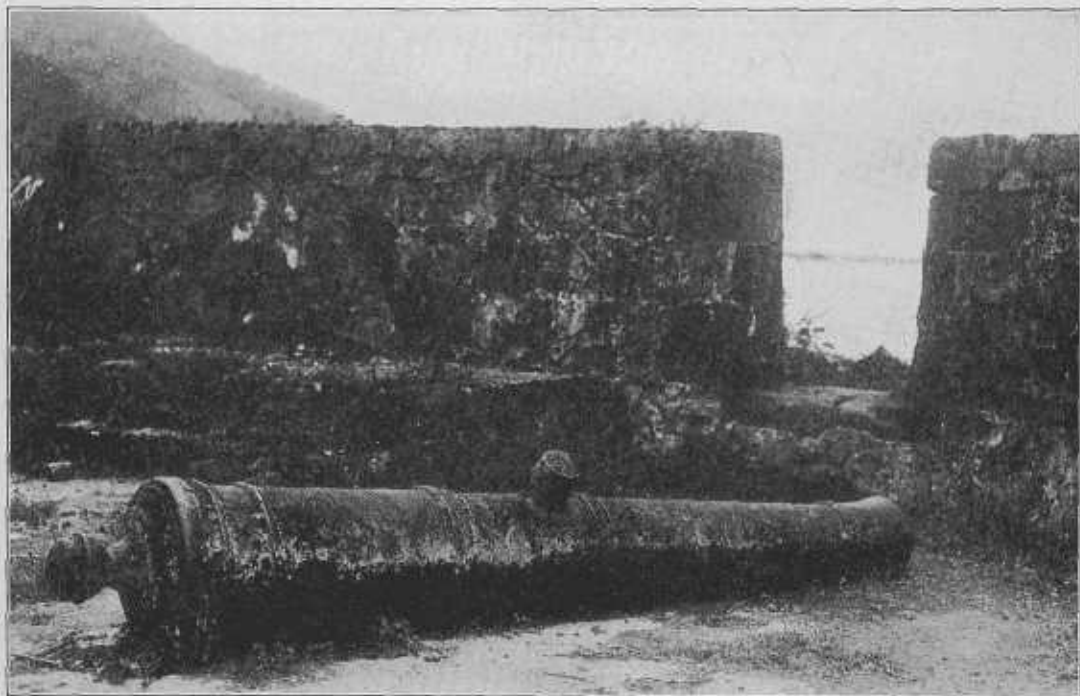
John Oxenham crossed the Isthmus in 1575, with the help of the Indians, over the same route traversed by Balboa, and launched a small boat on the Pacific. He stayed in the vicinity of the Pearl Islands taking several small Spanish prizes, and finally captured one of the treasure galleons from Peru. Oxenham and his crew were finally captured by the Spaniards and put to death.

Drake returned to the West Indies on November 15, 1577, sailed through the Straits of Magellan, swept the west coast of South America as far north as California, without attacking the city of Panama, crossed the Pacific, passed around the Cape of Good Hope and landed in England in 1580, having gone completely around the world. In 1595, he again returned to the Isthmus, and, with Sir John Hawkins, captured and burned Nombre de Dios, and started across the Isthmus to attack the city of Panama, but the Spaniards had barricaded the royal road so effectively that the English gave up the attempt. They went to Porto Bello instead, and just previous to the attack on that place, January 28, 1596, Drake died and was buried at the mouth of the bay.

Drake's example was followed by William Parker, who attacked and sacked Porto Bello in 1602. From the time of Drake, Porto Bello had little rest from attack; its forts were rebuilt only to be again destroyed.

FALL OF OLD PANAMA

Henry Morgan was one of the first of the pirates to attack the mainland. In June, 1668, he plundered Porto Bello, and at that time sent a message to



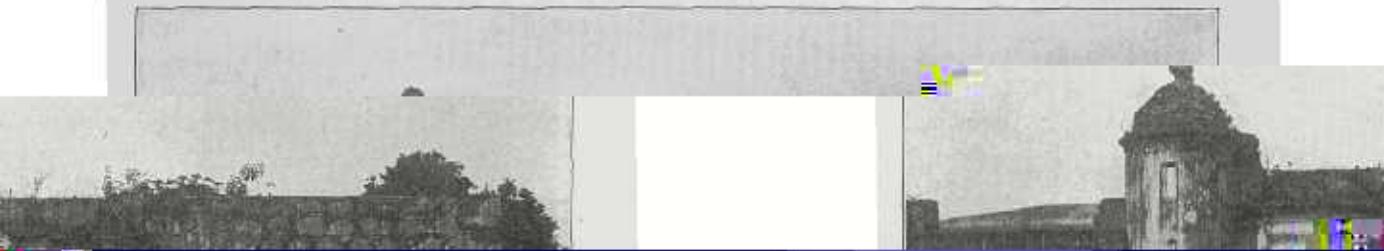
Section of wall and Spanish cannon, with embrasure, in old fort at Porto Bello.

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the Governor of Panama that he would return in a short time to take that city. As he promised, he returned to the Isthmus two years later, sent an advance force, which attacked and captured Fort San Lorenzo at the mouth of the Chagres, placed a garrison there and at Porto Bello, and started up the Chagres and overland with 1,200 men, the Spaniards retreating before him. It took the Englishmen nine days to make the journey, and they suffered greatly for want of food as the Spaniards in their retreat on Panama laid waste to the country. Panama was captured on January 28, 1671. Before the city fell fire broke out and the place was entirely ruined. Morgan was accused of having set fire to the town, but it was more likely that it was caused by a spark blown into an open powder magazine, which had been ordered destroyed by the Governor, Don Juan Perez de Guzman. However, Morgan stayed in the ruins nearly a month, collecting booty, and also plundered the neighboring islands and the surrounding country. He then returned to San Lorenzo, and sailed to Jamaica with the largest share of the booty, leaving his companions to leave the Isthmus as best they could. The attack on Panama was made when England was at peace with Spain, and the British Government was forced to suppress buccannering in Jamaica on account of the storm of protest aroused. Morgan was made Lieutenant-Governor of Jamaica, was later knighted and became governor of the island, in which capacity he did good work in suppressing piracy. His appointment would appear to have been made by the King on the theory that it takes a thief to catch a thief.

OTHER ATTEMPTS

Although Drake and Morgan were no longer feared, the Isthmus was not yet free from the raids of numerous other pirates, French and English, who



Fort at Porto Bello, showing entrance, and watch tower.

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attacked Porto Bello, crossed the Isthmus, and raided up and down the coast of the Pacific. Captain John Coxon plundered Porto Bello in 1679, and in the following year crossed the Isthmus to the Pacific in company with Captain Richard Sawkins, Bartholomew Sharp, Peter Harris and Edmund Cook,



Scene in the village of Chagres at the mouth of the river of that name.

accompanied by over 300 men. They crossed the Isthmus of Darien, guided by the Indians, in April, 1680, and attacked Santa Maria, an outpost on the Tuyra River. Not finding the expected gold at Santa Maria, they voyaged in canoes and in two barks, captured by Captains Sharp and Cook, to Panama. Arriving off Panama, they were attacked by three Spanish ships near the island of Perico. In the fight which ensued on April 23, 1680, the English were victorious, but they failed to attack the city owing to a disagreement between themselves as to who should be leader, although they stayed in the vicinity many days picking up prizes. Captain Sawkins was killed later in an attack on the mining town of Pueblo Nuevo, in the Province of Veraguas. Captain Coxon had already left with his men to recross the Isthmus to the boats left on the Atlantic, and Captain Harris died from wounds received in the battle of Perico, leaving Captains Sharp and Cook to continue their voyages in the South Sea. Captain Sharp returned to England where he was tried for piracy, but escaped hanging on account of lack of evidence. From 1680 to 1688, pirate raids wiped out every settlement on the Pacific coast of Darien. In 1688, England became the ally of Spain, and the pirates ceased operations for the time being.

War broke out between England and Spain in 1738, and in 1739 Porto Bello was again captured and destroyed by Admiral Edward Vernon of the British Navy. In 1740, Vernon captured Fort San Lorenzo, and in 1742, he again took Porto Bello and prepared an assault on the new city of Panama against which a fleet was going around the Horn under command of Captain Anson. However, Vernon's men began to fall sick, so he gave up the attempt



INTERIOR OF TOWER



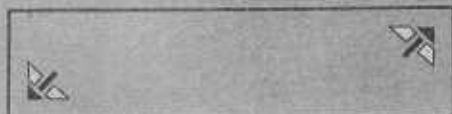
SECTION OF WALL



RUINS OF OLD TOWER



OLD FORT



BRIDGE OVERGROWN BY JUNGLE

The tower is the most important remaining evidence of the greatness of the first city of Panama, destroyed by Morgan in 1671. It is located about six miles southeast of Panama City. The wealth of Peru was transported over the old masonry bridges centuries ago.