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Panama and the canal.



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"SANTA MARIA."—ONE OF THE SHIPS OF COLUMBUS.
(From an exact reproduction built in 1892.)

P A N A M A
A N D T H E C A N A L

By

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INTRODUCTION

“Castilla del Oro”—Golden Castile—was the name given by Columbus to the Isthmus of Panama, in honor of Isabella, good queen of the old Spanish kingdom of Castile. Golden, indeed, it was to be, a land of treasure far beyond the dreams of the Great Discoverer. “Grave of the Spaniards”—the pioneers called it, who fought to win the treasure from savage Indians, cruel pirates, and a deadly climate. “Key to the Pacific”—some, too, have named it. As if, when Nature raised the broad continents of North and South America between the Atlantic and the Pacific, she originally planned a waterway at this convenient spot to connect the two oceans. And then, as an after-thought, threw in this bit of land, at its narrowest point scarcely thirty miles wide, and with its hills at one place only three hundred feet above the sea, as a challenge to the strength and skill of mankind.

Four hundred years ago men accepted the challenge. First Spain, then Scotland, England, and France poured out money and life in a vain effort to build a waterway and to defeat the powers of Nature. Last of all, the United States, led by a dauntless President, took up the fight.

“This is the greatest engineering work the world has yet seen,” said President Roosevelt, “but the Canal shall be built!”

These names tell in short the story of the Isthmus. In all the Western Hemisphere no spot has had so romantic a history as this small strip of land that joins the two continents but separates the two greatest oceans of the world.

PREFACE

In this little book the authors have attempted to present the history of Panama and of the Panama Canal in a manner which will be interesting and intelligible to younger readers. As a possession of the United States the Canal Zone deserves attention from teachers of geography and history. The state of Panama itself has had a most dramatic and thrilling history. And the Canal is not only a wonder of modern engineering but is also an American achievement of first importance. The story is full of important facts in history and geography and presents a fund of information of a distinctly educational character.

For the early historical matter the authors have drawn freely upon such material as is found in Fiske's *Discovery of America* and in a large number of books of a similar character. Through the courtesy of the Isthmian Canal Commission, many records and pictures have been secured. These have been supplemented by photographs taken on the Isthmus and by personal observation and study in the Canal Zone.

DECEMBER, 1909.

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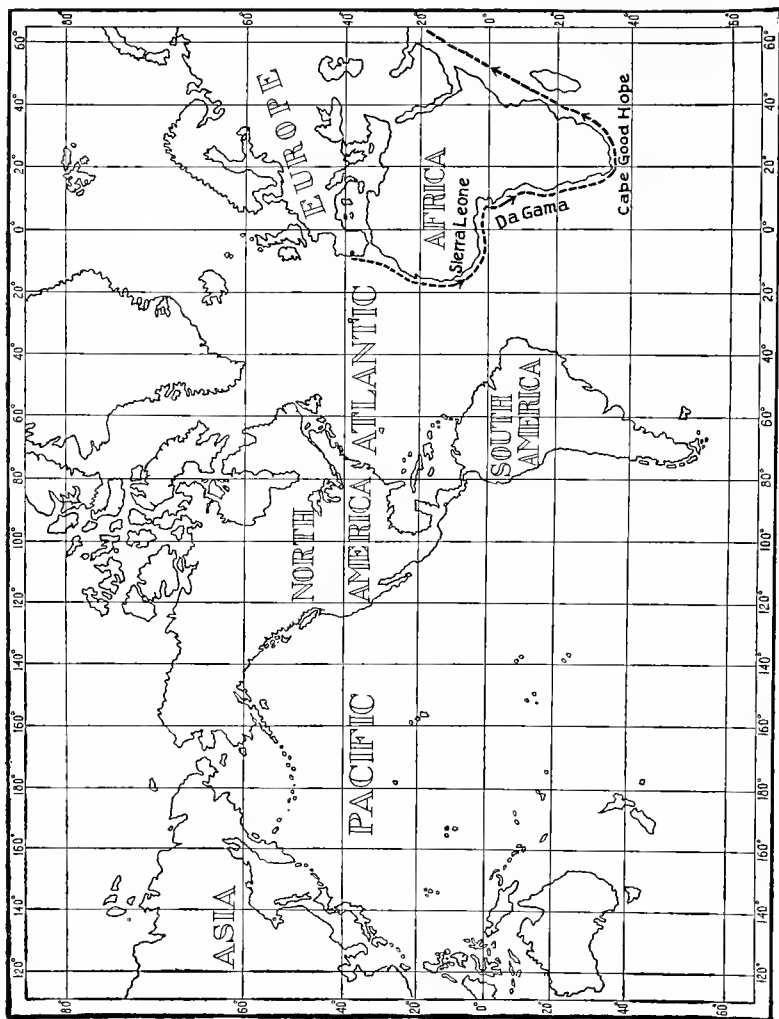
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PART I

GOLDEN CASTILE



MAP I.—“THE PORTUGUESE FIND A ROUTE TO ASIA.”

CHAPTER I

A ROUTE FROM EUROPE TO ASIA

Every schoolboy today knows more of geography than the most learned man in Europe knew five hundred years ago. When Columbus was puzzling over his Latin books and learning to draw maps in the schools of Genoa, Italy, no teacher could have told him the real size and shape of the earth.

**The
Portuguese
Find a Route
to Asia**

A few persons believed that the earth was round like a globe but thought it much smaller than we now know it to be. The maps of that day marked with certainty only the continent of Europe, the Mediterranean Sea, a little of the north of Africa, and some of the western parts of Asia. What the remainder of Asia and Africa was like, no one could say. West of Europe was the Atlantic ocean, called the Sea of Darkness. No European ship was ever known to have crossed it. It was an ocean of unknown dangers. Sailors were afraid to try it. And as for North and South America and the Pacific ocean, stretching ten thousand miles beyond them, there was not the faintest idea that they existed.

In those days, of course, there were no steamships nor railways. Nor was there any way for even small sailing

vessels to pass from the Mediterranean into the Indian ocean and so direct to India, China, and Japan. The journey to the East was difficult and dangerous. Pirates, Turks, and highway robbers, and many long miles through



CHRISTOPHER COLUMBUS.

unknown lands frightened the boldest traveler. And yet there were a few, perhaps not over half a dozen, who had visited China and India, and had come back, like Marco Polo, with such tales of strange lands and rich cities as to fill Europe with wonder and surprise.

In the markets of Genoa Columbus, no doubt, saw the valuable drugs and spices, handsome rugs and silks, and the almost priceless gold and jewels which the slow caravans brought out of Asia to the Mediterranean and there sold to the traders from European cities. These oriental goods were in great demand, and the merchants in Venice, Genoa, and other towns made immense profits in this trade.

It is not strange that during the boyhood of Columbus men were curious to know more of the wondrous eastern coast of Asia, and were greedy for its wealth. If only some new, outside waterway to Asia could be found, its millions of people might be conquered and its riches brought cheaply

home to Europe. This was the great desire. Merchants and sailors, soldiers and priests, and even kings and queens hoped to share in the gold and glory of such a discovery.

Twenty years before Columbus was born, Prince Henry of Portugal, called the Navigator, made up his mind that if a way around the southern end of Africa could be found, Portuguese ships might sail direct to India. For forty-five years this generous and devoted man denied himself the pleasures of the gay court of Portugal and devoted his life to the task of discovery. When he died in 1463 his daring sailors had explored the west coast of Africa for more than two thousand miles to Sierra Leone (Map I, p. 2). For years after his death his nephew, King John II, continued the explorations. In 1487 success rewarded these patient efforts. After a most remarkable voyage of at least thirteen thousand miles, Bartholomew Diaz (De'äth) returned to Portugal with battered ships and worn-out crews, and reported that though he had not actually reached India, he had passed the southern cape of Africa and had sailed into the Indian ocean. "Let the cape be called Good Hope," said King John, "for now we have good hope that the long-sought ocean route to India has been found."

We can scarcely imagine the interest which this discovery aroused in Europe, nor the envy with which the other kings looked upon this new Portuguese route and saw King John about to secure the riches of Asia for himself and his country.

Now it happened that Christopher Columbus and his younger brother Bartholomew had become not only expert map makers but also excellent seamen. Columbus tells us that he went to sea when scarcely fourteen years old. About 1470 they left their home in Italy, went to Portugal, and joined the expeditions down the coast of Africa. In fact, Bartholomew was a seaman on the ships of Diaz, when the great journey was made around Cape Good Hope. It was now clear to all that the Portuguese had found a route to Asia but that it must be at best very long and tedious. Africa proved to be much longer than was expected.

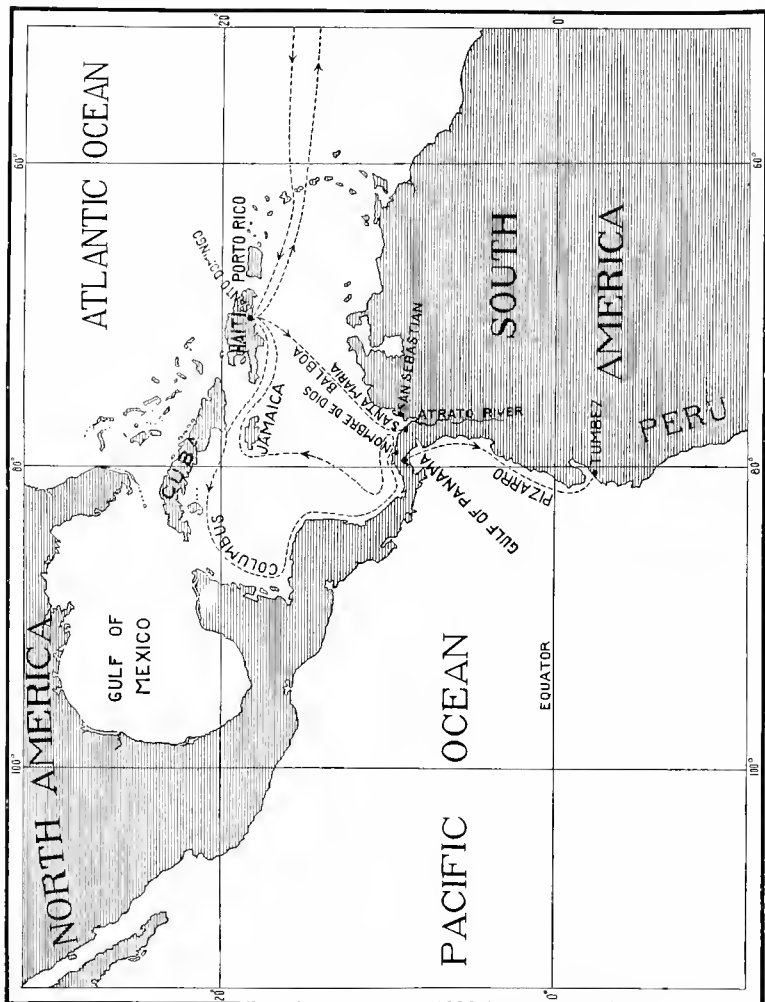
In 1484 Christopher Columbus had made the astonishing proposal to King John that ships be given him for a voyage directly westward across the Atlantic. He declared that if the earth were really round, Asia could surely be reached in that way; and that instead of a route by Cape Good Hope of at least ten thousand miles, a journey west of only two thousand five hundred miles, as he figured it, would bring him to the rich island of Japan. The idea was not new, though few believed in it; but the courage to make the journey was new. King John was struck with the boldness of the plan, but his advisers declared that it was certain to be a failure. The ships were not given him, and Columbus in disgust departed hastily from Portugal to offer himself and his great idea to Ferdinand and Isabella, king and queen of Spain.

Columbus
and the
"Shorter
Route"

We all know the remainder of the story,—eight long years of delays, disappointments, poverty, and ridicule; the final favorable decision of Queen Isabella; and the three little ships that set out from Palos on a Friday morning in August 1492, for the most notable journey ever made across the seas.

We know, too, the intense excitement in Spain upon his return with news that he had crossed the Atlantic and had discovered some islands which he believed to be close to the coast of Asia. Honors were heaped upon him and he became the hero of the hour. Seventeen ships and fifteen hundred men at once prepared to set out for further discovery. Everyone supposed that Spain had beaten Portugal in the race for the untold riches of Asia. Now it was the turn of King John to be envious. Alas for poor Columbus! Though he did not know it, he had not reached Asia after all, only Haiti and Cuba!

This second trip lasted many months and proved most disappointing. The West India Islands were explored, thousands of fierce cannibal Indians encountered, but there were no rich cities nor coasts of Asia nor ship-loads of wealth brought back to Spain. Columbus's enemies now began to call him a humbug and to plot his ruin. And the king, too, began to think that his voyages were of little value after all. Yet a third voyage was made in 1497. At the same time a number of other Spanish captains crossed the Atlantic on similar voyages of discovery.



MAP II.—COLUMBUS AND THE ISTHMUS.

months he proceeded southward down the coast, encountering head winds and wretched weather, but encouraged because he found the Indians there living in large stone houses, possessed of much good pottery and copper tools,



"THE BEAUTIFUL HARBOR OF PORTO BELLO."

and well clothed in brightly-colored cotton garments. There were plentiful evidences of gold, too, and many natives were seen with plates of gold suspended from their necks. Surely the rich lands of Asia could not be far away! On down the coast the vessels went, until they reached the Isthmus of Panama. Here the low hills, clothed with dense tropical forests, rose but little above the sea. Each bay

and river was now carefully explored, especially the Chagres river, up which Columbus went to its sources, and was at one time but fifteen miles from the Pacific! The beautiful harbor of Porto Bello (Good Harbor) was entered and named on November 2, 1502. Still no passage to the west was found. Already the sailors were grumbling; the food was almost gone; and the vessels were worm-eaten and hard to manage. Yet the determined man pressed on mile after mile, hoping against hope. But in December, having passed along the entire coast of Panama, and being completely discouraged at finding no westward passage, he was forced to turn about and head for Cuba. A year of shipwreck, a sad return to Spain, two years of neglect and misery ended the life of this great seaman in 1506. There was no waterway through Panama. The Isthmus had conquered the noblest of all discoverers.

CHAPTER II

BALBOA AND THE PACIFIC

The schoolbooks tell us that the first white man to prove that Panama was but a narrow strip of land and that a great ocean lay to the west of it,—was the Spanish cavalier Balboa. Perhaps few of us know that this great discoverer set out for Panama in a barrel. Balboa in a barrel! Such an amusing way of reaching the Isthmus deserves a word of explanation.

When the Spaniards began to doubt if they could reach Asia by a westward waterway, they determined at least

The Spaniards to conquer the newly-discovered lands and to
Settle in secure their gold. Ships began at once to sail
Panama to Panama. There they found gold in plenty

in the sand of the rivers and returned to Spain heavily loaded. Within a year King Ferdinand created two provinces on these coasts—one, from the Atrato river eastward (Map II, p. 8), was given to the discoverer Ojeda (O-hā'thä); the other, the Isthmus of Panama—called Golden Castile—was given to a court favorite Nicuesa (Ne-koo-'āsä). These two governors set sail with parties of settlers in 1509.

On reaching the eastern shore of his province Ojeda

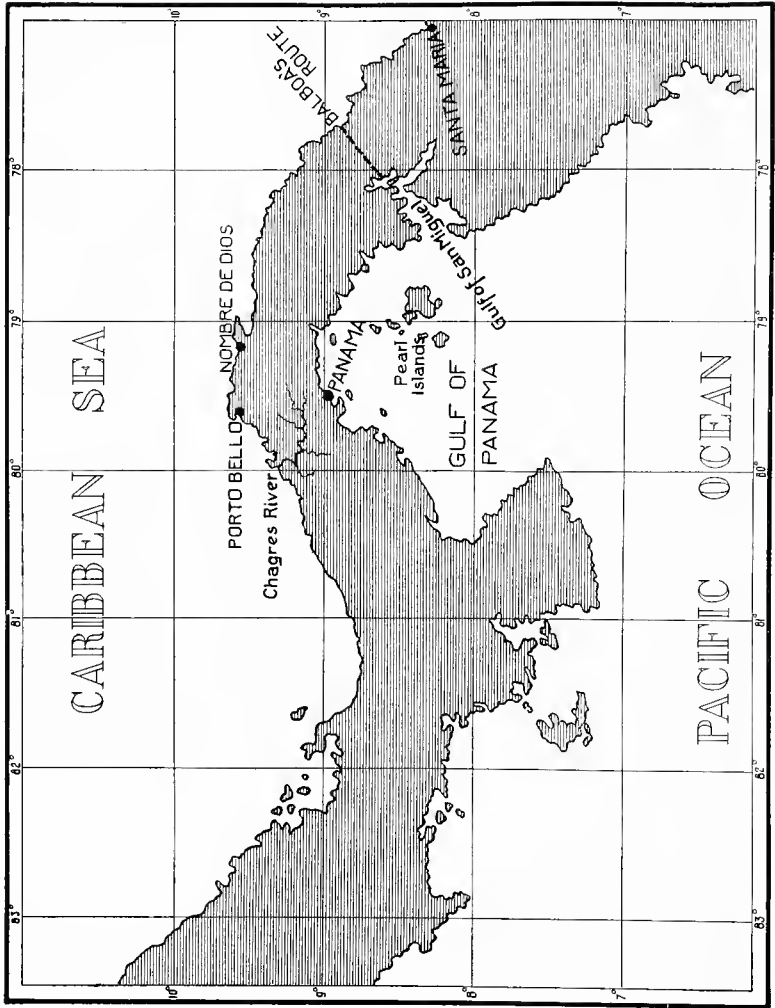
rashly went ashore with seventy men to catch some Indians for slaves. A fierce fight followed and all but Ojeda and one companion were killed by the savages. Thus began the bloody struggle with the natives, which was to continue for many years and to end only when the latter were nearly destroyed.

The remainder of Ojeda's party had scarcely built their miserable little settlement at San Sebastian (Map II, p. 8), when they began to die of famine and sickness. Ojeda at once left the party in charge of Francisco Pizarro and sailed for Santo Domingo on the island of Haiti for supplies. Now it hap-



VASCO NUÑEZ DE BALBOA.

pened that in Santo Domingo there lived a handsome young man heels over head in debt, and in terror lest he be sent to prison. He contrived to hide himself in a barrel and was rolled on board the ships that were about to set off with food for the starving men at San Sebastian. Days passed. And when Santo Domingo and his debts



MAP III.—“THE SPANIARDS SETTLE IN PANAMA.”

were left far behind, to the disgust of the captain, out crawled the gay Balboa from his barrel. Surely his courage deserved a better fate than was in store for him at Panama.

San Sebastian was relieved, its survivors deserted the unhappy spot, and joined the new-comers to build a new town called Santa Maria. It was the first on the Isthmus. The energetic Balboa soon became the leader of this settlement (Map III).

Terrible misfortunes also befell Nicuesa's party. They made a landing on the Isthmus and built a settlement which they called Nombre de Dios (Nom'-brā-dā-Dē'ōs)—Name of God. In a few months, of seven hundred men, only Nicuesa and sixty-nine others were left. Scarcely a white settlement in all America can show a more dreadful record of death,—nine dead out of every ten. And Nicuesa with the sixty-nine had become "filthy and horrible to behold," and nearly mad for lack of food. At last, in two



THE SO-CALLED BALBOA TREE. FROM ITS TOP BOTH ATLANTIC AND PACIFIC CAN BE SEEN.

small boats, they sailed east to Santa Maria. There the settlers were so afraid of Nicuesa that they would not let him land. With seventeen followers he set out again to sea and was never heard from.



VIEW OF ATLANTIC FROM BALBOA TREE.

After such awful sufferings it is surprising that the few Spaniards who remained did not speedily leave Panama and return to Spain. One thing kept them at Santa Maria. A nearby Indian chief, by name Comogre, made friends with Balboa and gave him seventy slaves and a large quantity of gold. The story is that as the Spaniards were weighing the treasure and quar-

relling as to how it should be divided, the Indians were astonished at their excitement. We know that the natives used their gold only for ornaments and knew little of its value. A son of the chief told Balboa that if the Spaniards prized the yellow metal so highly, they should cross the mountains to a great sea, where, far to the south, people lived who had no end of the precious metal. Fired with excitement at this

news of more gold, the settlers were willing to remain. Balboa planned to cross the mountains and to see for himself if a way could not be found to the land of treasure.

Some months later, in September, 1513, with two hundred men, he plunged into the tropical forest. On the 25th of that month, from a high point of land on the Isthmus, he and his men looked with astonishment at a vast expanse of water stretching off to the west and south as far as eye could see. Four days later, on the 29th, having reached the water's edge, Balboa claimed possession, for the king of Spain, of the greatest ocean on the globe.

Eager to make further plans, Balboa hurried back to Santa Maria, only to find to his dismay that fifteen hundred greedy adventurers had arrived from Spain,—all bent on shar-

ing in the conquest of the golden country. With this company came also a new governor for the Isthmus. This man, Pedrarias, has been called a "two-legged tiger." He

**The Pacific
Discovered**



VIEW OF PACIFIC FROM BALBOA TREE.

was one of the most evil and brutal men ever sent by Spain to the New World. At once jealous of Balboa, he did all in his power to prevent his expedition to the golden country. But Balboa pressed on his preparations. His energy was amazing. By 1517 he had forced the Indians to cut a roadway through the dense jungles and to carry four ships, piece by piece, across to the Pacific; had put them together again; and was ready to sail down the coast of South America. Two thousand Indians are said to have perished in this task.

But here Balboa's career was to come to an untimely end. The hatred of Pedrarias could allow him to go no further.

He was arrested, tried on a false charge of treason, and beheaded by order of the governor.

So perished the first white man to cross Panama,—the Discoverer of the Pacific. Others must find the golden country.

**Death of
Balboa**

CHAPTER III

PIZARRO AND THE GOLD OF PERU

For the next seven years the Spaniards were satisfied to secure the treasure that was to be had near at hand. In 1519 Pedrarias began to build the city of Panama on the Pacific and to connect this with the Atlantic by a road across the Isthmus, first to Nombre de Dios and later to Porto Bello (Map III, p. 14). The Pearl Islands in the Gulf of Panama were conquered and their chief gave the governor at one time, we are told, "a basket full of pearls weighing one hundred and ten pounds, —whereof some were as big as hazelnuts. One of these alone was later sold for one thousand two hundred ducats (about \$1,500)." The Spanish also seized Nicaragua. Everywhere gold was forced from the natives



FRANCISCO PIZARRO.

by every manner of fiendish cruelty that men mad with greed could devise. They were made slaves. They died by thousands. But now from Panama ships began to sail away to Spain with heavy cargoes of treasure and many Spaniards returned in them to swell the population of Panama.

Spanish
Treasure
Ships

But this was only the beginning. In 1524 Francisco Pizarro received permission to take up again the plans for dis-



DESCENDANTS OF THE INCAS OF PERU. OLD INCA MASONRY IN BACKGROUND.

covering the golden kingdom away off to the south. This distant land the Spaniards called Peru. It extended south of the equator for more than a thousand miles down the

western coast of South America, and was the richest and most highly developed of any part of the New World. Here were well-built towns, with palaces and temples of strange



BRIDGE STILL STANDING ON THE OLD ROAD FROM PANAMA TO PORTO BELLO.

and splendid workmanship. Here were fine roads, fertile fields, and millions of people. And here, too, were mines of gold and silver from which the rulers, called Incas (Ing'-käs), had gathered an almost unbelievable store of metal.

We cannot here tell the long and thrilling story of the hardships suffered by Pizarro and his men. No one can read it without being amazed by the reckless daring which finally brought them to the coast of Peru. Nor is this the place for the sad story

**Conquest
of Peru**

of the conquest. Horses and bloodhounds the natives had never seen before and were intensely afraid of them. Their weapons, too, were no match for the swords and firearms of the Spaniards. And so there followed in Peru the same greedy scramble for gold as at Panama,—the same torture, massacre, treachery, and slavery.

The enormous wealth that now fell into the hands of Pizarro's men is difficult to estimate. We are told that when one of the rulers of Peru was held prisoner by the Spaniards in a room twenty-two feet long by seventeen feet wide, "he made a mark on the wall as high as he could reach with his hand, and offered as ransom gold enough to fill the room up to that height." The offer was accepted and more than \$15,000,000 in gold was thus secured. Another ruler was promised his freedom for a similar amount. After it was collected, he was treacherously murdered. Immense quantities of silver were also secured.

Here, indeed, was the Golden Kingdom and Spain proceeded to make the most of it. Peru and, in fact, the whole west coast of South America was slowly but surely conquered. Spanish towns were built and Spanish authority established. The natives were forced to work the mines. Vast quantities of gold, silver, and tropical products were shipped north to the city of Panama, to cross the Isthmus to Porto Bello, where fleets of Spanish ships came each year to convey them home to Spain. A fine stone road now connected Porto Bello and Panama. The two cities were

strongly fortified, and the latter, in particular, became one of the greatest and richest in America. The fortunate situation of the city on the Isthmus made it a most important center of Spanish power. "It contained two thousand large buildings and five thousand smaller,—all of which were three stories high, and were elegantly constructed and richly furnished. Its merchants lived in great opulence, their houses rich in articles of gold and silver, adorned with beautiful paintings and other works of art, and full of the luxuries of the age." "The prosperity of Panama was the wonder and envy of the world."

**Wealth of
Panama**

Moreover, the wealth of America filled to overflowing the treasuries of Spain. Once a poor and weak country, she now was rich and powerful. Her ships ruled the seas and her soldiers were the finest in Europe. Within fifty years after the death of Columbus, the commands of the emperor of Spain were law for more than half of Europe.

PART II

GRAVE OF THE SPANLARDS

CHAPTER IV

THE PIRATES

“Cheaply bought, dear in the end,” is an old Spanish proverb. The hidden treasure of America, opened as if by magic, and the sudden rise of Spain to power, let loose the harsh and evil traits of character that were in the end to corrupt all classes. In the New World, where murder, theft, and slavery were the rule, men came to despise honest labor. This same spirit soon showed itself in the mother country. Enterprise and industry declined. Pride and tyranny in America bred bad government at home. The rulers seemed mad with a desire to crush out all liberty in their wide empire. “It was an ill fortune,” says one writer, “that led the Spaniards to those parts of America in which the precious metals were found, for the ruin of their own country was hastened by the cruel plundering of Peru.”

**Effect of Her
Conquests
on Spain**

Spain conquered Portugal in 1580 and so came to control with iron hand nearly all the commerce on all the oceans. This drove both the Dutch and the English to make war. For more than two hundred years the Spanish were obliged to fight almost constantly to hold what they had won. Their soldiers and sailors were brave enough, as we

know, but corruption and mismanagement at home meant defeat for Spain abroad.

Her possessions in America were most open to attack and were now more and more poorly defended by half-paid and half-starved troops. French, English, and Dutch pirates began to infest the West Indies and to lie in wait for the rich merchant vessels and treasure ships that sailed between Spain and Panama. So bold were these pirates and so numerous their ships and men, that Spain was helpless, and her commerce was ruined. Captain Sharp, Lewis Scott, Davies, and Dampier were pirates at the very mention of whose names Spaniards trembled.

But the prince of pirates or buccaneers, as they are sometimes called, was Henry Morgan. The account of his exploits at Panama makes the tales of pirates in the storybooks seem tame indeed. Born in Wales, he ran away to sea when still a mere boy, was sold as a slave, joined the pirates, became a leader, and took part in many wild adventures.

At length he determined to attack Porto Bello and assembled nine ships and four hundred and sixty men,—a motley band of cut-throats. The town was so large and so well protected by two strong forts at the mouth of the harbor, that Morgan scarcely dared at first to tell his men to what place he proposed to take them. But so skillfully and secretly did they approach the harbor that they were able to surprise, seize, and blow up one of the forts. The

**Henry
Morgan**

sound of the explosion caused wild panic in the town. The garrison of the other fort fought with great courage, though unable long to resist the furious attacks of Morgan's men. No quarter was given, the town was set on fire, and



“RUINED FORT WITH ITS GUNS AND WATCHTOWERS.”

those of the inhabitants who were not able to escape to the forests, perished in the streets or burning buildings. For fifteen days the pirates gave themselves up to every manner of debauchery in the enjoyment of their plunder. About all that was left of the flourishing town of Porto Bello was the ruined fort with its guns and watchtowers. Today they can still be seen much overgrown by the tropical jungle.



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INTERIOR OF FORT SAN LORENZO.

“Cloud-crested San Lorenzo guards
The Chagres’ entrance still,
Tho’ o’er each stone dense moss hath grown,
And earth his moat doth fill.”

Before he left Morgan sent an insulting message to the governor of Panama, to the effect that he would soon return and do to Panama what he had done to Porto Bello. True to his word, he returned in 1671. News of the great booty captured at Porto Bello, and of the still greater expedition now planned, had attracted pirates from far and near. Thirty-seven ships and two thousand men were soon under Morgan's command.

City of
Panama
Destroyed

“On the Spaniards' beach they landed,
Dead to pity, void of fear,—
Round their blood-red flag embanded,
Led by Morgan the Buccaneer.”

This time it was at the mouth of the Chagres river and the powerful fort, San Lorenzo, was captured. Chagrestown was destroyed and the pirates continued up the river as far as they could go. Then came such a nine days' march overland as only hardy pirates could have endured. Morgan had failed to bring any food for his men and the Spaniards had not only made the road nearly impassable but had also carefully burned everything that could be eaten. At last, from a high point of land the buccaniers looked down upon the lovely harbor and beautiful city of Panama. “In a valley below the eminence upon which they stood, herds of cattle peacefully grazed. The pirates rushed among the animals and, slaughtering them, devoured their flesh raw. After this savage feast they pushed on and

soon the plain of Panama lay before them with the city on the further side.”

Old Panama was not a walled city. Therefore the governor had collected his four regiments of soldiers and two



OLDEST SPANISH CHURCH STILL IN USE ON THE ISTHMUS.

hundred cavalry on the open plain outside the town. Here he had collected also a herd of two thousand wild bulls, with Indians to drive them headlong against the ranks of the pirates. In the fight that now began these bulls caused the greatest confusion. The pirates succeeded in turning them back upon the Spaniards, but the latter held their ground for two full hours of furious battle. When the cavalry

had been routed and at least a thousand men lay dead on the field, the ranks of the defenders at last broke, muskets were thrown away, and a wild rush for the town began.

Not even the great guns of the Spaniards could check the invaders. In three hours more they were in possession of the city. Immediately the dwellings and public buildings were set on fire, and flames and smoke added to the horrors of robbery and massacre. Few of the inhabitants



CITY WALLS OF NEW PANAMA.

escaped death or capture. Then, amid the ruins, for a full month, the captors indulged in such acts of torture and debauchery as only the imagination can picture.



MASSIVE TOWER OF SAINT AUGUSTIN.

Finally the return march began. One hundred and seventy-five mules and six hundred prisoners helped to carry the plunder back across the Isthmus to the ships,



WALL OF TOWER OF ST. AUGUSTIN.—NOTE THICKNESS OF MASONRY.

where the final division was to be made. But with the base and cunning treachery of a true pirate, Morgan and a few friends, while their comrades slept at Chagrestown, loaded a vessel to the water's edge with the most valuable part of the spoil and sailed away to the English island of Jamaica. Strange to say, the outrageous acts of this brutal man were readily forgiven him by King Charles II of England, and he lived to be honored and knighted as Sir Henry Morgan.

The massive tower of the cathedral church of Saint Augustin, whose bells "rang out their clear chimes one hundred years before the Pilgrim Fathers landed on Plymouth Rock," alone struggles, amid rank vegetation, to mark the sight of the once golden city of Panama.

The fall of the city of Panama marked the beginning of the end of Spain's power in the New World. Though the Spaniards soon built a new town, the present city of Panama, five miles west of the old site and spent, it is said, more than eleven million dollars to protect it by huge walls of masonry, the trade and wealth and glories of the older days never returned. The province of Panama, from which so much of Spain's great possessions had once been ruled, was soon to be one of nine departments of the province of Colombia, and to be ruled from the capital at Bogotá.

A century of slumber and decay followed. As Spain's power in Europe declined, her rule in America became more than ever oppressive. When our great-grandfathers, led by George Washington, fought for freedom from England, the spirit of liberty was spreading in South America. While Washington was President of the United States, the famous patriot Simon Bolivar was born in Venezuela. Colombia declared herself free from Spain in 1811. By 1824 Bolivar had put an end forever to Spanish rule in South America. The Isthmus remained a part of Colombia

until 1903, when it became the independent Republic of Panama.

From Columbus on for more than three hundred years, Spain had held the Isthmus. Its possession had been, indeed, "dear in the end,"—a real "Grave of the Spaniards."

