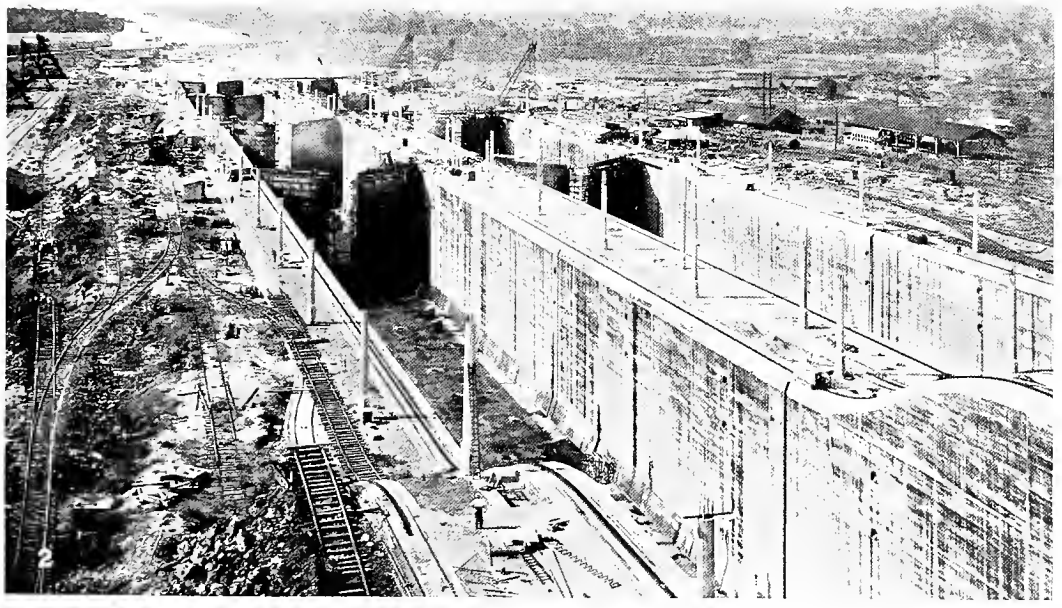


1. Bird's-eye view of the single flight of locks at Pedro Miguel.
2. View of Gatun Locks, looking toward the Atlantic.

CHAPTER XLVIII

THE DOMINICAN REPUBLIC AND THE PANAMA CANAL

First Land Settled by Europeans—Early Haven for Explorers—Famous Names in History of Santo Domingo—Columbus, Balboa, Cortes, Pizarro, Ponce de Leon—Samaná Bay Key to the Canal—A Natural Sea Haven—Its Attractions—Points of Historic Interest—Plan for Free Harbor—Coaling Station—Trade Opportunities.

By Francisco J. Peynado

FOUR centuries ago, following its discovery by Christopher Columbus, that small portion of this hemisphere now called the Dominican Republic was the first land settled by Europeans, and its capital, Santo Domingo, became the gateway of civilization on the American continent.

Treasured with jealous pride in this historic city are the most precious relics of that most fruitful of all human enterprises—the discovery of America. Here, in the remote beginnings of American civilization, bold conquerors made their haven, and here the missionaries, pioneers in sowing the seeds of progress in every clime, demonstrated their faith, self-denial, and enlightenment.

In the patios and corridors of the palaces at Santo Domingo, built by the first *hidalgos* who crossed the Atlantic, rest the mortal remains of many a bold adventurer and devoted prelate. Here, guarded with veneration, lie the remains of the immortal Genoese sailor. Here crumble the walls of the University, which once gave to Santo Domingo the name of "Athens of America." Here tarried Cortés, Diego de Valazquez, Alvarado, Vasco Nuñez de Balboa, Ponce de Leon, Alonso de Ojeda, Francisco Pizarro, Rodrigo de Bastidas, Valdivia, Oviedo, Las Casas, and a galaxy of others who carried the sword and the cross and the vices and virtues of European civilization to the New World. From Santo Domingo Vasco Nuñez de Balboa sailed on the memorable voyage which immortalized his name and paved the way for de Lesseps and Goethals at the Isthmus of Panama.

When, four centuries later, the dream that began with Balboa's discovery was realized in the completion of the Panama Canal, the Dominican Republic, through a magnificent haven of protected sea known as Samaná Bay, was made the sea's gateway to the canal, giving to the historic republic a renewed influence on the development of trade and commerce.

Samaná Bay is a strip of water thirty miles long and from seven to ten miles wide, protected from wind and sea by the islets which guard its entrance. Mountains surround the bay, and with these heights and the narrow entrance, the port is a natural haven, practically impregnable to storms or hostile attack.

The bay runs from east to west, with its mouth lying towards the island of Porto Rico, at the entrance of La Mona passage. This passage affords the shortest route between the manufacturing centers of Europe and the Panama Canal for the traffic from the Atlantic ocean to the Caribbean Sea.

Samaná Bay can offer to shipping the advantages of a free port, exempt from all duties and taxes, and equipped with warehouses for the storage of merchandise for the supply of ships in transit to or from the canal, and for the needs of neighboring or even distant markets. It can be used for the repairs made necessary to ships during long voyages, and as a base for coal and oil supplies. The bay affords ample

room for the navies of the world, and it is the most convenient and sheltered haven of refuge along the canal traffic lines from the inclemencies of the Atlantic.

As a winter and pleasure resort, the bay offers unusual attractions. Fish abound in its waters and game on its shores, while its tranquil surface affords aquatic pleasures in the midst of scenery of extraordinary beauty.

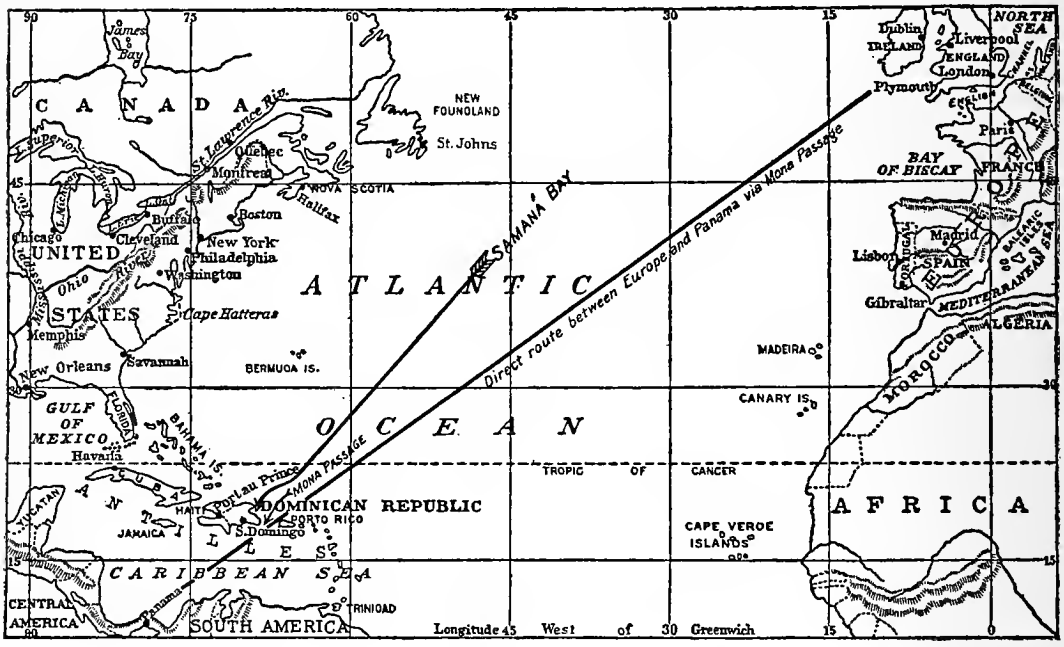
At Samaná Bay the tourist finds the scene of the first naval battle between Europeans and Americans. Here the Indians, commanded by Mayabanex, offered the first armed resistance met by the Spaniards in their voyage of discovery in the New World. As the result of this encounter, Columbus named the bay the "Gulf of Arrows."

A few miles to the northwest of the bay are the ruins of Isabela, the first city built by the white man in America. At Isabela occurred the first insurrections among Christians in America. It is notable in the light of later history that the first uprisings in the New World were plotted by full-blooded Europeans.

Near-by, to the south, is the historic town of Boya, which may rightfully be called the cradle of American liberty. It was founded by the famous chief Guarocuya, who brought there the 5,000 Indians left under his leadership after a struggle of thirteen years against the Spanish power, and who finally compelled Emperor Charles V of Spain to sign a treaty of peace granting the abolition of Indian slavery.

The traveler and student will find in this favored section the shores of Najallo, where the Dominican militiamen inflicted a crushing defeat on the strong English expedition led by Admiral Penn and General Venables in Great Britain's effort to wrest the island from the Spanish crown. Here the same courageous militiamen drove off the victors of Marengo, and shattered the plan of the great Napoleon to secure a foothold on the island. On all the island may be found a thousand traces left by the early European discoverers and adventurers who sailed into the New World, bent on missions of peace or on bloody incursions against its inhabitants.

With this history to inspire them, the Dominican generation of the present is



bent upon the equipment of Samaná Bay in keeping with the requirements of modern times. The plan of establishing a coaling station on Samaná Bay is not new. North American capitalists and statesmen have had it in mind, and several times have sought to secure leases on the bay. The Dominican public, however, has been opposed to any plan which would involve alienation or curtailment of its sovereignty, and the republic awaits the realization of the work through the national government or through private auspices under which the interests of the government will be fully protected.

When the French undertook the digging of the Panama Canal, the Dominican government granted a concession on Samaná Bay under which the French would have a free port, with docks, warehouses, and other facilities. The project died with the failure of the French enterprise at Panama, but its revival with the completion of the new waterway across the Isthmus is expected as a natural evolution of the progress of commercial traffic by sea.

To make Samaná the exclusive port for the foreign trade which the growing production in the Dominican Republic insistently demands, it would be but necessary to connect it with the capital and the agricultural portions of the island by a short and inexpensive railroad. At the present time there are two lines of railway and an extensive highway, which afford intercommunication between the principal cities and agricultural centers of the northern part of the republic, and leading to Samaná Bay.

Ships touching at Samaná would then find the following articles for their cargoes:

Cocoa, produced in great quantities in five of the Dominican provinces, and which, under the name of Sanchez cocoa, is exported to Europe and the United States—the Dominican Republic, in spite of its small population, holding the sixth place in the world's output of cocoa; the famous Dominican mahogany, in greatest demand because of its peerless quality; pine, lignum-vitæ and espinillo, and great quantities of other precious woods growing in virgin forests; Barahona coffee, classed among the best in America; cane sugar from plantations whose rich and fertile soil makes resowing unnecessary; tobacco, cotton and honey; meats from the Dominican ranches; and iron and oil from mineral resources as yet untouched

CHAPTER XLIX

BOLIVIA AND THE PANAMA CANAL

SIZE AND RICHES OF BOLIVIA—IMMENSE MINERAL RESOURCES—REDUCED FREIGHT RATES WILL INCREASE BOLIVIAN-AMERICAN COMMERCE—EUROPE'S TRADE WITH BOLIVIA—RAILROAD EXPANSION—POLITICAL ORGANIZATION—IMMIGRATION NEEDED—OPPORTUNITIES FOR CAPITAL.

BY IGNACIO CALDERON
Bolivian Minister to the United States.

NOW that the secular work of dividing the Isthmus of Panama to unite the two great oceans and the whole American Continent has been so admirably and successfully carried through, it seems a proper time to give a glance to the countries to the south and see how they will profit and to what extent they will contribute to the international trade development.

Bolivia is one of the countries of the Western coast of South America offering great possibilities for very profitable and extensive enterprises. Situated in the center of the continent, embracing a territory of over 1,400,000 kilometers, rich in all kinds of minerals, and extending from the high plateaus to the tropical forests of the Amazon vales, it offers every opportunity for profitable mining, agriculture, cattle raising, and the exploitation of tropical products, such as rubber, coffee, cocoa, Peruvian bark, etc.

The central plateau of Bolivia has an area of about 170,000 square kilometers. It is formed by the two great branches of the Andes mountains, which run through the country from north to south and offer a grand panorama of lofty snow-clad peaks, forming as it were, the frame of the great mineral deposits of gold, silver, copper, tin, wolfram, bismuth, and zinc. During the Spanish domination and the first part of the last century, the silver mines of Potosí, Colquichaca, Lipez, and Oruro increased by thousands of millions of dollars the wealth of the world, and if they are not worked now it is on account of the low price of silver compared with the cost of its production.

But tin is at present the most important mineral; its production has grown enormously, and represents almost one-third of the world's output. In 1913 it reached over 40,000 tons; and although the United States uses about fifty per cent. of the world's tin, but eight tons of Bolivian tin came here, the rest going to England, Germany, and France.

The high cost of freight is mainly responsible for such an anomaly, and the Panama Canal will no doubt secure to the United States its due share in this and other Bolivian products.

The mean temperature of the Bolivian high plateau is rather cold, about fifty degrees. The sun, even in winter, feels hot on account of the cloudless sky, but in the shade one is apt to feel chilly. The mean altitude of this section is from 12,000 to 13,000 feet above sea level. The intermediate valleys, where the altitude does not exceed 8,000 feet above sea level, offer a very moderate and enjoyable climate, suitable for corn, wheat, barley and all kinds of fruits of the temperate zone. The great plains and forests on the other side of the eastern cordillera embrace an area of about 800,000 square kilometers, and are watered by a river system navigable by small boats for more than 9,000 kilometers.

Before reaching the great tropical forests there are large grazing fields, where wild cattle roam at will. These will be one of the important centers of the cattle industry. The eastern forests of Bolivia are abundant

CHAPTER L

THE REPUBLIC OF PANAMA

RAPID PROGRESS OF THE REPUBLIC—REVENUES INCREASED—INDUSTRY DEVELOPED—FINANCES—EDUCATIONAL FACILITIES IMPROVED—TOPOGRAPHY—MINERAL RESOURCES—EXPORTS AND IMPORTS—PANAMA PEARLS—RAILWAY AND RIVER COMMUNICATION—THE GOVERNMENT—THE EXPOSITION—LEADING MEN.

THE causes that determined the separation of Panama from the Republic of Colombia are treated elsewhere, as are, also, the great interests that were factors in that political movement, the result of which was the appearance of the Republic of Panama among the nations and the building of the Isthmian Canal under the flag of the United States.

After Panama became independent, a vigorous transformation in its entire being was commenced. The country strove to place its institutions in harmony with its new status and with its peculiar condition of inseparable relationship to the Panama Canal. The first efforts were directed toward an improvement of health conditions, and to-day the city of Panama is one of the cleanest and healthiest cities in the world.

The barriers that had held back the country's activities and development were overcome, and in a short time commerce had grown, the public revenues had increased, the development of natural resources had been stimulated, and encouraging prospects were opened for the future of the new Republic.

Besides the growth of commerce by sea, industries have greatly developed within the country, particularly those of mining, stock raising and agriculture. Panama now has extensive plants for the manufacture of sugar, and alcohol is produced from material grown in the country. The provinces of the interior find a supply for their own needs in the products of the stock ranches and farms. The construction of roads, bridges, and wharves has greatly facilitated the communication between the towns, and everywhere is felt the impetus of a new era of progress.

A solid basis for financial stability was gained through the placing of $6,000,000 of national capital at good interest under mortgage guarantee in New York, and by the monetary agreement which provides for a fixed value for Panama money in the proportion of two to one for the American dollar.

Panama has also improved in public educational facilities. The National Institute for men, the Normal school for women teachers, the National Conservatory of Music and Elocution, the National Industrial School, and the graduate and primary schools are all thoroughly organized in conformity with modern and scientific methods of teaching. In the first six years of the new régime, schools increased from 187 to 364, with an increase in attendance of 7,000 pupils.

The Panama republic forms the connecting link between Central and South America. It is 32,380 miles in area, with a population of nearly 500,000. Two mountain chains cross its territory, sheltering a number of plains and valleys affording excellent pasturage for cattle, and where grow all the products of the tropics. Extensive forests cover the mountain slopes.

The mountains are a continuation of the great mineral chain running from Alaska through South America, and in them is found gold, silver, aluminum, coal, lead, iron, asbestos, and other minerals. Considerable gold is mined and exported.

Other exports are bananas, rubber, cocoanuts, ivory nuts, cocoabola wood,

sarsaparilla, mother-of-pearl, tortoise shells and hides. The principal imports are textiles, steel and iron manufactures, boots and shoes, rice, wheat, lumber, liquors, mineral waters, and notions.

When the Republic was created but a small part of the area of the country was under cultivation. Since that time, the interest of the government in stimulating agriculture as one of the most stable resources of the country has resulted in a large increase in farming and allied pursuits. The government has steadily promoted interest in the cultivation of coffee, cocoa, cocoanuts, rubber, vanilla, and sugar cane, and has kept these products exempt from taxation. The acreage devoted to the production of bananas, the principal industry of the country, has shown a steady increase.

The making of Panama hats, an industry which in fact originated in Ecuador, has now become an established industry on the Isthmus. The plant from which the hats are made, called *toquilla* in Ecuador, grows wild in many parts of the Panama Isthmus, and the government sent a commissioner to Ecuador to study the process of using it in making the hats. On his return, he brought two experts with him and established a school under their direction in Arriajan. The school was highly successful, and the growth of this industry dates from its establishment.

Panama's pearls have been famous since the advent of Balboa. The main sources of supply are from the Pearl Islands, lying in the Gulf of Panama, about fifty miles from Balboa. These islands have been industriously exploited since 1632, and at the present time fisheries are being worked in a systematic way. The business is carried on under concessions. The beds hold great potential wealth for Panama, and with the systematic planting now inaugurated, will continue to be a valuable asset for the Isthmian Republic.

In 1893, the international railway commission made a survey down the Isthmus of the route for the proposed Pan-American line. Since then the Panama government has authorized the construction of a railway along this route, which will form a short but most important link in the Pan-American system. A number of short lines have been built in various parts of Panama, chiefly in connection with the banana traffic, and these ultimately will be connected so as to give ready intercommunication between all portions of the country. The railroad across the Isthmus between Panama and Colon is forty-eight miles long, with a three-mile branch line to Balboa, the canal's Pacific entrance.

A number of rivers have their sources in the interior of Panama, many of them navigable for small craft except during the heavy tropical rains, which render them turbulent and dangerous. The Tuyra is navigable for small vessels for 100 miles, while the Bayamo, Cocle, Calebebora, Tarire and Los Indios are all navigable for light craft for from twenty to seventy-five miles.

The government of Panama is divided into legislative, executive and judicial branches, under the constitution adopted February 13, 1904. The legislative power rests with the National Assembly, composed of one chamber of deputies. The deputies are elected by direct popular vote for a term of four years. For each deputy a substitute is elected, who takes the place of the principal in the case of his absence, disability, or death.

The president is likewise elected for a four-year term by popular vote. He is aided by a cabinet of five secretaries. Instead of a vice-president, the National Assembly elects three "designados" every two years, eligible to take the place of the president in their respective order in the case of his absence, disability, or death.

The five departments consist of Government and Justice, Foreign Relations, Treasury, Public Instruction, and Promotion, the latter being devoted to the supervision of all matters relating to the promotion of the industries of the country, the means of communication and transportation, and

the maintenance and construction of public works.

The judicial system consists of a supreme court of five judges appointed by the President for a term of four years, a superior court, several circuit courts, and a number of municipal courts. The judges of the superior and circuit courts are appointed by the supreme court, and the municipal judges receive their appointment from the circuit court. All are appointed for four-year terms.

On the formation of the republic the army was disbanded, and a national police corps numbering about 1,000 officers and men was organized. Panama has about 100 post-offices and forty telegraph offices. and has radio stations for wireless communication.

To commemorate the 400th anniversary of Balboa's discovery of the Pacific, Panama had planned an exposition to be opened contemporaneously with the Panama-Pacific International Exposition at San Francisco. The postponement of the naval pageant to July, 1915, led to the postponement of the opening of the exposition on the Isthmus to that month. Panama is also taking an official part in the San Francisco exposition.

The head of the present government of Panama is Dr. Belisario Porras, who attained the presidency after a decisive victory at the polls. At the beginning of his administration he found the finances in feeble condition, and immediately inaugurated a policy of strict economy in governmental expenditure. The result was the extinguishment of the existing deficit, and the accumulation of a surplus to meet the expenses of administration and to supply funds for the improvements which are being made throughout the country. Dr. Porras will leave the presidency with an honorable and meritorious record.

Working with Dr. Porras for a progressive Panama have been Rodolfo Chiari, financier, farmer, and merchant, and first designado, or vice-president; Ramón M. Valdéz, former Minister from Panama at Washington, second designado; Aristides Arjona, jurist and Secretary of Finance, third designado; Dr. Francisco Filós, noted lawyer and jurist, Secretary of Government and Justice; Ernesto T. Lefevre, writer, Secretary of Foreign Affairs; Guillermo Andreve, journalist, Secretary of Public Instruction; Ramón F. Acevedo, financier, Secretary of State; Dr. Eusebio A. Morales, leader in the movement for independence, and Minister of Panama to the United States; Dr. Carlos A. Mendoza, author of the Panama declaration of independence; Federico Boyd, merchant, and former Secretary of Foreign Affairs; Samuel Lewis, financier, and member of the second mixed commission created by the Hay-Varilla treaty; and a number of other prominent men who have stood loyally together for the betterment and progress of the new Republic.

Panama has close financial relations with American financiers, who to a considerable degree have aided in establishing the credit and stability of the young government.

In the latter part of 1902 the International Banking Corporation, of 60 Wall St., New York, considered the advisability of locating a branch of the institution on the Isthmus. As a result of its investigations there was established, first, an agency of the corporation in charge of its own representative, and later, toward the close of 1904 a branch at Panama. For convenience in caring for the operations growing out of the business developed by this branch there was afterward established a sub-branch at Colon, in 1906, and a second sub-branch at Empire, in the latter part of 1908. The Empire branch was maintained principally as an aid in handling the accounts of those employed in the construction of the canal.

This corporation, with total assets of over $40,000,000, has branches in Great Britain and her dependencies, the Philippines, China, Japan, Mexico, the Canal Zone, and the United States, and correspondents in all parts of the world. Its prosperous state has grown steadily under

the régime of H. T. S. Green, its president and general manager.

While the published balance sheet of the corporation shows only its position as a whole, the Isthmian business forms an important feature of its yearly transactions. The establishment of its branches at Panama and its sub-branches at Colon and Empire have been substantial factors in the financial history of the Canal Zone and the surrounding country. The management of its Isthmian branches has been successively entrusted to Messrs. P. G. Eastwick, W. Bundy Cole, F. B. Fearon, and J. Forsyth.

The Panama Banking Company, of New York and Panama, has been and is an important factor in financial and industrial life of Panama. The banking house of Ehrman & Company, of Panama, is also prominent in the affairs of the young Republic.

CHAPTER LI

THE CANAL'S FIRST EFFECTS ON TRADE, PORTS, AND TRANSPORTATION

TRAFFIC EXPERTS UNDERESTIMATED MOVEMENT OF FREIGHT—EFFECTS ON TRANSCONTINENTAL RAILWAYS—HARBOR IMPROVEMENTS—PORTS PREPARE FOR INCREASED SHIPPING—HOUSTON'S SHIP CHANNEL—CELEBRATING THE CANAL'S COMPLETION—THE PANAMA-PACIFIC INTERNATIONAL EXPOSITION AT SAN FRANCISCO—CANAL TOURS AND SHIP LINES—RAILROAD OUTLETS TO THE NEW WATERWAY—TOURIST FACILITIES.

LONG before the completion of the canal, traffic experts of the transcontinental railroads as well as the experts of the United States government made elaborate studies of the probable effect of the new inter-oceanic waterway upon transcontinental railway transportation. It was thought the influence of the canal upon trade relations and upon railway traffic had been accurately mapped out, but the canal was open but a short time when it became evident that the experts had greatly underestimated the influence of the new route. The European war broke out two weeks before the canal was opened to commercial traffic. This necessarily to a great extent affected the flow of trade, but despite the check on world exchanges accused by the war, traffic men were surprised at the volume of coastwise freight which flowed through the canal from the beginning.

In the period between August 15 and November 1, 1914, forty-nine ships having a carrying capacity running from 6,000 to 12,000 tons were engaged in the coastwise commerce of the United States through the canal. From as far west as Ohio and Indiana, freight moved in considerable volume by way of New York and the canal to the Pacific Coast. From points equally distant in the interior, freight for the canal passage began to move through Houston, New Orleans, Newport News, Baltimore, and other Atlantic and Gulf ports. As an instance of the conditions, a shipment of 15,000 tons of wrought iron pipe from Youngstown, Ohio, was made via New York and the canal to the Pacific coast. The transcontinental railroad rate for such freight at the time of the shipment was sixty-five cents per cwt., but by way of New York and the canal the rate was forty-eight cents. Canned corn and other products from the Indiana and middle West canneries began to flow to the Pacific by this route in large quantities. From Alabama, heavy commodities such as iron and steel material began to move to the canal route to the West. From points nearer the Atlantic and Gulf ports, great quantities of freight of all kinds began to move toward the canal. The time of passage between New York and San Francisco has averaged about twenty days, which is about that of the average freight movement across the continent by rail.

The railroads enjoyed the benefit of the movement of freight from the interior to the coast ports, but lost the long and desirable all-rail haul of this volume of freight across the continent. To meet the new conditions, Eastern and transcontinental lines have asked the Interstate Commerce Commission to authorize rail rates from the sea competition zone to the Pacific ports low enough to compete with the rates by way of the canal, without, however, reducing rates in the intervening territory.

PACIFIC COAST COMMERCE

On the Pacific side, traffic experts declare that the opening of the canal has revolutionized trade and industrial conditions.

The situation which has developed there is summed up in the following analysis by Robert Newton Lynch, vice-president and general manager of the San Francisco Chamber of Commerce:

"The Pacific Coast has as its main harbor San Francisco Bay, which is almost unrivalled among the harbors of the world. This harbor up to the present time has been the goal of great transcontinental railroads, and the whole Pacific Coast has been the natural territory for eastern centers of distribution. It has been impossible to get more than a limited area for local centers of distribution on the Pacific Coast, the adverse natural conditions enabling large eastern manufacturing and jobbing centers completely to dominate the territory.

"The opening of the canal has completely reversed this situation for the Pacific Coast. The low rates which have been announced for tonnage passing through this waterway have upset all previous railroad conditions and dictate the movement of the great majority of products by water instead of by rail. These rates, both east and west bound, are forty per cent. lower *with* tolls than shippers expected they would be *without* tolls. This means that the products of California may be marketed at one-half the previous cost of transportation. The decision of the Supreme Court on the long and short haul case provides that railroads may not meet a terminal water rate without giving the benefit of this low rate to intermediate points, the practical effect of which will be that the railroads must begin to construct their distributive system from the West Coast instead of the East in order profitably to handle the business of the Pacific Coast territory.

"The business man of the west may now take his place on the bay of San Francisco and face the east with the confidence that the whole western territory belongs to the Pacific Coast, and that goods destined from points east of the Rocky Mountains must move by rail to the bay of San Francisco or points on Puget Sound, and be distributed thence by water eastward. The wide effects of this new order may scarcely be realized. It doubtless means that Eastern jobbers and manufacturers must locate branch houses and factories on the Pacific Coast, thus stimulating the immediate development of a great industrial era in the west. It means the encouragement of western capital to take advantage of the new opportunities for expansion with the western coast as a base. It means the stimulation of agricultural industries to meet the broader markets which shipping through the canal affords, and to provide the return cargoes for ships bearing raw material and products for western consumption.

"The canal has thus converted the Pacific Coast from a sparsely settled terminus for trickling lines of transcontinental traffic into a potential field for wide ramifications of commerce and industries radiating from western ports.

"The canal will have an immediate effect upon the population of the Pacific Coast, not merely because it affords a cheaper and more direct route from European centers of of immigration, but for the reason that the inevitable revolution in trade and industrial conditions will demand the presence of great multitudes of people and furnish them with unique and splendid opportunity. The canal would have as profound an effect in bringing as many people to the Pacific Coast, even though it should be prohibited from allowing a single passenger ship to go through its locks, for it will create an economic vacuum in the west which will draw hordes of people from the nearest available centers. Today there are fewer people living west of the Rocky Mountains than in the city of greater New York, but when the effect of the canal has begun to be felt there will be no limit to the increase of population to fill up the vast reaches of the west.

"Even at this early stage a few figures as to freight moving through the canal will prove significantly exegetic of the new conditions which have turned the western

man right about face to the eastern horizon. From the opening of the canal to December 1, 1914, 257 vessels used the canal. By principal routes, and with an indication of the tonnage on which tolls are assessed, this traffic may be summarized as follows:

	Ships	*Tons*
Coastwise, eastbound	54	320,155
Coastwise, westbound	61	282,020
U. S. Pacific Coast to Europe	34	248,020
Europe to U. S. Pacific Coast	8	38,318
South America to U. S. and Europe	24	166,917
U. S. and Europe to South America	15	74,644
U. S. Atlantic Coast to Far East	24	148,207
Miscellaneous routings	7	19,203
Vessels without cargo	30	.....
Total	257	1,297,484

"The exports from San Francisco in September, 1914, through the canal totalled in value $14,467,467, which was the largest month in the history of export business from San Francisco Bay. The entire exports in September of the previous year were $8,662,094. It is confidently expected that both the export and import business to and from European ports through the canal will grow as fast as shipping facilities may be procured.

"It is interesting in this connection to compare the gradual movement of freight from the Atlantic to the Pacific Coast, across the Isthmus of Panama and the Isthmus of Tehuantepec in the six years previous to the opening of the canal. In this period coast to coast tonnage increased 446 per cent. In 1907 the American-Hawaiian Steamship Company inaugurated its coast to coast service via the Isthmus of Tehuantepec. In 1911 the California Atlantic Steamship Company inaugurated a line via Panama. Though the distance from San Francisco to New York by the Isthmus routes is over 2,000 miles longer than by rail, the shipments have steadily increased with the advance of each new steamship line. The value of all goods shipped by both isthmuses in the year ending June 30, 1913, amounted to $131,556,285, of which $87,000,000 was westbound and $34,000,000 eastbound.

"The leading articles so shipped ranked as follows: Westbound—Manufactures of iron and steel, $18,755,779; manufactures of cotton, $11,067,774; manufactures of paper, $6,467,774. Eastbound — Wines, $4,044,320; fruits, $3,708,094; wool, $3,469,217; canned salmon, $2,129,703. The largest eastbound item was sugar from Hawaii to the Delaware Breakwater, amounting to $19,309,351.

"The canal is significant to California and the west because it affords encouragement for the vast Pacific resources which only need cheap transportation to insure immediate development. The Pacific Coast is thus entering upon a new era, wherein her great natural wealth will secure release to circulate in the channels of the world's commerce. New industrial enterprises will spring up, and the Pacific Coast ports will be the beginning of great railroad systems to distribute products to a rapidly increasing population. From the industrial and commercial stronghold thus secured by western merchants, particularly around San Francisco Bay, the Americans of the west will turn their energies to the foreign markets of the Orient, and help to turn the 'Ocean of Mystery' into an ocean of exploited American commerce to meet the expanding needs of Oriental customers."

One of the immediate effects of the canal's completion related to the great fuel oil supply of California, which now produces one-half of the world's petroleum. The California oil fields have at times been embarrassed by over-production, due to their lack of direct tank steamer access to the Atlantic Coast, and European and South American ports. The canal has obviated this difficulty, and California fuel oil is not only moving to supply needs at the canal itself, but is passing beyond into world trade. John Barneson of San Francisco, head of the General Petroleum Company, the Barneson-Hibberd Company and Macondray & Company, was one of the organizers of the movement for a wider field for California fuel oil, and through him and others California's new and use-

ful source of trade and wealth is being pushed into the markets of the world through the canal and over the Atlantic.

In the broader field of world trade, the European war has rendered it impossible to accurately estimate the commercial effect of the canal's opening. The merchant ships of one of the belligerents have been driven from the seas, and many of the ships of other belligerents have been drafted to war uses. It is only when the war has ended, and world commerce has resumed its normal trend that the effect of the new waterway upon international traffic will be developed. It is not improbable, however, that the forecasts of experts as to international traffic through the canal will be found as wide of the mark as were the estimates on the coast to coast trade of the United States, and its effect upon American transcontinental railroads.

Suffice it to say that the canal has brought all New Zealand and Japanese ports and all Australian ports east of Port Lincoln nearer to New York via Panama than to London by the Suez or any other route. Yokohama is now 892 miles nearer New York by water than it is to London, Melbourne 831 miles, Brisbane 2,933 miles, Sydney 1,612 miles, Auckland 3,660 miles, Wellington 3,717 miles, and Dunedin 3,137 miles. The west coast of South America has been brought immeasurably nearer the Atlantic coast of the United States, while the east coast of South America will be within direct sailing touch with the great Pacific Coast region of the American states. Under modern conditions of transportation, the lessening of an ocean voyage by a few hundred miles has a very direct effect in decreasing the cost of transporting merchandise and in stimulating traffic. A modern steamer represents large capital, with heavy daily costs in fuel, labor, food, and other running expenses; and modern traffic on the ocean will follow the shortest routes as surely as the compass needle turns to the Pole. A route saving of from several hundred to several thousand miles from the Orient and Australia to New York appears certain to bring great advantage to American ship owners and American industries as against British and other European ship owners and industries. On the other hand, the west coast of the United States has been brought thousands of miles nearer London and other European ports, and from this, Europe may gain in trade exchanges largely what may be lost to her in other directions.

There is another factor, developing slowly, that will to a marked degree affect the Panama Canal in its relation to international trade. China, the sleeping giant of the Orient, is awakening and is taking up her unlimited capacity for trade and industry. Along modern lines, Japan is rapidly becoming a great commercial nation. The Chinese before long will develop enormously their capacity for manufactures. Some of the raw material will be supplied by the United States, some by Europe, and much by China herself. The exchange of raw material and finished products between China's teeming millions and the Western world will bring a trade, the limits of which can be but dimly estimated, and the ultimate effects of which will be immeasurable upon the development and the destinies of both the Occident and the Orient.

That the shipping interests of the United States are alive to the opportunities offered by the canal's completion is shown by the tonnage of merchant ships under construction just before the opening of the canal. On July 1, 1914, merchant ships were under construction with a total tonnage of 88,510. The majority of these were being built by the Newport News Shipbuilding and Dry Dock Company, of Newport News, Virginia, and the New York Shipbuilding Company, of Camden, New Jersey, two great shipbuilding yards on the Atlantic Coast. Two, with a total tonnage of 12,076, were being constructed by the Union Iron Works at San Francisco, where the opening of the canal has brought a revival of the shipbuilding industry, and

where the Union Iron Works is constructing a great dry dock for naval and merchant ships. For the year ending July 1, 1914, the number of steel merchant ships of 1,000 tons or more completed in the United States was twenty-nine, with a total tonnage of 133,234. Several of the ships were built expressly for the Panama Canal trade, and nearly all will have a direct or indirect part in the new waterway's traffic. The European war, beginning at the opening of the fiscal year 1914–15, will undoubtedly cause a diminished output from American ship yards, but if the war is protracted, increased activity in ship building is anticipated as a result of the traffic lost to other nations and which it is hoped will fall to the lot of American ship building.

Port Improvements

Although the traffic experts underestimated the effect of the canal on American traffic, the port cities of the Atlantic, Pacific, and Gulf sections did not. The governments and commercial organizations of these cities were keenly alive to the importance of the new waterway, and without exception, prepared for an increase in ocean traffic.

Particularly were the Pacific Coast ports thoroughly awake in making adequate provisions for an enlarged trade by improving their harbor and dock facilities. San Francisco, contemporaneously with the opening of the canal expended $9,000,000 in new docks, and at the general election in November, 1914, $10,000,000 additional in bonds was made available for further development of harbor and dock facilities, as the needs require. The port of San Francisco has the great natural advantage of a deep water front surrounding practically the whole city, and all harbor expenditures go into actual wharfage construction without any outlay for breakwaters or dredging. It is noteworthy that of the $600,000,000 expended by the United States government for river and harbor improvements, but $600,000 has been appropriated for San Francisco Bay, and that a large part of this sum was used to blow up a rock which menaced navigation. In contrast, the Federal government has expended approximately $50,000,000 in improving New York harbor, while other ports have absorbed equally huge sums.

At Los Angeles, in preparation for the canal, the city absorbed San Pedro port and made it Los Angeles harbor. With liberal appropriations from the municipality and the assistance of the Federal government, a man-made, land-locked harbor has been created that is one of the most commodious and convenient of its kind in the world. The opening of the canal found the city ready with five miles of wharves, with another mile in construction, and with means for the construction of additional wharves as rapidly as the needs of commerce require them. The harbor is controlled by the city, which has lowered the cost of handling traffic to a minimum.

In the ten years ending June 30, 1912, the commerce of Los Angeles harbor, exclusive of a heavy oil and lumber traffic, increased 2,281 per cent. This astonishing showing opened the eyes of the country to the great possibilities of Los Angeles as a maritime city, and greater strides in sea traffic are expected during the next decade.

San Diego, Santa Barbara, Monterey, Portland, Astoria, Seattle, and other Pacific Coast cities prepared for the canal's opening by improving harbor and dock facilities.

On the Atlantic Coast, the older cities with an already established heavy sea trade were stirred to action, and from Maine to Florida all the ports looked to their docks in preparation for the new waterway. New Orleans and other ports in the Gulf region were similarly alert. One of the Atlantic Coast cities whose development is expected to be radically affected by the canal traffic is Providence, Rhode Island, situated at the head of navigation in Narragansett Bay, with deep water up to the wharves in her inner har-

bor. Providence is also the converging point in her territory for railroad lines which connect with all the great railway systems of the country. For many years the port has been slowly improving the harbor facilities, but more recently this work has been taken up with the fact in mind that Providence is the center of one of the most populous districts of the United States, and that great coastwise and inter-ocean traffic should belong to a city so situated.

Until 1911, the city owned but a small portion of its water front, but in that year the municipality purchased thirty-five acres of land on the west shore of the harbor with a frontage of 3,000 feet. A sea wall to be used as a minicipal wharf was included in this improvement. The construction of additional municipal piers and other landing facilities has been since carried out, and others are in prospect. The thirty-five-acre purchase in 1911 gave the city 177 acres of land available for general port facilities. In anticipation of increased commerce to follow the completion of the canal, the state of Rhode Island in May, 1911, purchased water front property in Providence comprising approximately 748,-523 square feet with a frontage of 700 feet, where piers and docks were built.

With the facilities secured through these and other improvements, the opening of the canal found Providence ready by both land and water to carry on a great foreign commerce. With a long established manufacturing center, and with manufacturing sites of unrivalled excellence along the four rivers which converge at the city, and spacious territory in and around the city for manufacturing plants, the commerce of this Atlantic port is expected to develop as remarkably during the next decade as that of Los Angeles did in the last. The present manufactures of Providence are nearly all such as lend themselves readily to the foreign trade, and in the markets which await the United States in South America and other parts of the world as the result of the European war, Providence may find her stride as a world port.

One of the most enterprising and practical projects for meeting the new trade conditions growing out of the completion of the canal was the construction of the Houston ship channel from Houston, Texas, to the Gulf of Mexico. This channel, fifty miles long, gives the rapidly growing city of Houston a straight course to the ocean, with a safe and commodious passage twenty-five feet deep and 200 feet wide.

The work was completed almost concurrently with the opening of the Panama Canal to commercial traffic in the summer of 1914. The construction was carried out under an appropriation of $2,500,000, paid jointly by the United States government and the Harris County Navigation District, which is practically made up of the city of Houston. The construction was directed by United States engineers.

The United States government will take care of the maintenance of the channel, and for this purpose two large suction dredges have been constructed at a cost of $200,000 each to keep the channel at the regular depth.

Houston, from its foundation in 1836 by General Sam Houston, had access to deep water through the tortuous channels of what was then called Buffalo Bayou. The purpose of the Houston ship channel was to straighten out and deepen this outlet to the sea, and to complete in one comprehensive plan of construction the work of improvement which had been carried out in partial form from time to time in the past. Even under the disadvantages of the old Bayou channel, the outlet has always carried a great tide of commerce, increasing from year to year.

Following up the completion of the ship channel, the city is planning the construction of greater terminals and dock improvements at a cost of about $3,000,000. The plans include the enlargement of the turn ing basin and a system of docks, a coaling station for ships, and a water system and

power plant for the generation of electricity for lighting and power, both for the terminals and for the factories which will locate in the vicinity of the turning basin. The piers, warehouses, terminals and other shipping facilities will be owned and controlled by the city, and will be available on equal terms to all. No wharfage tax will be charged against ships.

With the stimulus to inter-ocean trade which has followed the opening of the Panama Canal, and Houston's favorable location, a phenomenal growth is predicted for the city and its business as a result of its ship channel enterprise. The present population is estimated at close to 140,000. On account of its situation on deep water, the city enjoys the advantages of deep-water rates, and as a shipping port is 500 miles nearer the granaries of the West than ports on the Atlantic coast, 300 miles nearer than New Orleans, and 570 miles nearer than San Francisco.

Seventeen railroads meet the sea at Houston, all of them having a down-grade haul to the port, a traffic attraction of great advantage. A large share of the products of the central west, seeking an outlet to foreign trade through the Panama Canal and otherwise, is destined to come into Houston, departing through the Houston ship channel.

The annual traffic over the ship channel has already reached the total of $53,000,000. The greatest present item of commerce is cotton, in the handling of which the channel affords a saving to the cotton producers of Texas of over $6,000,000 annually, because of the reduced rate for the fifty miles of water haul.

For the manufacturer, Houston offers a combination of advantages which give a remarkable field for the manufacture and sale of raw materials. A few miles from the city glass sand is found in abundance. To the east and north, there are pine and hardwood forests, rich coal and lignite deposits practically untouched, great fields of fuel oil, and rich iron ore fields which heretofore have not been worked on account of lack of transportation facilities from the deposits to the ports. Back of all these advantages is the state of Texas itself, great in virgin mineral resources, and with vast reaches of land adapted to all uses to which a rich soil can be put.

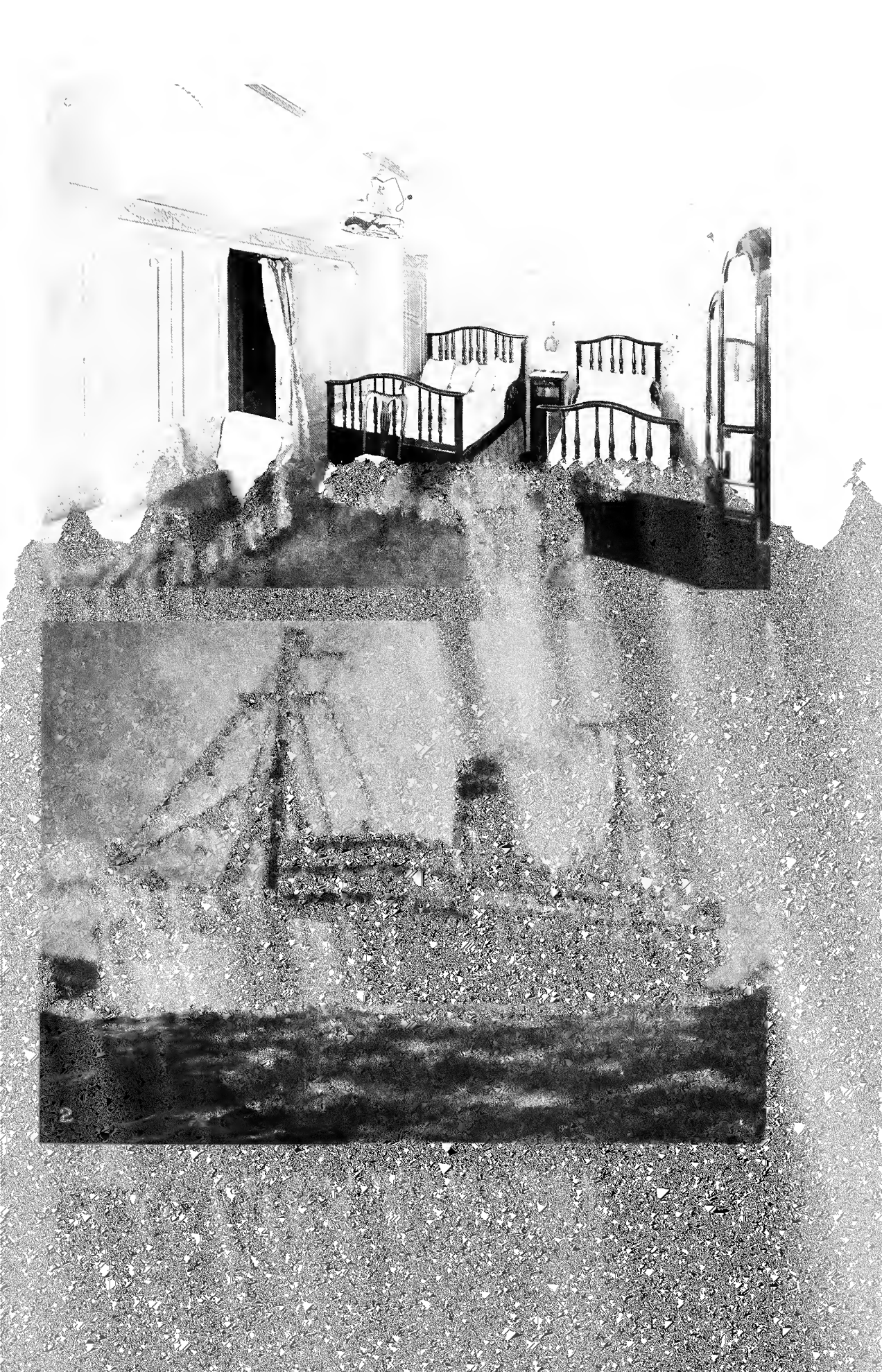
Already, Houston looms as the manufacturing and industrial center of the south, having 352 factories manufacturing 283 different products, with an approximate value of $53,000,000 a year. These factories employ 11,000 workers, with an approximate pay roll of nearly $11,000,000 a year.

With Texas as the greatest cattle producing state, it speaks well for Houston's transportation and commercial facilities that here is located the largest independent packing plant in the Southwest. This is the plant of the Houston Packing Company, an institution that helps to solve for Houston the high cost of living problems met in less favored cities. In addition to its great stock yards and meat canning factory the company puts up the famous tamale and chili con carne, two food favorites in the West and South, and rapidly becoming known and popular in the East and North. The company's plant is one of the best equipped of its kind, with its own power house, ice plant, lard refinery, cooperage shop and other facilities.

Civic pride is strong in Houston, and under a well-conducted government, good streets, excellent schools and other public facilities are a matter of course. The public and private buildings, the railroad stations, and other institutions are on a par with the fine spirit of a growing, thriving city, proud of its past and confident of its future.

An attractive climate, fine shell roads and boulevards in the suburban reaches of the city, varied and interesting attractions for recreation, including fine hunting, fishing, canoeing and boating facilities, all add to the advantages of the city as a living and business community.

For the tourist and traveler, Houston



offers exceptional attractions. The city is a gay metropolis, provided with every indoor amusement and outdoor enjoyment. Hundreds of miles of perfect motoring roads encircle the city. The picturesque Bayou, with its placid and safe waters, affords boating and fishing every day in the year, and pleasure seekers picnic summer and winter on its grassy, wood-covered banks. The winter months are warm and sunny, with occasional cool weather that brings an invigorating snap to the bracing sea air.

With these advantages, Houston early made provisions for its visitors in the form of good hotel accomodations. There are several first class hotels, and more in the course of construction. Leading the list is the New Rice Hotel, the finest building of its kind in the South, and one of the largest in the country. It was built on the site of the historic old Rice Hotel, at a cost of $3,000,000. It is eighteen stories high, of the most modern and fireproof construction, with equipment and accommodations of the latest high-class design. Standing in a block by itself, with a central court, its rooms are all airy and bright. Car lines radiate from the hotel to all parts of the city and suburbs. The beautiful assembly, dining and other halls of the hotel are the center of much of Houston's social life. The rates and cuisine are in keeping with the city's spirit of enterprise and hospitality.

The Texas gulf coast has been called the American Riviera. Of this favored section, Houston, where soft sea breezes and sunny skies prevail, is a center that is attracting the traveling public in ever greater numbers.

The character of a city's chamber of commerce is often the best index to the city itself. Houston is fortunate in having as a directing factor in its progress one of the most adequate and efficient bodies of this kind in the country. A list of its recent accomplishments would form a model for similar organizations.

Especially active in the chamber of commerce work, and in fostering the ship channel and other improvement projects in the city, is a long list of public spirited citizens. Among these may be named J. W. Scott, vice-president of the First National Bank, one of the strongest banks in the South, housed in a modern office building of its own; Jesse H. Jones, chairman of the Board of the Bankers Trust Company; S. F. Carter, president of the Lumbermen's National Bank, and D. C. Dunn, cashier of the Union National Bank, all leaders in the financial and industrial progress of Houston; M. E. Foster, of the Houston *Chronicle*, the largest newspaper in the Southwest, which in addition to constantly championing the interests of Houston, gave practical demonstration of its confidence in the future of the city through the construction of a modern skyscraper building for the newspaper plant; John H. Kirby, organizer and president of the Kirby Lumber Company, retired lawyer, and the organizer and builder of the Gulf, Beaumont and Texas Railway, afterward sold to the Atchison, Topeka & Santa Fe system; J. C. Hutcheson, lawyer and former representative in Congress; W. C. Munn, under whose presidency of the Chamber of Commerce many important improvement projects were inaugurated and carried out; Sam Streetmen, attorney and former associate justice of the Court of Civil Appeals; Jonathan Lane, lawyer and financier, former member of the Texas State Senate, and president of the Guarantee Life Insurance Company of Houston, president of the American Security and Casualty Company of Houston, vice-president and director of the Continental Trust Company, director of the Union National Bank and the Bankers Trust Company and officer in several other large Houston concerns; H. B. Rice, former mayor of the city, under whose administration many civic betterments were carried out; C. W. Hahl, of the firm of C. W. Hahl & Company, and vice-president of the R. C. Miller Lumber Company, a real estate expert, town builder and devel.

oper of farming communities, who has brought during his twenty-five years' identification with Texas land and investments thousands of settlers to his state, who did most to put the rice industry on a solid base in south Texas, and who maintains a model demonstration farm on land of his own near Houston; O. M. Carter, another realty and land expert, who has done much to attract business and people to Houston; T. H. Stone, attorney and president of the Humble Oil Company; and J. S. Cullinan, G. C. Street, R. S. Sterling, Thomas H. Ball, William A. Wilson, and H. T. MacGregor, all leaders in Houston's financial, commercial, and civic life. Hon. O. B. Colquitt, who attained national fame through his vigorous administration as governor of Texas, has also had an active part in securing national aid for the ship channel project, and in aiding Houston's progress in other ways.

Many cities, rejoicing in the canal's completion, prepared to celebrate the event. New Orleans, which lost to San Francisco the honor of holding the formal international exposition, prepared a carnival celebration of the waterway's completion. The Republic of Panama had planned an exposition to open contemporaneously with the great naval pageant through the canal in February, 1915, but the European war put an end to the pageant plans, and the Panama exposition was postponed until July, 1915, when it was proposed to have the Atlantic fleet of the United States as well as vessels of other neutral nations pass through the canal en route to the San Francisco exposition.

An exposition was opened at San Diego, California, the nearest United States Pacific Coast port to the canal, on January 1, 1915, to continue throughout the year. It is devoted chiefly to fostering better commercial and other relations with the South American republics, and its buildings, remarkably striking in their design, followed the Spanish and Moorish types of architecture.

Panama-Pacific International Exposition

Ready in every detail, free of debt, and with forty-one nations participating, the great Panama-Pacific International Exposition at San Francisco, in celebration of the canal's completion, opened on February 20, 1915, the date scheduled. The pressing of a wireless telegraph button in Washington by President Wilson set the machinery of the exposition in operation. A great concourse of people attended the opening ceremonies at the exposition grounds, all records for opening day attendance at previous expositions being broken.

England, Germany, Russia, and Austria, among the European belligerents, were not officially represented, although numbers of their commercial organizations are participating in the exhibits. France, Japan, and Italy are officially represented, together with forty-one states and territories under the flag of the United States.

The exposition grounds lie in a natural amphitheater along San Francisco Bay, affording the most beautiful setting in which any exposition has been staged. Adjoining the grounds is the large United States military reservation known as the Presidio, facing San Francisco Bay, with the Golden Gate on the west. Under the direction of the world's foremost landscape and building architects, the broad stretches of mural expanse are grained and stained to the texture and color of Italian travertine. Where the statuary has not been wrought from the same material, it has been finished in a soft buff or burnt orange. Thus, with the artistic arrangement of the lawns, palms, and hedges blending with the color tone of the buildings, there has been created a color scheme that will linger long in the memory of the exposition visitors as an impressionistic pastel beautiful beyond description.

Dominating the whole scheme of construction is the colossal Tower of Jewels, 435 feet high, set in the central Court of the Universe, where Corinthian towers

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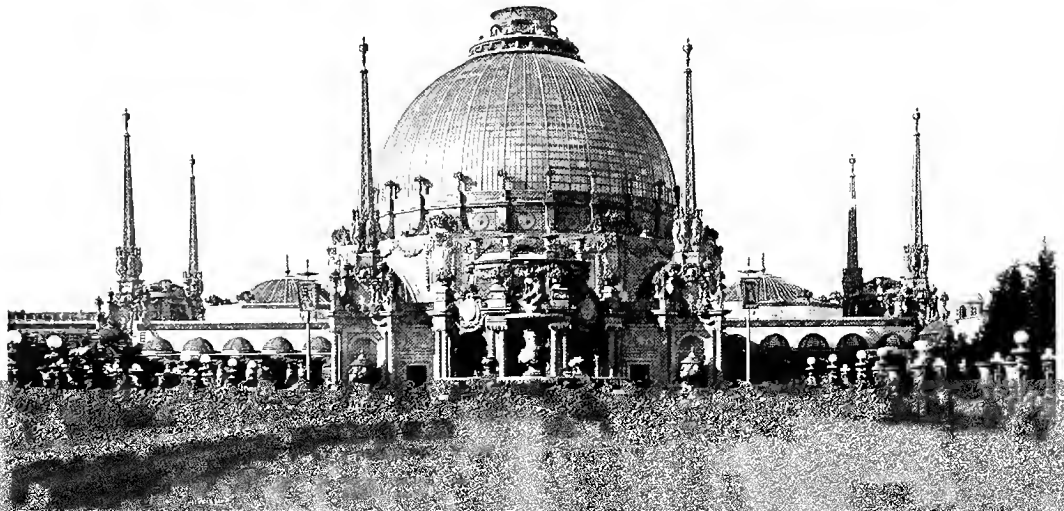


stand taller than those of St. Peter's at Rome. Each column is surmounted by the figure of a star, and from the tower itself 80,000 sparkling jewels of all colors hang, flashing in the sun and scintillating in the lights at night.

The idea of an exposition at San Francisco to celebrate the opening of the canal had its inception in 1904. The great fire of 1906, by which San Francisco was practically destroyed, delayed, but did not stop, the exposition plans. The authorization of the state legislature, together with an appropriation of $5,000,000, was obtained, and in April, 1910, $4,089,000 was raised by subscription in San Francisco in two hours. President Taft signed the exposition act on October 4, 1911. In the work done by the exposition company, by the nations, states, and territories participating, and by concessionaires, an investment of approximately $80,000,000 is represented in the exposition. This far exceeds that of any previous exposition. A $2,000,000 auditorium has been erected as part of San Francisco's new civic center. This building is a permanent structure, and during the exposition will house the 400 or more national and international meetings and congresses which will convene at San Francisco. The exposition will continue throughout the year, ending December 4, 1915. The officers under whom the enterprise grew into its prompt and magnificent completion are the following: Charles C. Moore, president; Frederick J. V. Skiff, director in chief; R. B. Hale, vice-president; William H. Crocker, vice-president; I. W. Hellman, Jr., vice-president; M. H. de Young, vice-president; Leon Sloss, vice-president; James Rolph, Jr., vice-president; A. W. Foster, treasurer; Rudolph J. Taussig, secretary; Joseph M. Cumming, assistant secretary; Rodney S. Durkee, comptroller; Harris D. H. Connick, director of works.

Steamship Connections

The completion of the Panama Canal has awakened in the minds of millions of people in all parts of the globe a desire to stand at the rail of a well-appointed ship and gaze upon the completed task. The railroads and steamship companies anticipated this desire and prepared for its gratification.

The ocean trip to Panama is now probably the most delightful of all those offered to the American public, and can be accomplished with "all the comforts of home," in seven days from New York or Boston or a little less than five from New Orleans. A fleet of modern steamers owned and operated by the United Fruit Company furnishes a regular service from all these ports to the Isthmus and offers, incidentally, many enjoyable side-trips from Colon to the interesting points nearby on the shores of the Caribbean.

The old idea that travel in the tropics means all sorts of discomforts from the torrid heat no longer holds good. Those who have made the trip to the Isthmus on this new type of ship will endorse the statement that the teachings of long experience have enabled the United Fruit Company to build a fleet of some twenty steamers which meet every requirement of the service in which they are employed, and which have been built not only with the view to providing for the pleasure and convenience of the tourist, but—what is more important—with every precaution for his safety.

Life aboard ship in the tropics, to be enjoyed to the full, must be spent in the open air. On the spacious decks room can always be found where the mild breeze adds to the enjoyment of a book or a siesta in a deck chair. The lounge, the music room, with its piano and library, and the smoking-room afford comfort and amusement for those rare hours which must be spent within doors. The state-rooms, which are exceptionally large and comfortable, have the best of natural ventilation and are provided with the customary electric fans, but—and in this, these ships are in a class by themselves—they are cooled by a system of artificial ven-

tilation which assures a comfortable night's rest even in the warmest weather.

With a comfortable and enjoyable week's travel aboard ship, and opportunity to see and study the magnificent work of the Panama Canal, and another week of ideal travel with home ahead, there can be no question that the trip to Panama offers more pleasant variety than any other.

The climate of the delightful West Indies region varies little from season to season, and the entire region offers an ideal opportunity for either summer or winter vacation. The tourist may enjoy all the delights of a sea trip and a visit to foreign lands, within the limits of a short vacation. The equable climate of the Caribbean Sea even throughout the summer months will be found cooler than that of many American cities.

The beautiful tropic islands, with their picturesque Spanish cities, and wealth of foliage, are not less attractive than the Mediterranean, and they have the great advantage of being much nearer home. The Panama Canal is proving a great attraction for all Americans. The great engineering feat of its construction is a strong patriotic appeal to the people of the United States. The cruising service of the West Indies has been so carefully organized that it is possible to visit this region without foregoing any of the luxuries of the finest hotels at a very reasonable expense.

Before the outbreak of the European war it was possible to visit the West Indies and the Panama Canal by a series of cruises varying in length from eleven to twenty-five days by the palatial *Prinz* steamers of the Hamburg-American Line. To this service was to be added the large 10,000-ton *Konig* steamers which assure every luxury of ocean travel. All of these vessels have been especially constructed for cruising in the tropics, being large, perfectly ventilated, and equipped with all the newest safety devices, and it is expected that their regular service will be resumed when the war is ended. It will be found very convenient to make a complete cruise of the Caribbean, visiting the Panama Canal and the Spanish Main, using one of these steamers as a hotel at the various ports of call. The steamers made, and doubtless will again make, regular connections with vessels sailing to ports on the West Coast of South America.

During the winter months an additional series of special pleasure cruises were made by the ships of this line to the "American Mediterranean." varying in length from sixteen to twenty-eight days. The special cruising steamer *Victoria Louise*, of the Hamburg-American Line, one of the most palatial steamers afloat, and the S. S. *Moltke*, won great popularity with tourists sailing on these special cruises. Cruising steamers carry no freight, and their schedule is wholly for the pleasure of the tourists. The luxurious public cabins and unusual amount of deck space make it possible to enjoy a series of balls, deck games, and other features which lend added enjoyment and interest to the cruise. It is expected that these cruises will be resumed later by this line.

The accession to the British throne in 1837 of Queen Victoria marked the beginning of an era of busy British steamship enterprise. The Royal Mail Steam Packet Company, which is the oldest steamship company working under a royal charter, was incorporated by royal warrant dated September 26, 1839. Founded to form the "link of empire" between the mother country and the West Indian colonies, the itineraries of the company first included Colon, the Atlantic port of the Isthmus of Panama.

The Pacific Steam Navigation Company, whose charter is dated February 17, 1840, was founded to work concessions obtained from the government of the various Republics on the west coast of South America. Their northern terminal point was Panama, the Pacific port of the Isthmus. Thus from the very beginning these two steamship companies have been intimately connected with the narrow neck

when his brother, George E. Earnshaw, was elected and still holds that position, the other officers being H. S. Sharp, vice-president and treasurer, Ambrose B. Umstead, secretary, and W. C. Barratt, assistant-treasurer.

At first the steamers went to Cuba in ballast, but it soon became apparent that this was wasteful and that an outward cargo, even at a low rate of freight, would reduce the cost of carrying the ore. At that time no regular outward cargo was to be had, but by quoting a much lower freight rate than had theretofore been possible, a large coal shipper was induced to reach out after West Indian trade, which at that time was wholly supplied from Wales. This was the beginning of the large export coal trade with the West Indies, and the trade has grown until it has almost wholly driven Welsh coal out of the market. The Earn-Line may, therefore, fairly take credit for being the pioneer in opening this large market to American coal.

During the year 1913 this line carried all the iron ore shipped from Cuba to the United States, amounting to more than a million and quarter tons. During the same period it transported a great part of the coal shipped from Philadelphia, Baltimore, Newport News, and Norfolk to West Indian and Central American ports.

Two lines of steamers were put in operation through the new waterway by W. R. Grace & Company, of New York.

One of these services is through the canal to South American ports, carried on by the Merchants Line, through its high-class steamers *Curaca*, *Chincha*, *Characas*, *Chipana*, *Chimu*, *Coya*, *Capac*, and *Condor*, with a fortnightly service from New York to ports in Colombia, Ecuador, Peru, and Chile. Branches for the sale of American products and the bookings of cargo are maintained by W. R. Grace & Company in all principal cities on the west coast of South America.

The service to the Pacific coast of the United States is carried on by the Atlantic & Pacific Steamship Company, which gives a fortnightly service from New York to ports in California and Washington. W. R. Grace & Company have branches in San Francisco, Los Angeles, Portland, and Seattle, to look after the operations conducted by this service. Among the vessels employed are the *Santa Clara*, *Santa Catalina*, *Santa Cecilia*, and *Santa Cruz*. These are new high-powered 10,000 ton American steamers, especially constructed for the canal trade.

On the Pacific side, the line of steamships of the Pacific Mail Steamship Company were in jeopardy so far as the canal traffic is concerned through the provision of the Panama Canal Act which closes the canal to railroad owned ships. This was remedied by a ruling of the Interstate Commerce Commission on February 13, 1915, under which the Pacific Mail will be permitted to operate ships in the coastwise passenger and commercial traffic to Balboa and intermediate points on the Pacific side of the canal. Through traffic from this line is planned to be transferred by rail to the ships of the American-Hawaiian Line at Colon, connecting with Atlantic ports. The Pacific Mail was brought under the inhibition of the Panama Canal Act because of its control by the Southern Pacific Railroad Company, but the Interstate Commerce Commission held that the steamship line could ply in the coast trade within the limits prescribed without divesting itself of its railroad connection. The palatial service of the Pacific Mail to Honolulu, Manila, Russia, Japan, China, and India continues as usual with the *Korea*, *Siberia*, *Manchuria*, *Mongolia*, and other ships in commission. These ships are among the finest in any interoceanic passenger and commercial service.

Railroad Development

Because the starting point of a circuit tour is usually the terminating point, a trip of this kind might be compared to an endless chain. This viewpoint assumed, the Erie Railroad becomes an important link in the endless chain of a canal tour.

The water route from New York City, through the canal to the Pacific Coast, is one division of the chain. The railroad route from the Pacific Coast to Chicago is a second portion, and the Erie Railroad from Chicago to New York City, the starting point, is a third division.

When the public goes traveling, especially if the trip be one of pleasure, the chosen route must be interesting or disappointment will follow. The cities and towns along the line must have an industrial, historical, or educational appeal. To vividly illustrate the ability of the Erie Railroad to satisfy this laudable desire of the public, a review of the extent of the system, and the parts of the country traversed will be convincing.

Chartered in 1832 by the State of New York for the purpose of constructing a railroad that would connect Lake Erie with tide water on the Hudson River, twenty-six miles north of New York City, the Erie Railroad was hailed as the greatest engineering feat of the time. It gradually pushed its lines west until it now stands among the great railroad systems of America. When the original New York and Erie Railroad was completed in 1851 there was but one other railroad of consequence completed in the world, and singular to say, that one was in Russia, connecting St. Petersburg and Moscow. Thus the completion of the New York and Erie marked one of the first epochs in rail transportation of national importance.

Starting from Jersey City, the main line of the Erie Railroad leads across the northeast corner of New Jersey, paralleling the Pennsylvania-New York boundary line to Jamestown, N. Y. From Jamestown to Chicago the course of the railroad is through western Pennsylvania, Ohio, Indiana, and far enough into Illinois to reach America's second greatest city—Chicago. This section of the United States is rich in historic interest. In New York City, the transatlantic and coastwise docks, and the New York hotel, theater and shopping districts are convenient to the Erie Railroad. In Chicago, good terminal connections with westbound trains are made. Through tickets provide for free transfer of passengers and baggage from the Erie terminal to terminals of westbound lines. Thus the two terminating points of the Erie system link solidly and smoothly with the other divisions of the "circuit tour," and perform their part in making the complete tour pleasant, comfortable, and instructive.

From its earliest days the Erie Railroad has been a pioneer in the adoption of systems and the construction of additions to the line that have resulted in better service to the public. History records that the Erie was the first road to light its coaches with Pintsch compressed gas, the system having been brought to this country from Germany by H. J. Jewett. The idea of a milk train making possible the shipment of good, pure milk from the country into New York City was originated by the Erie Railroad, the idea emanating from President F. D. Underwood. The Erie was the first to establish large tonnage steamers on the Great Lakes. The idea of using telegraphy as an aid in forwarding train orders originated with Charles Minot, of the Erie Railroad, in 1851.

From 1901 over $90,000,000 was expended on the Erie system in lowering grades, completing new tracks, and other improvements in expediting both passenger and freight business. In 1914 the largest locomotive in the world was put into service on the Erie tracks. An idea of its power may be gained from the following details: It has twenty-four driving wheels, eight of which are under the tender. This, the "Centipede" locomotive, is a new style of construction which eliminates the tender as a dead drag. The total weight of this locomotive is 853,050 pounds. The tank has a water capacity of 10,000 gallons, and a coal capacity of sixteen tons. The engine is 105 feet long, and has a capacity of hauling 640 loaded freight cars, the combined weight of which is 90,000,000 pounds, a

train four and three-quarter miles long. Approximately 536 trains arrive or depart from the Erie Jersey City terminal every day. This means a train arriving or leaving every four minutes of a twenty-four hour day. During the morning rush hours, 8:30 A. M. to 9:03 A. M., thirty-seven trains arrive. In the evening rush hours trains leave on the average of one every two minutes.

New England, with the completion of the canal, is standing on the threshold of a new era of commercial expansion and prosperity. Unhampered by competition with other sections of the country more favored in some respects by nature, the people of New England have resolved on securing their full share of the increased trade to come from the opening of the Panama Canal and to establish and to maintain again a commercial empire over the seas such as her old time merchants once enjoyed when they sent New England ships in to every port and made their names famous in every commercial capital of the globe.

There has been no decline in New England. Only in her agricultural population has there been a slight falling off, but with this has come a wonderful increase in the population of many of her cities, and in the development of her manufactures, which are now seeking new channels for expansion. And these her people are resolved shall come through the upbuilding of her foreign trade, no matter what it may cost.

Hand in hand with this expansion of her foreign trade is to go the development of her marvelous water power, almost peerless asset. By the utilization of this "white coal" she expects to further develop her manufactures for which she is renowned. In this effort to secure new trade her railroads will naturally play a leading part. The prosperity of the railroad is inseparably linked with the prosperity of the people it serves.

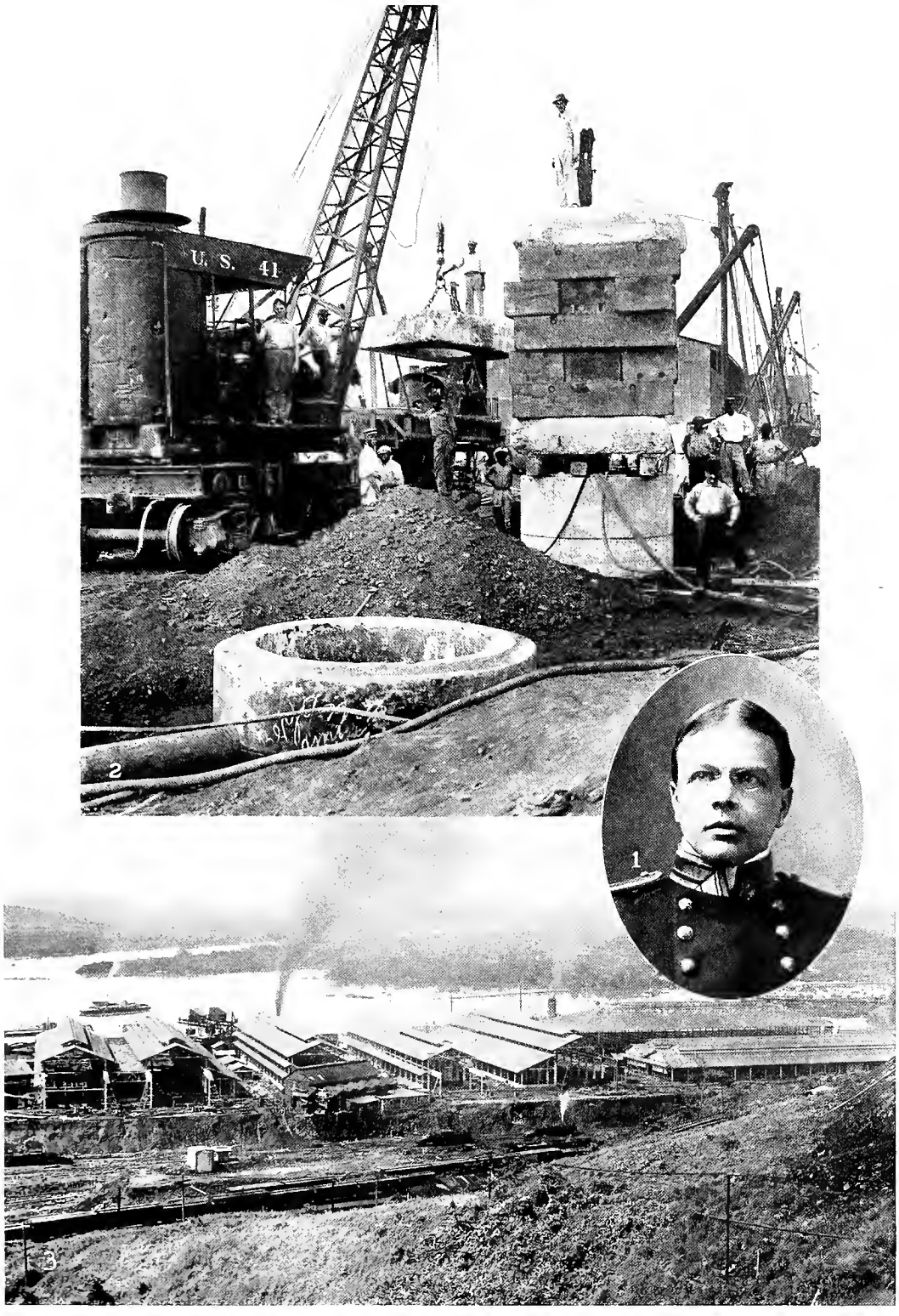
In the person of Howard Elliott, called from the West to take charge of New England's transportation system upon which so much depends, the line has at its head not alone a most competent railroad man but a real empire builder a man to whom the northwest has looked for inspiration and initiative during the last ten years of its remarkable development. Mr. Elliott went West as a young man and learned empire building and railroading at the same time. After being graduated from the Lawrence Scientific School at Harvard as an engineer he became a clerk for the Burlington road, and soon became general freight and passenger agent, and then general manager of the Burlington line. In 1901 he became vice president of the Burlington, which gave him charge of the maintenance and operation of more than 8,500 miles of line.

It was in this connection that Mr. Elliott made a study of the ways and means of commercial and industrial development. This he continued when called to assume the presidency of the Northern Pacific in 1903.

The railroads upon which New England depends as the arteries of its commercial organization are not large railroads in point of mileage when compared with others of this country, but in many respects they are peculiar and the operating problems they present are exceedingly complex and difficult of solution. For example, the mileage of the New York, New Haven & Hartford, chief of the New England lines, is only 1,092, yet the New Haven runs more than 1,000 passenger trains daily to say nothing of its freight trains, and carried in 1913 a total of 96,813,807 passengers paying fare. The peculiarity of the New England railroad is shown still more strikingly by the fact that while two tons of freight are transported to every passenger on the other railroads of the country, considering them as one system, the New Haven transports only one third of a ton to one passenger.

The enormous passenger traffic of the New England roads, and particularly that of the New Haven, is due naturally to

1. Breakwater at Naos Island, on the Pacific side, looking back toward the land, with Panama city in the right background.
2. Toro Point Breakwater, at the Atlantic entrance, showing stone being dumped from a Lidgerwood train.



1. Rear Admiral Harry Harwood Rousseau, builder of the canal terminals.
2. Sinking concrete caissons for the foundations of the terminals.
3. Pacific terminals, with a glimpse of the canal in background.

the density of the population of this region of the country. New England is remarkable in another respect, so far as her people go, and it has a vital bearing on her railroads. Of her total population 83.3 per cent. live in cities and towns. The New Haven's main lines scarcely pass outside of an urban community.

It has been truly said of New England with respect to her railroads that she is but a vast terminal yard. Her railroads are not trunk lines. They deliver to the many manufacturing cities of New England the raw material delivered to the New England lines by their trunk lines. Likewise they collect from the mills and factories the finished products and deliver them in turn to the trunk lines. The freight traffic into New England is much larger in both tons and dollars than that going out. The freight carried by the New England lines consists chiefly of raw materials, imported food stuffs, and manufactured articles. Because of her industrial activity and her lack of raw material it devolves upon the railroads to haul wood, iron, copper, and other materials on which the factories depend.

The New York, New Haven & Hartford taps the greatest manufacturing districts in the United States. Of the fifty largest manufacturing cities the New Haven reaches all but two.

Boston is fortunate in being so situated as to make it possible for her great piers to have direct physical connection with her railroads, and she is also favored as a port in being 200 miles nearer western Europe than any other large American seaport. She is reaching out for the canal trade, determined to claim a share commensurate with her importance and the advantages she can offer in bringing ships alongside of the railroad lines.

The New York, New Haven & Hartford system includes several large steamship lines. These lines run from Fall River, Providence, New Bedford and New London to New York by way of the Sound. A great deal of New England's freight is moved over these lines to and from New York.

The policy of the New Haven and its associated lines is to develop a transportation machine which will be at once efficient and economical, and which will enable the foreign commerce New England hopes to secure to be handled on the most favorable terms and in the most expeditious manner. The opening of the Panama Canal, it is believed, will bring a large increase to ocean traffic to American seaports, of which the New Haven will be one of the beneficiaries.

Another railroad, which, touching water outlets at Washington, Baltimore, Wilmington, Philadelphia, and New York, and reaching far into a rich industrial and agricultural territory, is certain to have a great part in both touring and commercial traffic through the canal, is the historic Baltimore and Ohio line. This line is the pioneer in American railroading and has been first along several lines of transportation development. It was the first railroad in America, the first to obtain a charter, and the only existing railroad bearing without a change its original charter name. The Baltimore and Ohio was the first railroad to utilize locomotive power, the first to penetrate the Allegheny Mountains, to issue a time table and to employ electricity as a motive power. For sea and other traffic, the line has at Baltimore miles of storage tracks and three large grain elevators. It has one of the largest coal piers in the world at Curtis Bay, and extensive ocean terminals and piers at Locust Point.

From the historic point of view the road's route is teeming with interest. It passes through the cities in which the capital of the United States was located at various times, when, compelled to keep up a peripatetic existence, it moved from Philadelphia to Baltimore, then back to Philadelphia, then to Havre-de-Grace, to Annapolis, to New York, and finally to Washington. In the early history of the country, the route now traversed by the Baltimore and Ohio over the mountains

was known as the great "Nemacolin Path," a trail over which thousands of Indians traveled. George Washington as a surveyor laid out a route for a stage road to the Ohio valley over this same trail. Still later, when the French under Pierre Duquesne were usurping British territory in the interior, Washington was sent over this route to warn them to leave. The ill-fated General Braddock, with Washington under him as colonel, traveled this route on the expedition in which the British general met his death. Later the old stage road developed into the National Pike, along which hordes of colonists passed westward.

The first stone of this first railroad of the land was laid July 4, 1828, at Baltimore, the ceremonies being conducted by the Masonic fraternity. The venerable Charles Carroll, last surviving signer of the Declaration of Independence, cast the first spadeful of earth, saying: "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if, indeed, second to that." Thus began America's remarkable railroad development. The line originally extended from Baltimore to Allicott Mills, a distance of fifteen miles, and from thence to Frederick, sixty-one miles. When the track was completed numerous experiments were used for the propelling of cars. Relays of horses were first used, followed by sail cars. When the track was completed and the movement of trains actually begun, the arrival of a train was heralded by the ringing of a bell at the station. In August, 1830, steam was introduced, and Peter Cooper, with his crude engine, hauled the first train. Cooper's was the first locomotive built in America.

Through the Civil War, a large part of the Baltimore and Ohio line was debatable ground, and the route is replete with historic incidents of the great struggle. Harper's Ferry, Philippi, Winchester, Antietam, South Mountain, Maryland Heights, Monocacy, Balls Bluff, Martinsburg, the great field of Gettysburg, and many other historic points are on or adjacent to the Baltimore and Ohio line. One hundred and eight battles were fought on or near the road from 1861 to 1865.

From the scenic viewpoint, the line is equally interesting. Its lines pass through nearly all the important cities from the East to the Mississippi River, ramifying through the great centers of Pennsylvania, Ohio, Indiana, Illinois, West Virginia, and other states to St. Louis and Chicago. From all this great section people and traffic are moving out toward the new waterway at Panama, and over these lines will be distributed much of the world commerce coming into the United States through the canal.

The Southern Railway, called the "premier carrier of the South," offers a short, direct, and comfortable route to the Canal Zone and Central and South America from New York and intermediate and connecting points to New Orleans, and thence by the steamers of the United Fruit Company. This route affords a combination of high grade railroad service with a delightful ocean trip. The system is in the form of a griddle, with the handle running from New York, and with the lines spreading from the handle throughout all the rich Southern and South Atlantic portion of the United States. It reaches the famed winter resorts of Florida, and the mountain summer and winter resorts of North and South Carolina, all the great cotton growing and manufacturing centers of the South, the industrial territory in Alabama and other Southern States, and with its lines pointing south toward the canal, the system is rapidly developing a large share in the canal's touring and commercial traffic.

Another railway, with a sea outlet that began to grow in importance with the completion of the Panama Canal, is the Norfolk and Western railway system, with its port terminal at Norfolk, Va. In a V-shaped loop, this road taps a rich section of the United States, with one end of the loop at Hagerstown, Md., near Pennsyl-

vania's southern border, and the other at Columbus, Ohio. Swinging down toward the South, from the lower part of the loop its lines tap Kentucky, Tennessee and North Carolina, with the main line running straight through the heart of Virginia. From all its lines, direct connections are made north, south, east, and west. The system has done much for the development of Virginia and the other territory through which it passes, and the road will have its share of the inbound and outbound Panama Canal traffic.

With its Atlantic Seaboard terminals located at Newport News, Va., the finest natural harbor on the Atlantic Coast, the Chesapeake and Ohio Railway possesses unequalled facilities for the development of international commerce via the canal. The policy of the company toward development of such commerce is to do everything in its power to foster international traffic movements by giving shippers equal advantage in the way of rates and services with the other points with which it competes.

In addition to the railway facilities, coastwise steamship service between Boston, Providence, New York, Philadelphia, Baltimore, and Newport News is available for transshipment of freight at Newport News for export.

Besides serving Chicago, Louisville, Cincinnati, and Richmond with its own rails, thereby participating in the movement of all classes of traffic and manufacturing to and from those cities and beyond, the Chesapeake and Ohio system traverses the States of Virginia, West Virginia, Kentucky, Ohio, Indiana, and Illinois. Heretofore the leading exports handled over the company's system have gone chiefly to European points, with its import traffic arriving from the same points. With the opening of the Panama Canal, however, and the general stimulus to trade with South and Central America, it is expected that great quantities of exports will move out of the territory covered by this railway system direct for South and Central American countries, while in return the imports from these countries will be distributed in increasing quantities over its line. For export trade, the system connects directly with the territory from which the following exports can be handled cheaply and expeditiously; Bituminous coal and coke; fire clay and fire bricks; stone for building and bridges; iron furnaces; glass; petroleum; railway cars; the products of several paper mills; cement; slate; canned goods; mining machinery; pianos; organs; shoes; tobacco and tanned goods; and forest products. Numerous factories producing these articles are on the line of the railway system. No less than nine iron furnaces are located at various points on the line, and each of the other articles is represented by several factories, some of them the largest of their kind in the world.

On the Pacific side, where railway lines are less numerous, the bulk of the traffic moving to the coast for passage through the canal will pass over the lines of the Southern Pacific, the Western Pacific, the Atchison, Topeka & Santa Fe, and the Northern Pacific and Great Northern systems, the main trunk lines of which reach the Pacific Coast ports. The Gulf Coast has also splendid railway facilities, seventeen railroads entering the one city of Houston, on the Gulf of Mexico. Whether the canal traffic will lead to the building of new trunk lines cannot yet be determined, but it is believed that it will stimulate the construction of numerous short lines, particularly on the Gulf and Pacific coasts.

Tourist Accommodations

In traveling, whether for pleasure or business, hotels form an important consideration. A hotel system which operates in all the great capitals of Europe and in the principal cities in the United States and South America forms an important connecting link for the traveling public. Such a system is the Ritz-Carlton. The principal hotel of the system in the United

States is the Ritz-Carlton, in New York, occupying the entire block on Madison Avenue between Forty-sixth and Forty-seventh streets.

The traveler leaving the Ritz-Carlton in New York, and later entering the Plaza at Buenos Aires, Argentina, finds that he has left nothing of hotel comfort, attention, or completeness of management behind, for he finds in the Plaza everything he had found in the Ritz-Carlton.

Similar claims can likewise be made for excellence of management, completeness of equipment, and quality of service for the other hotels in South America under Ritz-Carlton direction, namely, the Rotisserie Sportsman Hotel at Sao Paulo, Brazil, and the Grand Hotel et Hotel de la Plage at Guaruja (near Santos), Brazil.

As might naturally be expected, there have been developed great hotels in this country, which owe their existence in part to the immense changes in travel and commerce foreshadowed by the Panama Canal.

One of these is the Hotel McAlpin, of New York City. This most up-to-date of all of New York's magnificent homes for the traveling public was planned and constructed with the definite thought of obtaining a large share of the increased hotel patronage that must come from the Central and South American republics to the metropolis of the United States following the completion of the canal.

In the beauty and safety of its construction, the advantages of its location, the efficiency of its management, and the perfection of its appointments for luxury, comfort, and convenience, the Hotel McAlpin represents the last word in its particular field.

It is located at Broadway and Thirty-fourth Street, at the nearest available point to the new Pennsylvania station, and in the heart of the new up-town shopping district.

From the engine rooms of the sub-basement to the topmost floor every practicable idea known to modern hotel management has been made a part of its equipment.

The exterior of the building consists in an application of the Italian Renaissance to the modern type of tall building construction. Its interior appointments comprise the best that modern workmanship can give and art bestow. These are evidenced in its imposing lobbies, its marble columns, its exquisite mural paintings, and its costly tapestry decorations. Among its accessories are gentlemen's and ladies' cafés, lounging rooms, writing rooms, swimming pools, laundry department, and, in fact, every other possible feature conducive to the complete entertainment, pleasure, comfort, and safety of its guests.

The entire structure, containing 1,500 rooms and erected at a cost of $13,000,000, is looked after by 2,000 employees. These are representative of almost every nationality under the sun, so that the sophisticated globe trotter, as well as the fastidious traveler from a foreign clime, may have his wishes, fads, and fancies gratified in whatever style he may choose.

Throughout the whole range of its accommodations, from the main floor to the least expensive guest room in the house, which may be had for $1.50 a day, the principle of maximum efficiency with minimum inconvenience has been applied. As already intimated, the hotel management has had especially in mind the tourist patronage from Central and South American points—a purpose that has already been largely achieved through its having become a chosen gathering point for travelers from those countries.

The Prince George Hotel is one of New York's great hostleries that has always been to the front in anticipating and providing for the comforts and convenience of travelers from all parts of the world, and in anticipation that the canal would encourage an increase in passenger traffic between the whole of Central and South America and the chief port of the United States, this hotel early took steps to meet the demands of that portion of the travel-

ing public that for purposes of business or pleasure will visit us from the countries to the southward.

The central location of the Prince George Hotel admirably adapts it to the needs and convenience of the transient sojourner. It stands at Twenty-eighth Street and Fifth Avenue, half a block from the Subway, and a block and a half from the Sixth Avenue Elevated, in the very center of the shopping district.

The Prince George Hotel contains 800 rooms, each being equipped with every modern convenience. Its dining rooms are of such commodious structure as to seat 500 guests at a time. It maintains an unexcelled service in every particular, and controls its own farm from which are supplied all the poultry and vegetables that are served at its tables.

Among the many stopping places in New York, the Hotel Wellington, at Fifty-fifth and Fifty-sixth streets, on Seventh Avenue, offers attractions and comforts to the traveler from Central and South American countries. Besides being an exceedingly attractive and homelike house, it is admirably located with respect to the various points of interest and amusements. Central Park is only a short distance from the hotel, while the principal shipping district and nearly all of the theatres are within ten minutes' walk.

The Wellington is fireproof throughout, and its appointments are of the first order in every particular. Rooms and suites are specially arranged and adapted to the requirements of families accustomed to every convenience and luxury. The restaurant is conducted on the European plan.

The rates at the Wellington Hotel are moderate, meeting the inclinations of travelers who choose cultured and pleasant surroundings without extravagance in preference to the more garish stopping places.

Situated on East Twenty-ninth Street, in the Madison Square section of New York City, is the first and only hotel for the use of women exclusively, known as the Martha Washington.

This famous and interesting hostelry is a well appointed structure, thoroughly modern, strictly fireproof, and equipped with every facility for the comfort of its guests. It is well known to women travelers from the Canal Zone and South America.

It contains 450 rooms, single and en suite, and is operated on the same plan as any other hotel, with the one exception that men visitors are not permitted above the drawing-room floor.

Being a woman's hotel, women's wit has been used to provide the little necessities and comforts so much appreciated by her. It is here that freedom, yet seclusion, is found. It is here the stranger finds that genial atmosphere which is unusual and therefore appreciated by women who visit New York alone and desire temporary hotel accommodations. Those who have been fortunate enough to have once made its acquaintance invariably return from time to time to enjoy its charm.

With the expected reciprocal travel from the United States to South America following the canal's completion, all the important South American ports made preparations for visitors in the form of hotel accommodations, and the traveler of to-day will find pleasant quarters at reasonable rates in any of the large cities of a South American tour.

The Pacific Coast is famous for its good hotels. At San Francisco the Palace, St. Francis, Fairmont, and a host of others offer hospitality to the exposition and other visitors. The Alexandria and Van Nuys at Los Angeles, the beautiful Hotel del Monte near Monterey, the Portland and Perkins at Portland, the Savoy and Washington at Seattle, the famous Hotel del Coronado at Coronado, and other fine stopping places in all the Pacific Coast States afford comfort and convenience to the traveler. Even at this modern day in the history of the canal, the tide of travel through the waterway, to and from the United States and South America, will find everywhere comfortable and satisfactory facilities in steamship, railroad, and hotel accommodations.