
THE
GOLDEN
CARIBBEAN

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CARTAGENA.

THE GOLDEN CARIBBEAN

A WINTER VISIT TO

THE REPUBLICS OF COLOMBIA, COSTA RICA, SPANISH HONDURAS, BELIZE AND THE SPANISH MAIN

VIA BOSTON AND NEW ORLEANS

WRITTEN AND ILLUSTRATED BY

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BOSTON

LEE AND SHEPARD, PUBLISHERS

MCM

The Golden Caribbean.

Color Reproductions by Osgood Art Colortype Co.
New York

Norwood Press
J. S. Cushing & Co. — Berwick & Smith
Norwood, Mass., U.S.A.

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LIST OF COLOR REPRODUCTIONS

THE GOLDEN CARIBBEAN

CHAPTER I

"The Golden Caribbean"

FROM the deck of one of the "admirals" of the United Fruit Company's line of steamers, we bid good-by for a season to the wintry blasts of New England, with the snow and chilly east winds inherent to the capital of Massachusetts; the steamer, heading for the open sea, soon drops the sandy shores of Cape Cod and the sparkling gleam of Highland Light far astern. We turn with a grateful sense of comfort to the warmth of the cosey reception saloon of the steamer, leaving the deck to the hardy sailormen who are inured to changes in the weather.

In two days we are in another clime; all feeling of frost has disappeared, and the officers of the ship put on their white duck suits and a tropical smile, and talk entertainingly of mermaids and such things to the lady passengers.

You see (speaking confidentially, as if we were in the smoking room of the steamer with a chosen listener), you have done well to cast in your lot with us; here you have all that heart could wish, for a touch on the electric button brings a steward from "the little room around the corner," who will see that the "Apollinaris" is correctly chilled, and other concomitants added. If my language is getting somewhat unusual and slightly mixed (along with the liquids), you may lay it all to old Noah Webster, who says, "A concomitant is a person or thing that accompanies another, or is collaterally connected." Eleven hundred and twenty miles of ocean has been swiftly left behind at a fourteen-mile gait; the steamer passing Watling's Island Light during the night, twenty-four hours more must be given before we pass Bird Rocks and Castle Island, and greet, an hour after sunset, the fixed white light of Cape Maysi (Cuba), seventy-three miles from Port Antonio, Jamaica.

The next morning at 9 A.M. the blue mountains of Jamaica gradually appear, at first as a cloud, then ravines and cliffs paint delicately the distant sky, and the most beautiful of all the islands of the "Golden Caribbean" bursts grandly out, wreathed in mist.

The valleys remain awhile clouded, but the projecting masses of cliff and slope swiftly change their delicate green to a brighter hue as the steamer approaches Port

Antonio. The entrance to the harbor of Port Antonio is certainly as tropical in appearance as one could desire or dream of. The breeze from the shore wafts sweet scents of flowers to the ship, and the atmosphere is charged with the moisture of wet earth; the heat increases as the steamer passes the lighthouse at Folly Point, and a stentorian call from a megaphone at the Titchfield House, desiring information as to how cold it was in Boston, assures the voyager that frost is indeed a stranger here. The traveller who desires to proceed to Central and South America lands in Port Antonio and goes overland by train to Kingston, where he trans-ships for Cartagena and Port Limon.

It would be well, however, to stop some time in Port Antonio (staying at the Titchfield House, which is owned and managed by the United Fruit Company), as the scenery about Port Antonio, especially on the "Golden Vale" road, is famous for its loveliness.

It is hardly necessary to mention at this time the manifold beauties and remarkable sights witnessed in Jamaica, as it would require a separate volume to detail them. Full technical information for tourists and business men is given in a booklet published by the United Fruit Company, and there are numerous books written by English and American authors which cover the whole ground.

Upon leaving Kingston, Jamaica, the steamer heads south, crossing the Caribbean Sea, the cool northeast trade winds pouring across the decks in an ever increasing deluge, the intense blue of this protected sea sparkling and seething under a tropical sun. The farther one goes south upon the Caribbean the more tender becomes the lovely sunset sky; effects of color are noticed which one never sees elsewhere; the vessel heels to the breeze and cleaves with a regular motion the broad expanse of sea. The thermometer marks an easy 80°, and we lounge about in a dreamy ecstasy, getting acclimated with rapidity. After two days, a part of the Andean mountain system raise their majestic heads above the horizon, and the long pier at Sabanilla comes into sight, as the picturesque shore of South America lies before us. The Andean plateau, the main axis of the continent, extends along the entire western coast; it supports parallel ranges, which constitute the Andean system. The high peaks of one of these parallel ranges can be seen at sunrise from Sabanilla, the tops covered with snow; but one has to look for them before sunrise, as the mountains disappear under the direct rays of the sun.

Travellers land at the Great Pier (four thousand feet long), at the station Puerto Colombia, in Sabanilla Bay. The steamer stops here usually thirty-six hours or more, giving the tourist or business man time to take the Barran-

SHADDOCK, TANGERINE ORANGE.

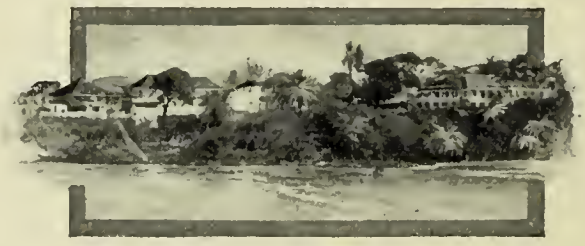
quilla Railway and visit the interesting town of Barranquilla, eighteen miles from the sea. The time taken in reaching the town by the railroad is one hour and fifteen minutes; fare, $4.05 (first class) Colombian currency; the money exchange usually standing at about $5.00 paper for $1.00 gold. Return tickets (good for two days), $4.80 paper. Only handbags will be allowed to pass with first-class passengers at time of disembarking.

Barranquilla covers a large area of territory, and has a population of forty thousand. It is a very healthful town, the thermometer ranging from 85° to 95° normally; the lowest mark noticed was about 72°. The water supply is from the Magdalena River, and when filtered is excellent, and newcomers can drink it with safety. There are several good hotels in Barranquilla; prices range from $4.00, paper, to $6.00 per day.

Barranquilla has three Catholic churches and a Protestant chapel under the Presbyterian Board of Missions. The steamship lines whose steamers touch at Sabanilla are the United Fruit Company, Royal Mail, French Line, Hamburg Line, Atlas Line, and others. Sabanilla is left behind during the night; we proceed to Cartagena through pitchy darkness and a gloom of thunder-storm; the steamer plunges forward into a sable curtain, as lightning flashes vividly and torrents of tropical rain are driven across the

deck by the northeast trades. The *Boca Chica* at sunrise! The narrow and deep entrance of the harbor of Cartagena is very interesting and absorbing in its characteristic charm and novelty, for the steamer makes a complete circle on its course from Sabanilla before it reaches the wharf. To the left, one sees a low-lying, green, white-edged shore, sparsely settled; and in a retired cove, cut off from all contact with humanity, a leper settlement of about twenty houses lies forgotten beneath the palms, and lines the white winding thread of beach with its wretched hovels. Ahead rises the hill of *La Popa* with its white-walled convent on the extreme end, forming a landmark seen for miles at sea, and covered with a luxuriant tropical vegetation.

The city of Cartagena, reflected in the clear waters of the harbor, is seen (from the deck of the steamer as it reaches the wharf) spread out along the shore, a city full of color, with its red tiled roofs and multi-tinted balconies glowing in the beams of the rising sun.



PORT ANTONIO.

CHAPTER II

Republic of Colombia, S. A.

CARTAGENA is more Spanish than Spain itself. The quaint and rich architecture of the earliest period is here held in suspension, as a fly in amber. Whole streets blaze in tropical colors of blue, pink, and yellow; rare and curious balconies clog the sky line as one passes from square to square, the carving rather of a rough and cumbrous order, rarely, if ever, delicate.

Certain streets, however, remind one of Malaga, others of Algiers or Tunis. The old city sleeps under a moist and torrid climate, slowly decaying, the energy of its citizens being expended in seeking the nearest refreshment saloon, and excitedly discussing the latest news of the money exchange. The experienced traveller, in sympathy with tropical conditions, lands in Cartagena eager for the renewal of old associations and sensations acquired in other countries about the equator, and they rush upon him with a vengeance. Every sensation is accentuated and enlarged abnormally; the street cries are tropically Spanish, negro, and Indian; razorback pigs squeal on every

corner; though the streets are badly paved, yet there are no bad smells, the copious rains that wash the streets at regular intervals are antiseptic, and the city is healthful for a foreigner of any nation. The citizens are civil and courteous, English being spoken on every hand, and the American and Englishman is welcomed with open arms, especially if the rate of exchange is advancing!

From the wharf of the Cartagena Terminal and Improvement Company Ld. (where the steamer lands the traveller) it is only a short ride of five minutes by rail to the city, the Cartagena-Magdalena Railway continuing for sixty-five miles to Calamar on the Magdalena River, both railway and terminal wharf being under the same Boston ownership and efficient management. An easy entrance to the country, through the custom-house, assisted by courteous employees, a mad ride through the multi-colored streets to the American Hotel, and then quiet and rest in the cool and spacious rooms and corridors, which the Spaniard, inured to tropical conditions, knows how to rear so well. The weather conditions to an unacclimatized Northerner are rather trying at first, though the humid heat is steady and regular — something that one can count on from day to day; then the evenings are delicious, and the early morning a revelation for freshness.

The northeast trade winds blow regularly every day

MARKET CART — CARTAGENA.

from ten o'clock until midnight, tempering the heat and making Cartagena a paradise for invalids. One of the most interesting and enjoyable jaunts out of Cartagena is the railroad journey of about four hours on the Cartagena-Magdalena Railway. The cars are comfortable, and the conductors, who speak English, arrange everything for the comfort of the passengers. The train glides smoothly along through the suburbs of Cartagena, mounting rapidly toward the higher hills surrounding the city; from these terraces, several hundred feet above the sea level, occasional glimpses are seen of Cartagena, glistening in the sun, the yellow walls of the fortifications lying mellow against the deep blue sea. The vegetation along the track, wet with dew, sparkles in the early morning sunlight. At Santa Isabel (the first station on the road) broad savannas, affording fine grazing fields for sleek cattle, spread out and melt into blue haze in the distance.

The railroad company own a large plantation here, and maintain fine water rights, which serve to supply Cartagena with water; huge iron tanks, mounted on railway trucks, transport the water on the railway daily to the city. Calamar (the terminal of the railway on the Magdalena River) is a small town with very wide streets, the houses of one story and built of adobe. Travellers will find a small hotel in Calamar, managed by a Frenchman, where break-

fast may be obtained. There is time enough after breakfast to walk about the town and inspect the Magdalena River, also the handsome steamers of the Compania Fluvial de Cartagena, before taking the return train to Cartagena. The hotel gives a fair Spanish breakfast, and as an extra a good bottle of French claret. The brown flood of the noble Magdalena River rushes by Calamar to the sea, spreading out to over half a mile in width opposite the wharf. The banks are low, resembling the shores of the Mississippi River below New Orleans. On the return trip to the "Most noble and most loyal city," one notices at Turbaco how cool and fresh the air becomes. Turbaco is quite a health resort for the inhabitants of Cartagena; many business men own summer houses and arrange to have their families live there during a portion of the year.

A carriage ride to *La Popa*, or a walk along the enormous walls (which surround Cartagena) in the cool of the evening, will give one a good idea of the city. Sea bathing is very enjoyable on the northern shore below the city wall, where a bathhouse, or shed, has been erected for the protection of bathers. It is perfectly safe to bathe here, and one should make it a point to visit the beach once a day to keep down the temperature of the body.

There is something about Cartagena which causes one to depart reluctantly; for after you have been at the hotel

for a few days an acquaintance is made with the other guests, who keep you informed as to the news and local gossip of the town. In two rows of rocking-chairs, facing each other in the wide entrance door leading to the patio, the guests of the hotel and their visiting friends sit by the hour in the evening, smoking and chatting, and one studies them with interest. There is the slim and dapper book-keeper of a local German commission house, who

A TROPICAL HOME.

speaks English, Spanish, German, Russian, and Dutch; a travelling man who engages in the risky business of selling dynamite throughout Colombia, and who rejoices in the unique name of Apple; a department manager of a certain railroad occasionally puts in his appearance and

attempts to sell broken-down boilers at high prices to exasperated chums; the dynamite salesman declaims with fervor about backwoods travel to an admiring audience; little black boys of the town dodge about the door of the hotel and beg for coin, and, when ignored, claim an easy-looking bachelor as "Papa," amid quizzing remarks from friends of the victim.

They are interesting men to meet, — these fun-loving and genial members of the local foreign colony, — and in after years we will recall with enjoyment the many pleasant moments passed in their society.

CARTAGENA BIRD SELLER.

CHAPTER III

Historical Notes

THE discoverer of the coast of Cartagena was Rodrigo de Bastidas, a native of Seville, Spain, who started from Cadiz in the year 1500, accompanied by the famous navigator Juan de la Casa, who directed his course toward the coasts of Venezuela, touching at Rio de Hacha and Santa Marta, exchanging the gold and pearls which he found, but acting with great prudence and moderation — rare qualities amongst the adventurers of those times. In 1501 he pursued his course, passing by the mouth of the river which he named Magdalena; and then, continuing on, passed by Galera, Zamba, Cartagena, the islands of Barú, San Bernando, and Isla Furte. He entered the bay of Cispata and the river Sinú, the gulf of Darien, and ended at the Isthmus, where Columbus had been just before him on this voyage. Several years passed before any thoughts were entertained of making settlements in this vicinity, and it was not until 1508 that Alonzo de Ojeda (who had already visited these coasts with other famous navigators) came, accompanied by the pilot Juan

de la Casa and Diego Nicuesa, a rich merchant of the island of Sto. Domingo, to establish a colony. Ojeda contracted to construct four forts in the country under his jurisdiction, and to pay to the king of Spain one-fifth of the profits derived from those regions, with liberty to return to Spain and enjoy the fortune that he might acquire.

The conquest and government of this territory were conferred by the king to Ojeda, who arrived at Calamar (now Cartagena) in 1509. He anchored off the island of Tierra Bomba, then called Codego. He suggested to the Indians that they submit to the king of Spain, and as these alleged for their refusal the violence and cruelty of previous adventurers, he determined to reduce them by force. He disembarked with his men and attacked the Indians, capturing sixty of them and burning eight who defended themselves in their dwellings; he followed them up to the village of Turbaco, where the natives made a vigorous resistance, and finally routed him completely and killed his great friend and protector, Juan de la Casa. He was obliged to return to Calamar without a single soldier. Finding there his old enemy Diego de Nicuesa, who was on his way to Veraguas, he asked and obtained from him sufficient forces to attack the natives of Turbaco, who, on this occasion, were vanquished and cruelly chastised for their valorous

conduct, the Spaniards sparing neither age nor sex. After searching among the smoking ruins for gold, of which they found a small quantity, they returned to their vessels and continued their voyage to the coast of Darien, where, after suffering many encounters with the tribes, Ojeda served under Hernan Cortes and went to the island of Sto. Domingo.

The successor of Ojeda, in the conquest of this region, was Don Pedro de Heredia, a native of Madrid. He was appointed by Charles I. of Spain and V. of Austria, in January, 1533. He changed the Indian name of Calamar (which means crab) for that of Cartagena, which it still has, and which he gave on account of the resemblance which he found between the handsome bay before him and that of Cartagena in Spain.

The founding of the city took place on the first of January, 1533. Cartagena is the third important city founded in America by the Spaniards. Heredia met with resistance from most of the tribes, especially those of Canapote, Tezca, and Turbaco, the latter burning their dwellings before submitting to the conqueror, even the women and children and their old men fighting with as much valor as the young braves, in just defence of their rights.

The abundant fishery and its handsome and commodious harbor brought to the vicinity of Calamar several tribes,

who lived in complete harmony with each other. Carex was the name of the chief that governed the adjacent island of Codego (now Tierra Bomba), and its principal village was situated at the entrance of *Boca Chica*. On the opposite side of the bay were Cospique, Matarapa, and Cocon, and farther inland was Bohaire. With few exceptions almost every village bore the name of its cacique, or chief, and often several small villages were subject to a single cacique to whom they must render tribute.

Amongst the most important caciques at the time of the conquest were Camlayo, a great cacique of Mahates; Carex, chief of Codego, Coco, and Caspique; Malambo, cacique of Malambo; Piohon, chief of Piojo, Canapote, and Tezca; Morotoara, of Tubara; Guaspates, of Zamba, and others.

Heredia was informed concerning the condition of these neighboring tribes by an old Indian named Corinche, whom he had long used as a guide, and a faithful Indian girl named Catalina, who was his interpreter. He then determined to send Corinche in a canoe to the Cacique Carex of Codego, to request him to submit to the king of Spain, offering him good treatment and friendship, and at the same time asking for provisions, of which he was in great need.

Corinche faithfully fulfilled his mission and made every

effort to persuade Carex of the good intentions of the Spaniards; but the haughty cacique answered that it was all a lie, that the strangers only came to rob them of their lands and their liberty, and that he was decided to fight until his last breath in defence of his possessions.

Upon receiving this answer, Heredia embarked at once with all his troops, and crossing the bay attacked Carex, who made all possible resistance, losing many of his tribe

A STEAMER OF THE UNITED FRUIT COMPANY.

and several important chiefs, whilst he fell a prisoner, and the Spaniards seized about $100,000 gold, in possession of the tribe.

An expedition was sent to the coast, guided by the Cacique Caron, to make a treaty of peace with the Cacique Dulio, the most powerful of the neighboring chiefs, and the Spaniards were so successful that they returned with

$60,000 gold, and accompanied by other chiefs who came to make their offers of peace.

Several other excursions were made to the nearest tribes, from whom the Spaniards derived not less than a million and a half ducats of gold, amongst which was a gold porcupine, which weighed seventy-five pounds and was worshipped by the Indians of Canapote.

THE ESCAPE OF THE BUCCANEERS.

CHAPTER IV

Cartagena

AMERICANS are probably familiar with the stories of the old voyagers of the conquest who followed so closely in the wake of Columbus, and know that it was Columbus himself who in September, 1502, discovered *Cabo Gracias á Dios* on the Colombian coast, and in October of the same year what is now *Bocas del Toro.* Later, he touched at other points on the coast. The small specimens of fine gold taken home by Columbus from this voyage were the beginning of that steady golden current which for many years filled the Spanish coffers, the getting of which gold, and the attendant cruelties and atrocities inflicted on the mild-mannered Indians, has been so graphically described by Kingsley in "Westward Ho." In those days of conquests, when freebooters and buccaneers were more plentiful than peaceful vessels on the Caribbean Sea, a safe storehouse for treasure and a rendezvous for the ships of Spain were a necessity, and the town of Cartagena was selected for this purpose and founded on the beautiful and land-locked bay of that

name about 1533. By the subsequent closing with a line of heavy boulders of the large entrance, *Boca Grande*, this last body of water, practically everywhere a safe anchorage for the boats of that day, could be approached by the narrow channel of *Boca Chica* only, itself soon protected by two massive stone forts. With the natural conditions so favorable, and with no lack of gold nor of Indian slave labor, it is small wonder that the Spaniards built of Cartagena a city almost — but, as Sir Francis Drake proved later, not *quite* — impregnable.

The marvel and the wonder is, however, — and it throws great credit on those early Spanish *conquistadores*, — that consumed as they were with thirst for gold and plunder, they should have built walls and forts which stand to-day, for the most part, as firm and good as when they were finally completed 300 years ago.

To better appreciate the magnitude and costliness of the work undertaken and carried out for the defence of Cartagena, you should study a plan of the city, showing the double walls, the various bastions, and the system of moats or canals protecting the city by surprise from land attacks.

The walls were begun toward the close of the sixteenth century, and were finished just before the close of the seventeenth, and cost $59,000,000 gold.

BOCA CHICA — CARTAGENA.

Before these defences were completed, however, and before the construction of the forts commanding Cartagena, both on the land and sea side, the building of the city itself had made noteworthy progress. The Cathedral, the construction of which was begun in 1538, was finished about 50 years later, and to-day carries its three and a half centuries as lightly as many more recent but frailer structures carry a tenth of the period. The hard, unforgiving lines of this old Catholic stronghold have a certain consistent relation to our impressions of the influences which were potent in the days when this symbol of Christianity was first built by toiling slaves. The square tower, however, has a certain dignity when seen over the bright foreground of the *Parque Bolivar*, which compensates somewhat for the grim impression given by the contemplation of one of the old windows of the Cathedral now filled by a grill constructed from one of the old torture beds of the Inquisition at Cartagena.

To those of us who are heretics and now visit Cartagena there are compensations in the lessened greatness of the place, in the fact that the danger of reposing on the sharpened arrows of this grill, while glowing coals underneath are fanned to greater heat, is no longer one of the local possibilities. The Inquisition Building itself, on one side of the *Parque Bolivar*, is now occupied as a private

residence; but its exterior looks little different from what it did in the old days. To-day it is used as a store for merchandise, and through this very door might have been heard the cries wrung from the victims of the Inquisition by the cruelest tortures. Over the outer entrance is still sharp and clear the graven arms of the Church of Rome, and in Colombia to-day that church is still a part of the state; but the inquisitors have given place to educated priests and unselfish hospital sisters, working alike in the modernized cities and the Indian villages.

The convent of Sto. Domingo was built in 1559, and is peculiarly interesting in design, and is still in a perfect state of preservation. The convent of the Franciscan Fathers, built in 1575, though in less perfect state, is picturesque and quaint as seen across the broad Plaza de la Independencia.

In 1585 Philip II. granted to Cartagena its shield and arms, and a year later the title of "Most noble and most loyal city." The arms and title, however, were not sufficient to keep that brave old corsair admiral, Sir Francis Drake, from capturing the place in 1586. The entrance to the harbor through *Boca Grande* was not then made impossible, nor were the walls completed. Drake obtained full possession of the place, and demanded a ransom of $400,000 in gold, but afterward accepted all that could

be gathered and offered him, and receipted on April 2, 1586, for $107,000. He also took the bells from the convent of San Francisco, and then with his 19 vessels, more or less, sailed away.

Before the end of the seventeenth century the *Boca Grande* was closed, and the forts at *Boca Chica* built. The story, one of heroism and romance, connected with the defence of the fort (San Fernando) at *Boca Chica*, during the attack by the French fleet in 1677, is one of most absorbing interest, and one of the many connected with the great days of the "Heroic City," as it was later called. At this time were also built the monastery of *La Popa* and the fort of *San Felipe*.

That part of Cartagena's past which most directly concerns the New Englander is, however, the taking of the place in 1741 by a British fleet under Admiral Vernon. With this fleet, which consisted of 26 line-of-battle ships, 29 frigates, and 64 other craft, were 3600 American troops, of which five companies were from Massachusetts. Cartagena was defended by 2000 men, one-half of whom were Spanish troops. Although the place was taken, the defence was so formidable that the British losses were very serious, and the victory a discouraging one. The fort of *San Felipe*, or *San Lazaro* as part of it is called, was never taken, although one of the bravest and bloodi-

est battles in history was fought there. The British and Colonial troops, numbering 1200 men, attacked at night, and engaged the Spanish until well into the next day, and until 600 men (half of their number) lay dead at the foot of those fatal walls.

Lawrence Washington, as a lieutenant, commanded a company under Lord Vernon in 1741 at the siege of Cartagena.

This is a historical fact not generally known: that Lawrence Washington, brother of George Washington, first President of the United States, was a lieutenant commanding a company of men under Lord Vernon, who besieged Cartagena in 1741. A picture of the siege of Cartagena hung on the walls at Mt. Vernon, also named after the above General Lord Vernon. There were 600 Hessians never accounted for; many were killed at the assault of the forts, others wandered away into the interior and were lost sight of, having joined the natives or starved to death.

To briefly summarize the later history of Colombia, it obtained its freedom from Spain about 1819, through the leadership of the great Bolivar, the country then comprising, under the name of the "Republic of Colombia," what is now Venezuela, Colombia, and Ecuador. Cartagena was twice besieged during the wars of independence. Within

a few years, however, both Venezuela and Ecuador were separated from the union and separately organized, Colombia taking the name of the "Republic of New Granada." In 1861, after a civil war, it became the "United States of Colombia," and then, after another civil war in 1885, again became the "Republic of Colombia." Up to this last date insurrections were of almost yearly occurrence, and were a serious drawback to agricultural and trade developments. Since 1885, with the exception of a few months in 1894 and 1899 of revolutionary excitement, and insurrections of a guerilla nature, the country has enjoyed complete peace.

From the period of its supremacy to its desolation, the fall of Cartagena kept pace with the falling of the other Spanish possessions, whose existence depended on plunder and theft; but the peaceful agricultural development of the country has been building up for the "Most noble and most loyal city" an important position, justified by its commanding situation and its magnificent harbor. The rich products of the interior, — coffee, tobacco, chocolate, rubber, hides, etc., — shipped to all parts of the world, make its wharves busy and its warehouses and shops resonant with the hum of trade instead of the rattle of musketry and the grinding of steel.

Where once a path, worn by the painful tramp of the

treasure-laden, whip-driven Indians, connected Cartagena with the Magdalena River, a substantial American railway now carries goods and passengers in a few hours over the difficult three days' foot journey.

MACAW.

CHAPTER V

Colombia and the Colombians

IN 1893 there was completed and opened to public service, under a 50-year contract with the government, a magnificent new wharf at the head of the bay, and large and commodious warehouses not excelled, and perhaps not equalled, for solidity and convenience of construction by any in the West Indies or on the Spanish Main.

The bay of Cartagena is perfectly protected. Here ships may lie in absolute security with fires out and steam down, which cannot be said of any other port on the Atlantic coast of Colombia.

The Cartagena-Magdalena Railway, after leaving Cartagena, passes through the towns of Turbaco, Arjona, La Viuda, San Estanislao, Soplaviento, Hatoviejo, and Calamar (65 miles) to the river terminus.

The town of Calamar is on the bank of the Magdalena River, 70 miles above its mouth, and is the starting-point for an interesting river voyage of from 500 to 600 miles into the interior on the rapid and comfortable boats of

the Compañia Fluvial de Cartagena, a new steamboat company operating on the Magdalena River and its tributaries in connection with the Cartagena-Magdalena Railway Company.

Steamers of from 50 to 200 tons burden have plied regularly since 1833 between Honda and Calamar. The Honda rapids can be surmounted by haulage, and steamers descend them in safety, though there is a fall of 20 feet in two miles. Above this point the channel is clear about halfway to the source. The country is among the most mountainous in the world. All communications are most difficult and expensive. All freight must be transported by mule as soon as it leaves the rivers. Goods arrive at the head of navigation at Las Yegues, unloaded to storehouse; then railroad to Arranca-Plumas, unloaded and carried to river bank by men; ferry barge here across the Magdalena River, unloaded and carried up the steep river bank and again placed in the storehouse; then by mule trains to Bogotá about 80 miles; time for freight about five to ten days.

As a general rule, the country at the higher elevation is certainly of a healthy character, while the mean annual temperature at Bogotá (8300 feet above the sea) is between 62°–63° F. Bogotá has a National Library with 40,000 volumes, and a Museum of Curiosities and Antiquities.

The journey to Bogotá is partly by the steamers of the Compañia Fluvial de Cartagena on the Magdalena River, partly by railroad, and the balance by mule back, about nine days in all being necessary to reach the capital. From Honda, 600 miles above Calamar, there are three ridges or mountain passes to cross on mule back, two about 3000 feet each and one of 6000 feet or more.

Bogotá, the capital of the republic of Colombia, was founded by Gonzalo Jiménez de Quesada, August 6, 1536, and was constituted a city by the Emperor Charles V. of Spain.

The city contains about 120,000 inhabitants, also as an Archiepiscopal See it contains 30 edifices dedicated to the Roman Catholic faith.

In 1893, the population of Colombia was variously estimated at from 3,000,000 to 4,000,000. Near Bogotá are the noted falls of Tequendama, with a height of 600 feet. The capital also boasts of an Astronomical Observatory, a National Theatre, and the San Juan de Dios Hospital.

The city of Bogotá, the capital of the republic, is said to contain 120,000 inhabitants; while that of Medellin, the second largest in Colombia and the capital of Antioquia, is credited with 50,000. Cartagena, Panama, and Bucaramangar, the three cities next in importance, 20,000 inhabit-

ants (these figures are only approximate). Among the educated Colombians the traits of their Spanish ancestors are strongly reproduced, this feature being doubtless the more marked in consequence of the isolation of the principal towns of the interior, and on account of the difficulty of transport and travel.

From these causes contact with foreigners is extremely limited, and Spanish customs and habits retained to a greater degree than generally found to be the case in South America. Probably these circumstances also explain to some extent the fact that the Spanish spoken by Colombians has preserved a greater purity than is usually met with among the Spanish descendants in the New World. As a rule, the people are courteous and hospitable to their own people and strangers alike — a condition no doubt rendered necessary by the long journeys on mule back always required to be made by travellers through the departments of the interior. Of Indian blood there is, of course, a large admixture among the inhabitants, although the older families of Bogotá show less of this strain than might be expected. On the plains, the bulk of the population is copper-colored. Roads for wagons are almost unknown. Some 7000 miles of telegraph lines have been erected in different parts of the republic, and Bogotá is connected by telegraph with nearly all the important cities of the

CHURCH OF SAN JUAN DE DIOS — CARTAGENA.

various departments. In principal towns telephone systems have been established.

Colombia is in touch with the rest of the world through the cable of the Central and South American Cable Company. Regular steamer communication is maintained with foreign countries by United States, British, German, Spanish, Italian, and Chilian steamships.

The mining industry of Colombia has shown little activity of recent years, and mining enterprise has been principally devoted to the extraction of gold and the search for emeralds. Silver mining has occupied public attention from time to time, but has not been an important factor in the situation during the last quarter of a century. Some idea of the natural mineral wealth of the republic may be formed from the values of the precious metals obtained during the 300 years of Spanish occupation, which were alleged to be worth a sum exceeding $300,000,000. From the department of Antioquia gold to the value of $200,000 is exported annually at the present time, and the total annual output of all minerals has during the last few years averaged about $4,000,000.

The copper industry is capable of great development if once the difficulty of transportation can be overcome. In July, 1899, an outburst of speculation occurred in the emerald market, and in the course of a few weeks gems

to the value of 4,000,000 pesos changed hands, often at prices greater than the quotations given in foreign markets for similar stones.

The emerald, which is green, is really a form of silicon in combination with aluminium and another very rare metal. The Hebrews believed that a serpent on fixing its eyes on an emerald became blind.

CHAPTER VI

Bocas del Toro, Republic of Colombia, S. A.

NEGROES from the West Indies squatted on the place now occupied by the town of Bocas del Toro about 1824. The Mosquito Indians then made trips on foot all the way from the Mosquito coast to points about midway from Bocas del Toro to Colon. No one seems to know just what the object of these trips were, but the negroes who settled here understood from the Indians that this was the territory of the Mosquito Indians. They therefore asked of the chief permission to form a colony or settlement here, which the chief gave them, and charged a canoe tax which they paid, and considered themselves under his protection. A man named Nathaniel Humphries was recognized by the Mosquito king and by the settlers as the head of the colony. On August 6, 1836, a man named Galindo came from Costa Rica and made a stay of some little time; he was expecting soldiers from Costa Rica, who would take possession of the place in the name of the Republic of Costa Rica. To this idea the people seemed to have no objection, but Ga-

lindo, on hearing that an armed insurrection had broken out in Costa Rica, hurried back there. In December, 1836, a man named Paredes came to Bocas from somewhere in Colombia (the people thought from Bogotá), with two small schooners, the *Calamar* and the *Tolima*. He saw each one of the inhabitants and told them that he had come with instructions from the Colombian government to take possession of this place as Colombian territory, not by force, but with the consent of the people living here. He urged the people to plant fruit trees and make plantations, and promised them titles to their lands from the Colombian government.

The people were peaceable and simple and agreed with all he said, and on December 8, 1836, the Colombian flag was raised at this place, and has been in full peaceable possession of Colombia ever since.

Bocas del Toro holds and exercises jurisdiction, and has done so for many years, over the territory as far as the Sixaula River on the Atlantic coast and to the Gulf of Dulce on the Pacific. All American maps show the Costa Rica limit far to the eastward of this line, but every man on the right bank of the Sixaula River considers himself and is considered by Colombia a Colombian, and is unquestionably within the jurisdiction of Colombian laws, officials, and courts. Colombia has for many years maintained a Commissary of Police on the right bank of the

HIBISCUS GRANDIFLORA.

Sixaula, and Costa Rica has done the same thing on the left bank. Smugglers and fugitives from justice have considered the river the dividing line between the two republics, and the officials of both governments have done and do the same.

In the year 1824, a few Jamaicans drifted down to this coast, and gradually a settlement of five or six families was made where Bocas del Toro now stands. The Republic of Colombia annexed it in 1836, the central authority being in Panama. Bocas del Toro now (1900) numbers 3000 inhabitants, mostly negroes from Jamaica; there are also about 50 Chinamen, small shop-keepers for the most part. In the district there are about 13,000 people scattered about the islands, who purchase their supplies in Bocas del Toro.

In Almirante Bay, opposite Bocas del Toro (where the steamers of the United Fruit Company anchor), there is 30 feet of water. On Columbus Island (Bocas) there are many white-faced baboons which inhabit the jungle back of the town.

The town of Bocas depends for its water supply upon rain-water, which is stored in large tanks, each house having its own reservoir. The money in Bocas del Toro consists of 50, 25, and 10 cent silver pieces; there is no paper money, exchange being $2.50 for $1.00 gold.

The American Consular Agent is Mr. Hand; British Vice-Consul Mr. F. Jackson. Captain Barnet, of the English Navy, first explored the Chiriqui lagoon in 1839, and reported very favorably to the Admiralty. The plantations of the United Fruit Company (at the foot of the mountains bordering on the Chiriqui lagoon, and 25 miles from Bocas) number some 2000 manzanas (a manzana is 1.73 acres). A railroad eight miles in length passes

BOCAS DEL TORO

through the plantations, serving to carry the bananas to the shore, where they are loaded on scows and towed by naphtha launches (of which the United Fruit Company own a dozen) to Bocas del Toro.

Chiriqui Plantation

Chiriqui Plantation consists of 650 manzanas, all planted with bananas, the cutting of the bananas being done

twice a week. A short railroad with one engine here assists the laborers.

Chiriquicito Plantations

(Eureka and Guarumo)

THE UNITED FRUIT COMPANY

Chiriquicito Plantations cut some 30,000 bunches of bananas a month. Each subdivision of this plantation employs 300 laborers. There are two engines on this 11-mile railroad of Chiriquicito. A few rubber trees are growing here. There is no cultivation between the rows of banana plants; this is found unnecessary, the land at the present time being so very rich. Mr. Victor Georget, manager.

EUREKA

A new plantation, lately laid out, has not yet (January, 1900) begun to bear. It consists of 1300 manzanas. One hundred laborers are told off for work at this spot. A short railroad with one engine assists the workmen here. Mr. Widgren, manager.

GUARUMO

This plantation has 500 manzanas of bananas and 30 laborers. It is under the efficient management of Mr. Westmoreland. No railroad has been finished as yet.

Robalo

Robalo Plantation, of 550 manzanas of bananas, is about 20 miles from Bocas. Mr. Wyman has charge here.

Monkey Key

Monkey Key Plantation, lately started, supplies ground provisions to the other plantations of the United Fruit Company. This thriving plantation has some young cacao trees (chocolate) now started. Mr. Harland has control of the management.

Rio Caucho

Rio Caucho Plantation, near Monkey Key, about 16 miles from Bocas, has a railroad of three and a half miles in length, and employs 40 laborers, who keep in condition and cut the fruit from 250 manzanas of bananas, under the management of Mr. Brown. There are also about five other plantations scattered through the lagoons about Bocas, all the property of the United Fruit Company. The United Fruit Company own 12 naphtha launches and 75 lighters in Bocas del Toro, which serve to load the steamers which run to New Orleans and Mobile twice or three times a week. Two million bunches of bananas are exported from Bocas del Toro each year to New Orleans and Mobile by this company.

The plantation of Mr. Theo. Gambee (late of Norwalk, Ohio) is situated on the mainland nine miles from Bocas del Toro. The house faces the east about 300 feet above the sea. The plantation is near to the locality called "Shark's Hole"; there are about 80 manzanas of bananas under cultivation, and the writer remarked some 5000

BOCAS DEL TORO

pineapples growing luxuriantly. Mr. Gambee is a noted naturalist and collector of orchids and plants. *Poco Monte*, on an island 10 miles from Bocas, is a new plantation started in 1889 by the firm of Messrs. Byrd and Withroe. They have under cultivation 250 manzanas of bananas, also a number of rubber and cacao trees. A

well-stocked general store is open, and the firm are in close touch with the town of Bocas by means of their launches and lighters.

The situation of *Poco Monte* is ideal, and in a few years this valuable property will be an earthly paradise. Bocas del Toro offers especial inducements to planters with moderate capital. There are no large tracts of land left, but there are a few choice locations of about 100 to 200 acres still unclaimed.

MAIN STREET OF BOCAS DEL TORO.

CHAPTER VII

Folk-lore of Colombia

AN indication of early visits of white men to Central and South America is found in a legend told among the Indians of Colombia, to the effect that Bohica, a bearded white man, appeared to the Moscas on the Bogotá plains, and taught them farming, building, draining, and civil government before he retired to a hermitage for two thousand years. When the Spaniards invested Bogotá, they guarded the roads, so as to cut off the chance of escape and intercept any approach of reënforcements. The Spanish men-at-arms soon had the city in their power, the natives having been awed by the thunder and slaughter caused by their guns into the belief that the Spaniards were invincible. The invaders, as they entered, found the people either attempting flight or extended along the streets in supplication; but, paying little attention to them, save when it was necessary to beat back a threatening band, they pressed on toward the centre of the town, from which a great smoke was rising, for here, they knew, was the Temple, and here they hoped to find treasure.

The sound of a solemn chant arose within, and, as they came clattering and shouting to the door, the people, in a frenzy at their intended sacrilege, made one last and vain attempt to stay them.

Benalcazas and his men rushed in. Before the statue of a grim god a funeral pyre had been reared, and the flames were snapping over it. Gums and spices had been thrown upon the logs, and the smoke was choking in its fragrance. Vessels of gold had been heaped in a corner, ready to carry away and hide, and the eyes of the Spaniards fastened on them greedily; but as the smoke blew aside the leader saw what made him pause. Three white men, not Spaniards, nor like them, stepped upon the fire, still chanting, their look turned skyward, their hands raised high.

Long beards flowed upon their breasts, and their rich gowns were heavy with gems and gold. Without look or word for the intruders, these men of a race unknown went calmly to their death.

The Legend of El Dorado

This legend relates to a Chibcha chief, who anointed his body with gum, and over which his priests twice a day blew gold-dust. In 1536 A. D., three expeditions of Spaniards, hearing of this fable, set out to conquer Colombia. El

Dorado ruled in Manoa, which may have been the predecessor of Bogotá.

The Foundation of a Fortune

The old city of Medellin lay steeped in mist and wet, the tropical rains lashed and splashed and tinkled over the tiled roofs, and seemed to especially vent their fury on a worn old house, called in mild sarcasm by his neighbors "The Castle in Spain," of Ramon Julia y Vega B. Señorita Concepción Vega, only daughter of Ramon Julia y Vega B, sought to while away the long afternoons of the rainy season. It was not a success; so she declared, as she pulled out the long tail of Pietro "El Rosa," the old macaw, which had hung and circled on his perch for as many years as she herself possessed. It was well known that Señor Vega boasted of a clear, unmixed descent from one of Pizarro's lieutenants, with no addition of Indian blood, and that it was his dearest wish to have his daughter well and happily and richly married, and his old age provided for. All this, as you may say, was reasonable and just; but the extreme poverty which had afflicted this fine old stock had continued for generations, and Fortune, turning her rapid wheel, had only passed in the night, and left no message of hope. This good year of 18— had nearly come to a close; the feast of La Asuncion was about to open;

the country groaned under the tax and extortionate demands of the Spanish governor-general, and finally, unable to withstand the crushing cruelties of the mother country, the patriotic army of Bolivar rushed to arms, and, as this story opens, had all but wrenched the sceptre of power from unwilling, but nerveless, hands.

The rare old señor, rich indeed in warm and generous instincts, irascible at times under the rubs that wayward Fortune gave him, mighty in his majesty and strength, was roaring out his orders in the patio of the house which was bordered by the stables, where were cared for the twelve mules which constituted the only source of income of Señor Vega. "Hombre, hombre, how often, O Manuelo, thou lazy peon," pursued Señor Vega, "have I cautioned thee that also La Chiquita must be looked to; already have we lost one ear from the Wise One by the unmitigated false and hardened wretches that crawl in the grass and imbed their claws in my most valuable property; a blister has appeared on the near fore hock of this my pearl Bonita," sputtered the careful owner. "How, then, can I be prepared to carry on short notice the rice of Señor Domingo Martino, or the firewood for Señora Carmen from the Magdalena, so many miles away from this city of love and order?"

"Merciful saints, hear the señor," audibly grumbled Manuelo. "Cannot the most illustrious and gentle-blooded

INDIAN WOMAN OF TALAMANCA — COSTA RICA.

one remember that all care has been taken, have not these useful hands tenderly cared for those precious lives?" All conversation was here ended by the illustrious twelve lifting up their voices at one and the same time, inquiring for their sugar-cane and corn. Upon this family signal the señor's daughter began laying the table for the evening repast, while their only servant girl soon brought the soup to the table.

At this point, according to all rules for the winning of a pretty girl, a young man should now appear who would serenade, make love, and be refused by the obdurate father; but Concepción found young men scarce on account of the revolution. Driven to despair by lack of homage, she quarrelled with her father at dinner because he would not allow her to go to the next fiesta. So, upon the retiring to bed of Señor Vega, Concepción (knowing that the Spanish troops held the pass in the mountains near by, the entrance to which opened out near the house) stole out late that night to the stables. She bound to the back of each mule all the broken pots and pans, sticks and stones, that were about the house, and drove the entire twelve toward the entrance of the pass.

Concepción was an ardent revolutionist, and hoped for the deliverance of her country from the bonds of Spain. The Spanish guard of nearly 200 men rolled sleepily

about before their camp-fires, moodily considering their lack of entertainment for the evening; and while they were trying to while the time away with games of chance and other innocent amusements, the night was slowly passing, the cañon above them dark and gloomy and filled with the smoke of their fires and the mist from the rain-soaked ground, when suddenly a fearful din arose in the pass, the rolling sound of pounding hoofs and rattle of iron was borne toward the guard, carried down the rocky way by a fierce wind, ever increasing in a stupendous and ominous roar. A panic now seized the guard, and they ran toward the main camp, spreading consternation among their comrades. Gloriously charged the mule brigade, adding their brays of irritation and defiance to the clamor, their interest in the proceedings being enhanced by a piece of cactus placed under the root of each one's tail by the sagacious señorita.

After a while the soldiers recovered from their panic, discovered the cause of it, and seized the mutinous twelve; and, as several of their wagons had broken down, utilized the animals by packing a part of the treasure they were convoying upon the property of Señor Vega.

The next night the Spanish convoy was attacked by the revolutionists and cut to pieces; but, as the attack was a confusing and sudden one, part of the convoy was separated

from the main force and abandoned by their guards; the mules, still laden with their golden treasure, wandered away and were lost in the defiles of the mountains.

Some days after, when all political troubles and disturbances had drifted away from this district, one quiet night the sorrowing owner of the immortal twelve heard snuffing and stamping outside his gate, and behold! most wonderful! the saints be praised! at last the prodigal sons return minus eight of their number, but still heavily loaded with the rich treasure of the Spaniards, who had fled the country.

To the rare intelligence of the tough and hardy mules, and the love displayed for their former home and owner, is ascribed the successful founding of one of the greatest and wealthiest families of the Colombia of to-day.

CHAPTER VIII

Costa Rica, C. A.

ANOTHER short sea voyage of a day and a half is before the traveller before he reaches Port Limon in Costa Rica, the next port of call in the circle of the "Golden Caribbean." As the land draws near, the early morning light reveals an extraordinary tropical appearance, the outlines of enormous trees draped with straggling vines shoot up above a lesser vegetation still shrouded in a blue mist, suggesting powder smoke. Farther back the hills rise ever higher and higher, and distant peaks meet these lower ranges and collect in long, curving outlines, disappearing in an undulating chain to the south. The chill of the night is still in the air, and you are surprised to find that Port Limon (though in the same latitude) is much cooler than Cartagena.

Then, as the sun rises higher, the outlines of the town become sharper, the colors of the background of tropical hills and valleys change to more pronounced hues of brilliant green, and glisten, like the feathers on the breast of a humming-bird, in the rays of a dazzling sun. A

INDIAN WOMAN AND CHILDREN — COSTA RICA.

beautiful park opposite the bank, decorated with over 40 varieties of crotons and many willow trees, arrests the eye as we land and proceed to the hotel.

The members of the Limon Improvement Committee are to be congratulated upon the taste displayed in the arrangement and massing of these multi-colored trees. The Central Hotel, on the main street of Port Limon, is large and clean, and the table d'hôte is excellent. After a rest of a day or two at the hotel, with new anticipations of other sensations of tropical novelties, we walk leisurely to the railway station and engage our passage to San José, the capital of Costa Rica. We draw out of the station, amid the farewells of hosts of Jamaicans, who chatter and grin and husk their ivories with delight at the sight of unfamiliar faces, and rattle off through miles of plantations and swamp. Running parallel to the sea beach the railroad passes through little villages of Jamaica negroes placed at intervals along the line, each little house surrounded with a few well-chosen decorative trees and shrubs. Every owner has his own vine and fig tree ; and the family rocking-chair on each veranda is usually occupied by some girl or old woman, her head bound around with a scarlet turban. Toward noon the train pulls up at Siquirries for breakfast. A little primitive lunch room, providing a rather limited Spanish breakfast, is met with at this station. The food is

distinctly not so good as the breakfast one gets on the down trip from San José; but it is hoped that there will be an improvement as soon as the estimable proprietress recovers from her unfortunate accident of last winter.

The train proceeds through the dense tropical forest bordering on the Reventazon River, the air heavy with unfamiliar odors, the moist humid atmosphere redolent

REVENTAZON RIVER

with the aromatic scent of trees and shrubs. Tremendous guava trees rear their heads high above the denser foliage, and spread out their immense crests, from which long, creeping vines hang down like cordage on a ship.

The Reventazon River roars and plunges through a narrow cañon, along the border of which the train creeps slowly, mounting, ever mounting, toward cooler valleys and a climate of perpetual June. As we approach Turialba the

temperature gradually falls, and soon all is changed: the tropical foliage of papaw and banana gives place to the plantain and coffee plant, and a delicious breeze flows through the car fresh off the mountain sides. The hot belt is left behind, the air is crisp and free from malarial influences; and though it is in the month of December or January, and we are at the elevation of 3000 feet above the sea, the effect is that of June in Virginia. Here and there on the mountain-side the hacienda of some coffee estate peeps out with its red-tiled roof, marking the site of a happy home.

To some, the crossing of the great bridge high above the valley of the Reventazon is the greatest novelty on the railroad journey to San José; to others the gradual change of the temperature; then again a study of the changes of race from black to brown to white, marking the different points where the negro falls back before the increased energy of the dominant race, give to many people subjects for interesting comparisons and speculation.

Costa Rica, the southernmost republic of Central America, lies between 8° and 11° 16′ N. latitude, and 81° 35′ and 85° 40′ W. longitude from Greenwich. Its area is about 23,000 square miles. Until 1540, Spain reserved for the Crown that part of the territory of Veragua lying west of the portion which had been granted to the heirs of

Columbus, but in that year it was erected into a province called Costa Rica. Up to 1622, 15 governors succeeded Don Juan Vasquez de Coronado.

In 1622, Costa Rica had but 50 Spanish families. Fifty-eight governors followed from 1563 to 1797. On September 15, 1821, Costa Rica proclaimed independence from Spain; in 1824, Costa Rica declared herself a republic, and elected Juan Mora as president.

Señor Don Rafael Iglesias (1894) is the present (1900) president of the republic.

Port Limon

Port Limon is the only port of entry of Costa Rica on the Caribbean Sea. The first house was built there in 1871. The harbor faces the south, and is formed by a little peninsula on which Limon is situated; Limon has 4000 population. A small island, called Uvita, lies east at a distance of three-quarters of a mile from the town. Port Limon has a wooden pier, 930 feet long, but a fine iron pier is now ready to replace it.

The Atlantic Railroad goes from Port Limon west to Alajuela, a distance of 117 miles from Limon. The train leaves for San José, from the bank in Limon, at 8.30 A.M., arriving at San José (103 miles) about 5 P.M. English

is spoken on all the trains; breakfast may be taken at Siquirries at 10.30 A.M.

At Peralta (1400 feet) the traveller first notices the change to a cooler temperature, and at the station of Turialba it is decidedly marked.

A branch of this road runs from La Junta to Guapiles, on the plains of Santa Clara. Another branch goes from Limon to the Banana River.

About 2.30 P.M. the train passes over the Pirriz bridge, on the way to San José. This magnificent engineering work is 620 feet long and 220 feet above the bed of the river. The traveller should seek the left-hand windows. The eye plunges into the gorge of the Reventazon River as it winds to the sea, coffee plantations start into view across the gorge, and the river surges and flashes in the sun far below. As the train approaches Paraiso station, the volcano of Irazu (11,200 feet above the sea) can be seen on the right, rising in terraces to the clouds. The volcano can be seen best from the train upon leaving San José (as Cartago is reached at 9 A.M.); at that time of the day the peak is free from clouds. The mountains of Costa Rica extend from the frontier of Colombia to within a few miles of Brito; the northern central plateau does not show the regular conical form which usually characterizes a volcano. The general line of the southern slopes ascends

in an imperceptible manner toward the summit, in a succession of terraces. On the Irazu volcano eight such terraces are observable from Cartago to the summit. The Irazu has various craters, formed successively, each contributing to the gradual rising of the mass. The Irazu volcano, which had eruptions in 1723, 1726, 1821, and 1847, has an altitude (according to Niederlein) of 11,200 feet, and from its summit both oceans are visible.

The forests of Costa Rica abound in rich and valuable trees, among which are mahogany and cedar. Probably no equal area of the New World possesses such a diversity of floral forms. According to Professor Pittier, the flora of Costa Rica is not similar to Nicaragua. Many varieties of parrots enliven the forests. The jaguar, puma, ocelot, coyote, otter, wild boar, tapir, armadillo, etc., roam through the mountains, also a migratory bat of enormous size. The vampire bat at times invades the southeast coast of Costa Rica.

Searching for the Art Treasures of Costa Rica

Up a mountain trail, on the flanks of the Irazu volcano, lie countless Indian graves, arranged (in a hidden valley) in circles about a central point, marked by low, square stones and covered by bushes. The graves are reached by a horseback ride of about seven miles from

In the Forest of Costa Rica.

Cartago, rather a rough road and steep. About a two hours' ride brings one to a gate on the left, where the horses are tied; a short walk across the field, and the excavations are reached. Piles of black loam on all sides, broken pottery, and human bones mark the location of one of Costa Rica's most interesting historical sites.

Mr. R. Le Croix, of Cartago, has the concession from the government of Costa Rica to excavate here. Mr. Le Croix speaks English and French, and is a noted expert in this field of operations. His collections of rare pottery have been admired by all; the Italian minister to Costa Rica, an amateur collector, and the Costa Rica government and others purchase the largest part of his rarest discoveries.

Cartago

Cartago (until 1823), the former capital of Costa Rica, was founded in 1563 by Don Juan Vasquez de Coronado. The apparition of the Virgin of the Angels occurred August 2, 1643. The tradition relates that a little image was found on a rock from beneath which a spring gushed forth. A native woman found this image, which she took home with her. Returning next day to the spring she found another image, which she took home to compare with the first. To her surprise the first had vanished; the third day the second image had disappeared mysteri-

ously. A priest was made acquainted with the facts, and he repaired with various citizens to the fountain where a third time the image was discovered. It was declared to be a miraculous manifestation of the Virgin of the Angels, and construed as a sign that a church be erected upon the spot, which was afterward done.

Cartago is well worth visiting, especially on a Thursday or Sunday, as at that time the weekly market opens and there can be seen the country people flocking to the city to display their Sunday finery and to make their weekly purchases. The hotel of Madame Jokes is the best in the city; German and Spanish cooking. The hotel accommodates about ten guests. For those visitors who desire to ascend the volcano of Irazu, it would be well to allow two or three days for the trip. Mr. R. Le Croix will act as guide and supply horses for any one wishing to attempt the ascent.

San José, Costa Rica

In the year 1738, a few people came together and formed a settlement under the name of "Boca del Monte," or San José. There were some few sugar plantations here at the time and twenty-one inhabitants. In 1751 there was a population of about 2330 souls. The civil government was under a lieutenant-governor and 157 soldiers and a company of cavalry.

Bridge in the Suburbs of Cartago.

These are the earliest data to be had as to the founding of San José. The Court of Spain granted San José the title of "City" on October 16, 1813.

Upon arriving at the railway station at San José, the tourist will find the English-speaking manager of the Imperial Hotel in waiting; he can be found in the crowd by the kind assistance of Mr. Woodruff, the conductor of the train. The Imperial Hotel and the Hotel de France are both under the experienced management of Señor G. de Benedictis. It is a matter of taste as to which hotel you choose; and everything, from "Apollinaris" to quail on toast, can be found at the well-served table d'hôte.

On December 29 and 30 occur the yearly fiesta. At this time the Costa Rica peon lets himself loose, confetti is thrown, and carnival reigns supreme; all business ceases, and the town is wide open, with bull fights, cock fights, merry-go-rounds, foot-ball, etc. At the National Theatre the regular New Year's ball is given, with the president of the republic in attendance. The weather at this time is magnificent, the thermometer standing about 65° to 70° F. The nights are cool; in the evening one requires a light overcoat. In fact, San José has a climate of perpetual spring.

About the year 1890 some 30 Talamanca Indians visited San José. They were all (both men and women)

naked, except a breech-cloth; they came through by way of Alajuela. They were entertained by the citizens for a short time and returned home after being photographed.

The Monkey God

(A Legend of Costa Rica)

Many years ago the Spanish conquerors, seeking gold in the country now forming Costa Rica, found an Indian chief who worshipped a golden image formed in shape of a monkey seated. The Spaniards desired to find where the gold came from which formed this image. The chief asked the Spaniards to worship the monkey god; the explorers agreed to this, but insisted that they should be informed where the mine was situated from which this image was made. To this the chief agreed. While being taken to the mine by the chief the Spaniards attempted to steal the monkey god, which so enraged the Indian chief that the Spaniards were surrounded and killed.

The Enchanted Lake

(A Folk-lore Tale of Costa Rica)

In the south of Costa Rica the native Costa Rican places the enchanted lake. Travelling through the mountains, the explorer comes toward evening to a defile in the mountains. Exhausted with fatigue, and seeking a

San José — Peon Market Cart.

pleasant camp to rest for the night, he approaches a beautiful valley. Through the dusk of advancing night he discerns a lovely lake surrounded with flowers. Rushing forward, overjoyed at his discovery, suddenly terrific discharges of thunder occur, and the lake disappears, completely ingulfed in the darkness of a raging storm. At daybreak no lake is to be found, and the superstitious traveller is again reminded of the agencies at work of the ancient Aztec gods, who still retain control of the remote parts of Costa Rica.

To thoroughly appreciate San José, one should take an electric car, carriage, or horseback ride about the suburbs of the city; the delicious air of these high altitudes is invigorating and healthful. During January and February roses bloom in the open air, and in the market fresh strawberries are for sale.

The old market is well worth visiting any day, especially on a Saturday, where every commodity suitable for the welfare of the Costa Rican peon is on sale. The fine showing of vegetables and dulce sugar is notable, and some excellent samples of native weaving in silken scarfs for the peasant women can be seen waving in the wind before the booths.

The streets surrounding the market are constantly choked with the wagons of the farmers from near and

distant towns, the patient oxen laboriously dragging about full-laden carts and wincing under the goad. The peon walks in front of the oxen (seldom on the side, as is done in the States), resting his goad on the yoke. Here and there you will observe little horses fastened to rings in the wall, a case hanging from the saddle-bow for an umbrella, and bound over the crupper a pair of saddle-bags. Planters from the other provinces about San José ride these little ponies into town, purchase their supplies, stuff the packages into the plethoric saddle-bags, and are off at a gallop. In the centre of the market-house are the stalls of the smaller traders, some selling rope bridles and bags, others red pottery and cheap food cooked over a charcoal brazier. These people are under good discipline; there is nothing to keep the most refined person from enjoying the amusing sight. The peon women have gowns of muslin or calico, and wear petticoats, rebozos, and very often Panama hats. The men of this class are mostly hard-working farmers, owners of small coffee plantations or oxen and ox-carts.

Americans are popular in Costa Rica, and the native peon and city man will always put himself out to make the visitor have a good time. The salesmen do not importune you or get in the way, as they do in Tunis or Algiers, but with a certain kind of decent reserve

await your favorable notice. They are used to the sight of passing strangers, and one is not stared at or made uncomfortable. This is a very noticeable trait in the Costa Rican, and cannot be too highly commended.

The little popular theatre, patronized by the lower and middle class people of San José, is an interesting place to visit of an evening. Seating about five hundred people, it assumes to give twice a week a "zarzula" and comic opera. The actors and actresses (all Spanish) are usually recruited from some travelling company from Spain, who regularly visit San José on the circuit of the South and Central American republics. They do some very good work, and the Spanish national dances are given with spirit and truth.

On Sunday, and other days during the week, the regimental band of the guard discourses sweet music in the principal parks. The citizens of San José, with their wives and daughters, usually attend these concerts in large numbers, walking along the shaded paths in an endless procession, and greeting their friends and acquaintances, the ladies wearing white dresses and the popular silk shawls thrown over the head, each shawl of a different color — scarlet, black, white, yellow, pink, light blue, orange, and purple seeming to be the favorite colors.

Once a month, at the principal band stand in the park,

the state lottery is drawn for the benefit of the local hospital. Often one hears of a morning the band crash out the beautiful national air, and on hunting up the sound you find the city guard of regular troops parading at guard mount in the central park. Sunday morning we visited the Cathedral, and heard the solemn and high mass of the Roman Catholic Church; in the evening (when there is given a processional, which escorts the Host through the aisles of the Cathedral), the lighted candles carried by the devotees, the clouds of rising incense, blurring and joining in a mass of brilliant color the dresses of the kneeling women, recalled, in a measure, the majestic ceremonials seen some thirty years ago by the author at St. Peter's in Rome.

The National Theatre, San José, Costa Rica, C. A.

This noble building, erected in 1890–1897, at the cost of $1,200,000 gold, outshines any other theatre in the Western hemisphere. For perfection of detail and wealth of decorations, there is not a building of any description except, possibly, the Boston Public Library and the Congressional Library in Washington, D. C., that can even approach it. This is claiming a great deal, but the unassailable preëminence of this building is admitted with-

THE PLAIN OF SAN JOSÉ.

out question as one ascends to the majestic foyer. Very few palaces in France or Italy can vie with the beautiful harmony and delicate gray, gold, and white marble effect displayed in the foyer of the theatre. The ceiling of the foyer is decorated by Signor Professor V. Bignami of Milan, Italy, with three designs, — the centre, Music; on each side, the Dance and Poetry. This room is lighted by 15 windows; the length of the foyer is 22 metres long, 12 metres wide, and 9 metres high.

Opening from the foyer is the private reception room of the president of the republic of Costa Rica, magnificently decorated and kept in most perfect condition, with covers over the gold and velvet brocaded chairs. The ceiling of the president's room is decorated by Signor Ferrareo of Milan, Italy, the subject being Comedy.

It is hardly necessary to state that the building is lighted throughout by electricity, two dynamos being held in readiness in an adjoining building. The stage is a marvel of perfection, the massive walls and iron girders are a surprise to the Northern eye. A large pipe organ, two small organs, and a piano are for use behind the curtain. Leaving the foyer reluctantly, one passes on to the boxes, and the president's box is in the centre, decorated and furnished in red brocaded silk velvet; over the seat of the president, upon the ceiling of the box, there

is a fine fresco of Justice. On the ground floor the vestibule opens out on both sides from the entrance doors; there are placed here the ladies' and gentlemen's restaurants, one on the left, the other on the right, each decorated and gilded in a most fascinating manner, solid mahogany carving being in evidence on all sides. The marble statues of Comedy and Tragedy are placed on each side of the entrance to the stairs leading to the foyer. In the gentlemen's restaurant the ceiling is decorated by a fresco of Apollo and the Muses. The theatre seats 1000 persons with 250 orchestra seats. Though the officials of the theatre report a seating capacity of 1000, still there is much space that could be utilized to swell the audience to fully 2000; but good taste prevails here, as in all things, and the seats are well arranged with plenty of space for comfort. There are three galleries, each tier with a different set of decorations in white and gold. The general effect of the whole building is white and gold; Italian marble is used in every case. The floor of the auditorium can be lifted to the level of the stage by hydraulic pressure; this is often done, notably at the grand ball celebrating the anniversary of the independence of Costa Rica, which was held the 15th day of September some years ago. The ceiling of the auditorium, surrounding a central crys-

tal cluster of electric lights, is decorated in fresco by Signor Fontana, an Italian artist. It was painted in 1897, and represents an allegory of Comedy, Tragedy, and Music. The subtile taste displayed in restraining from any too elaborate decoration of the auditorium is the key-note of the building, and cannot be too highly praised.

The National Theatre is under the distinguished management and expert direction of Signor Christoforo Molinari, to whose taste was referred much of the decision as to the final decoration of the building.

The National Museum

The National Museum of San José has a magnificent collection of antiquities and examples of the fauna, flora, insects, molluscs, etc., of Costa Rica displayed in a building hardly suitable to the collection or creditable to the state.

Under the distinguished direction and management of Señor Don Juan F. Ferraz, the National Museum has taken on a new life, and the publications of the museum have been received and noted by all the national museums and societies the world over. The University of Pennsylvania, U. S. A., has lately received from the National Museum of Costa Rica 93 pieces of pottery, stone idols, bows, spears, etc.

The National Museum publishes (in Spanish) annually many pamphlets and books upon the antiquities and fauna of Costa Rica, notably: "The Molluscs of Costa Rica," by Señor Don P. Biolley; "The Flora of Costa Rica," by Señor Don Adolfe Tenduz, 1897; "The Fauna of Costa Rica," by C. F. Underwood, Esq., 1897; "The Antiquities of Costa Rica," by Señor Don Anastasio Alfaro, 1896; and "The Insects of Costa Rica," by Señor Don J. Fid. Tristan, 1897. The reports of the director of the museum are published annually.

On the ground floor of the National Museum will be found rare examples of the pottery of Costa Rica in splendid preservation, largely excavated about the Irazu volcano, province of Cartago. In the corridor at the southern end of the building a full collection of sections of the valuable woods of Costa Rica is arranged with taste. On the walls of these rooms hang some well-executed portraits of the natives of Costa Rica. Continuing on to the end of the garden, in the rear of the museum, we come to a collection of wild animals and birds of Costa Rica, alive in their cages. Ascending a staircase on the right of the main entrance door, we find grouped on the upper floor all the beautiful specimens of the fauna of the country encased and mounted by the taxidermist of the museum, Mr. C. F. Underwood. The jaguar, coyote, iguana, etc., were originally

ANTIQUE INDIAN COSTA RICAN POTTERY.

arranged by Mr. Underwood for the Guatemalan Exposition in 1897. In the other rooms, on the ground floor, are placed huge monoliths and tables of stone found at El Guayabo, Turialba.

The stone table is a fine specimen of the carving of the ancient inhabitants of Costa Rica; the edges are ornamented by carved tiger heads arranged in groups of three, and it is 75 centimetres in diameter and 40 centimetres high. In cases under glass may be studied knives of stone, found in Santa Cruz in the province of Guanacaste. Some of these stone knives are made of jade, others of greenstone. There are some delicate-pointed stones, which look like obsidian and were probably used for engraving purposes.

The director, Señor Ferraz, will be glad to show to visitors the valuable and artistic collection of gold ornaments discovered in the province of Cartago and elsewhere. The writer noted an ornament of gold representing an eagle with outstretched wings, the neck articulated; this piece is by far the finest example of prehistoric Indian jewellery in the world. The collection is very large and complete.

Adios, San José, hermosa ciudad,
simpatica y bella! Que Dios
bendiga tu suerte y haga tu felicidad!

CHAPTER IX

Banana Culture in Costa Rica

ACCORDING to the report (1895) upon banana culture in Costa Rica by the statistical department of Costa Rica, the exportation to the United States, through Port Limon, of green bananas (between the years 1886 and 1895) amounted to nearly 10,000,000 bunches. In the year 1896, 1,692,102 bunches were exported, or 56,000 tons. At the present time (1900), over 3,000,000 bunches of bananas are exported each year from Port Limon alone to New Orleans and New York by the United Fruit Company. From Jamaica, in 1893–1894, there were exported 5,162,000 bunches of bananas by the predecessors of the United Fruit Company (now consolidated with them). The whole export trade in bananas from the coasts of Central and South America, Cuba, San Domingo, Hayti, and Jamaica is controlled by the United Fruit Company, with the company owning the majority of the banana plantations in these countries. The 36 steamers of the New Orleans division, and the

29 steamers of the northern division of this company, convey the fruit to the United States.

The cultivation of bananas in Costa Rica was begun on the Atlantic coast in 1879. The first 360 bunches of bananas which were exported to the United States on February 7, 1880, by the steamer *Earnholm* from Port Limon to New York, proved that bananas would become a new source of wealth to the country, and the government promptly ceded liberal grants of land to those who were willing to develop the industry.

In 1888 there were 61 banana plantations and a large number of smaller ones.

There are 30 or more varieties of the banana, and being of the lily family there are many other plants resembling it. The plantain, or "platano," should not be confounded with the banana; although of more value than the banana, it has never been exported. Plantains serve as national bread, even where flour and tortillas are in use. This fruit will fatten hogs and make hens produce eggs, while the banana would only keep pigs and poultry from starving. The plantain resembles the banana somewhat in color and shape, but is much larger; the plant also is very similar. The plantain is not eaten raw like the banana, but is always cooked.

A regular banana steamer, of 1000 tons dead weight

capacity, will carry anywhere from 13,000 to 19,000 bunches of bananas. The bananas are assorted into three classes. The No. 1 bunch counts from 9 hands upward, each hand counts from 15 to 20 fingers, or separate fruits, making a No. 1 bunch count about 175 to 300 bananas. The bananas are loaded on the steamers, — usually at night, though the hour of arrival of the steamer usually settles the matter, — the bunches being taken from the cars on the wharf and placed on a steam loader, which has an endless chain covered with canvas. The loading is done very quickly, a checker and assistant on the wharf noting the passing bunches in groups of ten. The steam necessary for running the steam loaders (of which there are two) is supplied by each steamer from its own boiler.

The plantations of the United Fruit Company are located near the railroad lines running to Guápiles, Banana River, and Zent River, thus saving labor and expense for transportation and too much handling of the fruit. The lands chosen for the production of the banana are those that contain extensive alluvial deposits, and rich in decomposed vegetable matter; but the best lands are those on the margins of the rivers, or river bottom lands which have been formed from the rich silt brought down by the floods. The plantations are inundated two or three times a year from the overflow of the rivers,

which deposit five or six inches of new silt, and the earth is therefore continually fertilized. These lands have a gravel foundation, and are thus well drained and acceptable for the cultivation of the banana.

A BANANA PLANTATION

The trees, or, strictly speaking, plants, are planted from 20 to 30 feet apart, in the form of squares when 20 feet, and when 30 feet the rows are 15 feet apart.

It is generally at the end of nine months that the plants mature, and after that time the fruit can be gathered every week in the year; but a new proportion of virgin land must be brought under cultivation to keep up to the average the regular production of fruit. The

weight of a No. 1 bunch of bananas from Banana River or Bocas del Toro is sometimes over 100 pounds. The average weight is about 55 pounds. A horse will (according to weight) carry on each trip from four to six bunches.

FRESH FROM THE PLANTATION.

CHAPTER X

El Salvador

AT the head of the "Old Line" of the Costa Rica railroad, which has been built for 20 years, one leaves the railroad station at Guápiles and approaches the hacienda of El Salvador (property of the United Fruit Company), through a beautiful avenue of royal palms and cocoanut trees, enriched with the scarlet leaves of crotons, and shaded by orange and lemon trees. From the piazza of the house an uninterrupted view of broad pastures opens out toward the north, the distant hills lost in purple mist. The United Fruit Company employ a first-class butter-maker at this pen, as it would be called in Jamaica. The writer noticed the enormous quantity of manure going to waste. Of course the land is exceedingly rich, needing no manure to give good results; but there are many uses that this rich fertilizer can be put to. A practical market gardener would see unlimited profit and opportunity in Costa Rican markets for high-class vegetables, the gardens being enriched with refuse bananas rejected at the track benches and added to by

the manure of the stables. Lettuce, beets, melons, radishes, cucumbers, etc., would grow luxuriantly here. The most of these vegetables, with few exceptions, at present are of an inferior quality in local markets.

El Salvador is a plantation of 3000 acres (1800 manzanas), with 100 manzanas given over to the cultivation

GRAZING IN THE TROPICS

of bananas by 26 laborers and ploughmen. The plantation holds 3000 head of cattle, in three divisions.

The semi-annual stock taking, or rather the counting, sorting, and inspection of the bulls, cows, steers, calves, and horse kind of the farm, had just commenced at El Salvador upon the arrival of the writer. Under the superintendence of Mr. Thomas Kissock, the manager, the three different herds, each in turn, were driven through various gates, by three expert Costa Rican cow-

boys toward the principal pen, the bulls bellowing and the cows lowing in defence of their young sucking calves. The cowboys dashed recklessly, but with fine precision, about the broad fields, calling, cursing, and expostulating with backward cow or stubborn heifer. The horses the cowboys rode were under splendid training and discipline, inclining here and there with marvellous swiftness and sure-footedness over the broken ground, fording brooks in a burst of spray, and spattering the mud in every direction, the cowboys giving their peculiar cry of "Váca, váca"; and with much waving of hats, hot expostulations, and deep guttural exclamations the bewildered herds were soon driven on, one by one, past the vigilant eye of the manager; sick or diseased animals — few in number, by the bye — were cut out from the crowd, thrown by a twist of the neck to the ground, and an examination of the ills that cow flesh is heir to occupying but a few moments in each case. About six fine saddle-horses are in constant use, and, as is usual with all Costa Rican horses, are guided by the reins pressed against the neck; they change their easy running gait to the gallop, the trot, and the lope as required. A commissary house near the railroad station, well stocked and ably managed, forms one of the many sources of revenue of the plantation. Here the Jamaican laborer buys his machete, boots, lanterns,

saddles, cotton goods, groceries, liquid goods, etc., at reasonable prices, principally paid for by the men in checks on their monthly account.

A large bath-house, through which dashes a cool and agreeable stream of water, is one of the many comforts of the hacienda El Salvador.

La Emilia

The plantation of La Emilia, now the property of the United Fruit Company, was formerly owned by Mr. Minor C. Keith for 14 years; it is within one and a half miles from El Salvador, and has about the same number of acres. Manager Kissock finishes most of his fat cattle and breeding stock here. Over these broad acres, with good horses, we went, fording two streams; flocks of screaming green parrots cross our path, huge guava trees draped with Spanish moss and hanging vines grace the landscape. We find a pleasant situation for the house of the manager, who sometimes resides here, and has a liking for rare orchids, which flower on the veranda. The Turialba volcano is in sight from the house, and the prevailing winds are mostly from the southeast; the rain in the afternoon comes from the mountains, in the morning from the eastward.

RUINS OF CHURCH AT OROSI — COSTA RICA.

The Banana River Plantation

THE UNITED FRUIT COMPANY

A branch railroad runs about 14 miles through the cocoanut trees and banana plants, and as the train skirts the beach the roar of the breakers pounding on the yellow sand fills one's ears. There are about 50,000 cocoanut trees along this shore. Just beyond Westfalia station commences the Banana River Plantation: there are at least 1200 acres of bananas, and between the rows there are many cacao trees (chocolate), the land being peculiarly suitable for cacao. The railroad is shortly to be extended through the property; at present there is about 12 miles of a 3 ft. 6 in. gauge track running close to the sea, about halfway it branches inland and extends toward the distant range of Talamanca, which rises to the south. There is good hunting in the season: deer, alligators, monkeys, and ducks, and farther back, near the mountains, jaguars or spotted tigers, also the puma (American lion) and panthers can be shot; there is occasionally a fine skin that can be purchased at some of the stores on the line. The tigers are shot by the Indians on the Banana River about 15 miles from the terminal of the railroad, and they bring the skins to the shopkeepers who sell supplies. The Costa Rica government allows one shot-gun or rifle to each traveller entering Costa Rica, but the rifle must be

a sporting rifle, and not a Mauser. The ride on the railroad is a very interesting one; from the car platform as the train proceeds numerous chances can be had to practise with revolvers on hawks, alligators, and monkeys. The country that the railroad passes through is about the wildest on the coast and gives the traveller the best idea of tropical nature in its most retiring moods.

BANANA TRAIN

Zent Farm and Plantations

From the junction of the railroad at La Junta, a branch line extends for eight miles to the Zent Plantations of the United Fruit Company, consisting of: —

Chiripo	1000 manzanas.
Boston	1200 manzanas.
Sterling	250 manzanas.
Victoria	500 manzanas.
Zent	1000 manzanas.

Zent is very valuable and extensive property; there are 700 to 800 men employed in the cultivation of the finest banana lands that are owned by the United Fruit Company. Zent has the reputation of being very unhealthy, but in only isolated instances did the writer note any signs of malarial sickness; this is now being counteracted by changes in the situation of the homes of the employees.

The plantations are 50 feet above the sea, and certainly those farms on the banks of the river could not be in a more beautiful and healthy situation. There is now under construction 20 miles of railroad called the Limon extension, destined to open the plantations and make them more in direct touch with the steamers. The railroad has two engines and many cars to assist the rapid transit of the fruit. Mr. William. H. Kyes, the manager, considers that ploughing is a waste of time here, the ground being so rich, and cleaning and cutting away the stumps is all that is necessary for good results; the managers of the plantations on the "Old Line" are of a different mind, however.

The 50 horse kind on the plantation are not eating their heads off by any means in the stables. Toward the west the Turialba volcano looms up, forming a purple shadow at evening; the plantations resting at the base of the range of mountains which extend to the sea.

Colombiana

THE UNITED FRUIT COMPANY

This plantation, consisting of 1000 acres, is situated on the old line of railroad about halfway to Guápiles.

Under the efficient management of Mr. Arthur, the banana cultivation is carried to its highest point; thorough cultivation between rows by eight teams of mules with ploughs render the fruit taken from this plantation hard to equal. One meets old-fashioned Southern hospitality here upon visiting this beautiful and interesting spot; plantation life is seen in all its charm. Mr. Arthur has two fine turkey-cocks, great pets of the family, who are trained to cheer for Admiral Schley and General Wheeler. Mr. Arthur calls the turkeys to him and says, "Now, boys, cheer for Schley." "Gobble, gobble, gobble," call the turkeys. "Now for General Wheeler." "Gobble, gobble, gobble," repeat the prize birds, and they strut about in conscious knowledge of their beauty and intelligence.

The hacienda of Mrs. Arnold is situated on a commanding eminence 350 feet above Port Limon and about one mile from the market-place. The farm contains about 1000 manzanas: 250 manzanas in bananas, 100 manzanas in cacao (chocolate), the balance consisting of primeval woods and undeveloped land. A few hundred feet from the

INDIAN WOMAN — COSTA RICA.

house is an elevation looking out over Limon and the distant sea. Here is an ideal situation for a first-class hotel. The air is pure and fresh, the grounds and gardens already prepared at the expense of thousands of dollars. Every variety of croton, beautiful specimens of cocoanuts, cacao, rubber trees, cactus, oranges, and limes — surely here is a fine investment for Northern capitalists. A first-class hotel, similar to the Titchfield House, Port Antonio, Jamaica, would undoubtedly succeed here. The cacao, or chocolate, tree flourishes on this plantation under the very best of conditions, the color of the pod when ripe being a brilliant orange-yellow; heaps of cacao in the pod may be seen in the season lying by the road, ready to be transported to the house. The plantation, in addition, has some 7000 young cocoanut trees. The cacao (chocolate) harvest gives two crops a year, and in the one month of November the plantation clears 40 cwt. of cacao. The beans are in a compact form, 36 to 40 to the pod, and surrounded by a white and acid-tasting jelly which makes the far-famed cacao butter. The crop of cacao from Mrs. Arnold's plantation is sent exclusively to England. The cacao takes six years to mature, but bears at three years old. The average crop is quoted at two pounds per tree. Costa Rica cacao cannot be purchased under 40 cents gold per pound, being of such excellent quality.

The cacao bean (theobroma) contains the following constituents : —

Cacao butter	50 parts.
Albuminoid substances	20 parts.
Starch sugar, etc.	13 parts.
Salts	4 parts.
Other substances	13 parts.

A most enjoyable and novel horseback ride can be taken through this property, which extends from two to four miles along the edge of the sea. As one rides through several miles of bananas and cacao, gradually the bananas are left behind and you enter the primeval tropical forest, dense, gloomy, shot with bars of vivid sunlight ; occasionally the bark of a distant baboon or the shriek of an angry parrot is the only sound which breaks the silence of nature. The enormous trees towering to the sky, covered with vines and orchids, shut out the sun, and this part of the ride will be thoroughly appreciated, as the trees act as an enormous umbrella.

An hour's ride brings the party to the edge of the sea, where a small but safe harbor has been planned, the entrance and harbor being masked by a small island which forms an excellent breakwater. A beautiful sandy beach half a mile long should be mentioned, as it constitutes a valuable addition to the property ; and a practicable road

from Port Limon to this harbor would go far toward developing this gem of Costa Rica.

The Las Mesas Coffee Estates, Ld.

The Las Mesas Coffee Plantation is situated about 3600 feet above the sea, and is a flag station on the Costa Rica railroad. There are about 250 manzanas in coffee, and some 50 manzanas in sugar for the manufacture of dulce. The company have a grand situation south of Turialba, 250 feet above the railroad.

The works for preparing the coffee for shipment is within 100 yards of the railroad; below these buildings can be seen other broad vistas of coffee belonging to the company, which, by the way, is a close corporation of a limited number of stockholders, principally Canadian capitalists.

From the station of the railroad a winding road passes up the cliff, which is 250 feet high, connecting the hacienda and northern half of the estate with the southern half. Coffee is seen here in different stages of growth — from the little tender shoot just budding from the ground, to grand masses of the trees 12 to 14 feet high, and from a few days old to four years of age. The lower portion of the estate below the drying patios is in the shape of an oval, acres in extent, and surrounded by

the great purple ridges of the mountains, marking the course of the Reventazon River.

All the processes of preparing the coffee for the market can be seen here to perfection with the most modern machinery, consisting of pulpers and dryers, and washing tanks for separating the berries from the husk; all arranged with the idea for economizing labor, the berry not being touched by the hand after it has been stripped from the tree until it is bagged ready for the American market. A visit to this interesting property, via San José, will well repay the visitor to Costa Rica.

Plantation Life

Many of the plantations are widely separated from the centre of law and order, lost in the dense forests of the hot belt, and far from fresh supplies of food. Naturally, there is little central authority; it is usually vested in the "mandador," or manager of the property, who is sometimes a local judge of the district.

The Jamaican negro seldom gives any trouble; he is usually respectful and reasonable if rightly managed. There are, of course, exceptions; usually these are men who have a little smattering of law, and stand strictly on their rights (as they conceive them) as British subjects, and bluster at any opening given them.

A Plantation Laborer.

At the hacienda, the managers of the different divisions of the plantation meet at meals and dine together in company, the food consisting of canned goods, hot bread, fresh milk, yams, eggs, plantains, and occasionally venison, the conversation at table consisting of jokes at one another's expense, the victim bearing it with commendable patience, and retorting with fluency. The rooms in which the men sleep, on the second floor (usually with a chum), are comfortable, clean, and homelike. The veranda on the ground floor is large and spacious, littered with saddles, riding leggins, boots, and spurs, or packages of goods.

In the evening, when there may be ladies present, the musical genius brings out his guitar and keeps his audience enthralled for hours. Spanish songs, negro ragtime, latest operas, soar out into the tropical night and cause the crowd of humble retainers in the yard to chuckle in sympathy and delight. Early every morning, by 6 A.M. at least, each overseer departs on his little high-spirited horse to make his rounds, looking up the different gangs of workmen, directing their work, and taking stock of the plantation on the hoof. To accompany any one of the managers on their inspection tour is an experience in itself. They are tireless and exact in the fulfilment of their duties, and receive with complacency any praises from the Northern visitor as to the fine condition of their division.

These men are of a simple and steady habit (as they have to be, or die of fever), warm-hearted, canny, like a Scotchman, some of them, and quick to perceive and appreciate a genuine liking for themselves and their style of life. Then there are the clerks, book-keepers, and managers of the commissary (connected with each plantation), tall, likely young fellows from the Southern part of the United States mostly, now and then a bean-eater from Boston, all wearing a light-weight, mouse-colored "Stetson" sombrero, well slouched down over the eyes, cotton shirts, and riding trousers of linen or wool, with leather riding leggins. They take life jovially, these youngsters, and look forward to a plantation of their own some day.

Here is to the boys on the "Old Line." May they live long and prosper!

A STEAMER OF THE UNITED FRUIT CO. LOADING BANANAS

CHAPTER XI

The Republic of Honduras

HONDURAS was discovered by Columbus during his fourth voyage, about ten years after his first expedition. The locality first seen by him was the island of Guanaja, the most easterly of the group now called the Bay Islands, where he arrived on the 30th of July, 1502. He reached the mainland on the 14th of August, at a point which he named Punta de Caxinas, a cape stretching out into the sea and forming what was afterward known as the bay of Truxillo. Honduras is next heard of when Gil Gonzales Dávila, while on a voyage from Sto. Domingo to Nicaragua in 1524, steering too far to the westward, reached the coast near the bay now called Puerto Cortez.

The principal ports of Honduras on the Atlantic side are Puerto Cortez, Omoa, Ceiba, Truxillo. The beautiful and spacious harbor of Puerto Cortez was discovered in 1524. Cortes, in writing to the king of Spain, gave Puerto Cortez high praise. The bay is somewhat in the shape of a horseshoe, with great depth of water close to the shore.

At Puerto Cortez the sea breeze is constant and refreshing. There is very little to cause one to stay more than a week here, though the traveller will be well cared for at Hotel Lefèbvre. The principal street of Puerto Cortez is a disgrace to the town, consisting of the railroad track only; the railroad is certainly handy and convenient, for it is constantly in the way.

There was an amusing smuggling case at the Custom House last year, — a dozen revolvers, several thousand cartridges for them, and some thousand of rifle cartridges were smuggled in kegs of nails; a keg broke in the handling at the Custom House (the cartridges and revolvers being in a central compartment with nails at both ends), and thus were discovered; the party to whom they were consigned (a respected citizen of San Pedro Sula) disclaimed all knowledge of them, and the ammunition was seized by the government.

The authorities of Puerto Cortez have a very laughable method of challenging at the guardhouse, in the evening, visitors and inhabitants when passing from one end of the town to the other. The passer-by is halted peremptorily at the cuartel, and made to give an account of himself; this system of police is very hurtful to the reputation of the town, and cannot be too greatly condemned.

One of the most interesting things to study in Puerto

THE HONDURAS COAST.

Cortez is the exiled Louisiana Lottery Company, which has its headquarters here under the name of the Honduras Lottery Company. On the left-hand side of the railroad, and facing it, is the beautiful house owned by this company. Should the visitor desire a change from the hotel in the town, he will do well to seek a room here, as the manager's wife will willingly take him in as a paying guest. For further information regarding the status and statistics of this remarkable organization, I would refer the inquiring mind to the article in *Harper's Weekly* of August 3, 1895.

The well-known firm of Messrs. Geo. D. Emery, Boston, Massachusetts (Chelsea), imports into Boston from Puerto Cortez 3000 logs of mahogany a month.

The United Fruit Company have regular sailings of their steamers from New Orleans for this port, sailing every Thursday at 9 A.M., and from Mobile trimonthly. The exportation of bananas from Puerto Cortez is at the present time very large, the steamers of the United Fruit Company carrying large cargoes, about 125,000 bunches a month. In 1891, the banana trade was only in its infancy, and not more than 320,000 bunches a year were exported from this port, the statistics of the manager of the railroad at that date being very interesting, as showing the difficulties of the planters at that time, now happily nearly overcome. From Sep-

tember to December, each year, the excessive rains on the railroad are liable to cause a decrease of shipments; the rains sometimes entirely shut off the upper and most productive part of the road, and during this time many thousands of bunches are lost to the planters.

To the estimates of shipments made by the railroad to Puerto Cortez will have to be added at least 25 per

LOADING BANANAS

cent for fruit lost to the fruit growers, caused by the breaking down of trains, making it impossible to receive fruit for shipment, as the fruit would be too old; and from 8 to 10 per cent to be added for fruit arriving in Puerto Cortez in bad or bruised condition, and thrown away, no account of which is taken by the railroad.

There is a very large amount of vacant land along the line of the road, which would all be planted in bananas if the railroad was kept in any kind of condition.

The Lillian iron mine, at El Pariso, 26 miles on the railroad from Puerto Cortez (the property is about four miles square), is managed by Señor A. C. de Leon. It is now being developed, and is a very valuable property. It has three shafts; the ore assays:—

Magnetic iron	67.30 per cent.
Silicon	1.30 per cent.
Aluminium	2.20 per cent.
Black oxide iron	None.

The Inter-oceanic Railroad, from Puerto Cortez to San Pedro Sula, is 38 miles in length, fare $3.00 Honduras money. At the present time (1900) the railroad is in a very inferior condition. The cars are uncomfortable and dirty. There is a hope that the railroad will shortly be acquired by Northern capitalists, who will give the railroad needed attention.

San Pedro Sula has a population of about 3000 inhabitants, and is situated on the plain of Sula, surrounded by hills, the tops covered by the low clouds. There is a fine Catholic church and a Protestant meeting-house. The Rio de Las Piedras flows through the plain. There are three main streets running the entire length of the town.

The air and climate of San Pedro is very good, and a pleasant change from Puerto Cortez, being at least ten degrees cooler.

The principal hotel is very poor, but will serve to stay at for at least a day or two. To reach Tegucigalpa, the capital of Honduras, from San Pedro Sula, mules may be hired at the hotel for the journey of about 250 miles, a journey of a week. The cost of hiring a mule is $15 to $20 gold per week, with like amount for servant and mule; cargo mules carry 200 pounds, and the charge for them is $12 gold for the journey. Cost of provisions $1 per day, for servant and mule extra; plenty of small change, and a cloth hammock is recommended, and one should take his own saddle, as those for hire are not comfortable.

ROUTE OF TRAVEL

San Pedro Sula to Pinto	First day.
Pinto to Santa Cruz	Second day.
Santa Cruz to Miambar	Third day.
Miambar to Cueras	Fourth day.
Cueras to Comayagua	Fifth day.
Comayagua to Proteccion	Sixth day.
Proteccion to Tegucigalpa	Seventh day.

This road (one can hardly call it a road) is a bad one in the dry season; in the wet season it is impassable. The road from Tegucigalpa to the Pacific Ocean is about 75 miles

San Pedro Sula.

and much easier, connecting by steamer on the Pacific with Panama and San Francisco.

Tegucigalpa (City of the Silver Hills) is the largest and finest city of the republic of Honduras. By the census of 1887 it contained 12,587 inhabitants. The exact date of its founding is not known, but it existed as a native settlement before the Spanish conquest. The city is situated in a valley 3200 feet above the sea, on the eastern bank of the Choluteca River, or Rio Grande; the river at this point is about 200 feet wide. The streets are narrow, the houses are built of adobe, whitewashed, and painted in brilliant colors. The central point of the city is the central park. In the centre is a bronze equestrian statue of Morazan, the hero of Central American independence. On the east side of the plaza is the principal church. It is, with the exception of the cathedral at Comayagua, the largest and handsomest church in Honduras. It was built in 1782. The church is of the Moorish style, all pure white; it has a clock and bells; there are no seats. It has two towers and an imposing façade, the roof terminating in a dome over the altar. The principal altar is of carved wood richly gilded. On the walls are some ancient paintings. The water supply of the city is very good, brought from the Rio Jutiapa, a distance of 12 miles.

Surrounding the capital is a magnificent mineral region. The mines of the adjacent territory have yielded immense quantities of gold and silver, but under very crude conditions, until of late years new energy and American capital have rejuvenated this region. Seven miles to the north of Tegucigalpa is the Santa Lucia mine; it has 200 veins of silver ore. The ore is principally galena and sulphuret. The Rosario mine at San Juancito sends out a mule train of 30 mules every month (1899) through Tegucigalpa to the Pacific coast, each mule carrying two bars of silver bullion, weighing 125 pounds apiece, 18 per cent of which is gold.

The opal mines of Honduras are near the town of Erandique in the department of Gracias. Spanish Honduras lies between 13° and 16° N. latitude. The climate is semi-tropical. The heat of the Pacific coast is not so excessive as the Atlantic side. The population of Honduras is about 400,000. The Hondureños are a peaceful and friendly people, kind and hospitable to all strangers.

The fruit of Honduras consists of the banana, custard-apple, plums, lemons, limes, oranges, pomegranates, pàpaws, rose-apples, mangoes, guavas, cacao, etc. Vegetable products: tobacco, indigo, sassafras, Peruvian bark, vanilla, pimento, ginger, pepper, sarsaparilla, yams, plantains, etc.

The papaya, or papaw, tree is found in the mountains

CENTRAL PARK, TEGUCIGALPA — HONDURAS.

of Honduras and Costa Rica, and is grown near the houses. The tree is small, reaching three or four yards in height and less than a foot in diameter. It is straight, and has no branches from the middle of the trunk. The fruit grows to the size of an ordinary melon. The very sweet pulp is rather insipid, but is a useful antiscorbutic.

The Dead City of Copan

One of the remarkable sights in Honduras are the ruins of Copan, now overgrown with a dense and luxuriant tropical vegetation. Diego Garcia Polacio was the first European to visit them. Stevens has since then investigated these ruins. They are situated in the mountainous interior of the country, a few miles distant from the Guatemalan frontier, and about midway between the Pacific and the Atlantic. At the present time, they show only dilapidated fragments covered with sculptured figures and hieroglyphics. Among the most interesting of the remains are numerous monoliths scattered about — some erect, others fallen and almost buried in the ground. Some of the pillars are more than eleven feet in length, width three and a half feet, thickness three feet. On the front side is represented the figure of a man with a strange head-dress and breast-plate, the figure deeply cut and surrounded with elaborate carvings.

The relievos sculpture and graved stones found in the ruined cities of Central America have some elements of resemblance to the mythological monuments and designs of the Old World. Some day the origin and histories of these earthworks and ruins may be discovered; but it will probably be found by searching into the writings of the ancient European and Asiatic authors. The materials for the development of the geography and history of antediluvian America lie scattered in the fragmentary traditions of other lands.

The Bay Islands

The Bay Islands are a number of small islands lying 30 miles off the coast of Spanish Honduras, southeast of Puerto Cortez; they consist of five islands, four days' steamship travel from New Orleans. Ruatan is the principal island and the most important of the group. It is 40 miles long and 3 miles wide. Population 3000, mostly Carib Indians. Their only industry is the handling of cocoanuts, of which there are 8,000,000 shipped in a year. Cocoanuts form the mainstay of the trade, and there is nothing easier to grow.

To start a grove, one merely burns off a piece of land and plants the nuts in rows 20 feet apart. In from four to five years' time the trees are a dozen feet high and

are beginning to bear, and after that the planter is fixed for life. The nuts are never picked, but as they mature they drop off, and this shower of fruit goes on steadily month after month all the year around. Some of the trees on the island are known to be over 50 years old and are still in full bearing.

A TROPICAL PARADISE

There is an active ship-building industry for small tonnage, ranging from 15 tons up to 75. The vessels are rigged as sloops.

The islands are a tropical paradise, overrun with wild roses and every imaginable kind of flower. Bananas, oranges, mangoes, plums, and pineapples grow wild in abundance, without cultivation. It is, indeed, a lazy man's paradise.

Utilla, with 800 population, is the shipping port of the

islands, several steamers of the United Fruit Company touching here. Utila, Ruatán, Bonacca, Barbareta, and Morat make up the Bay Islands. Barbareta is three miles long, and some hundred head of cattle are kept on it.

The climate of the islands is very equal; from 66° to 88° is the regular mark at all times.

The islands are owned by the republic of Honduras, represented in the islands by an administrator, a commandante, and a governor.

CARGO BOATS.

CHAPTER XII

The Republic of Guatemala

THE republic of Guatemala faces on the Atlantic and Pacific oceans; she has two ports on the Atlantic and three ports on the Pacific. Her railways and iron piers on the Pacific belong to Americans. The republic has no war vessels; the ports on the Pacific are open roadsteads. Livingston, on the Caribbean side, is a small picturesque town situated at the mouth of the Rio Dulce, and exports many thousand bunches of bananas yearly. Judging from the first-class samples of coffee berry ripe on the stalk seen by the writer at the port, the future of Livingston as a coffee centre is very bright. Mr. Frank Dennis, United States Consular Agent at Livingston, is a Maine man, and an expert on the coffee plant, and he and Mr. W. L. Adams (late of Boston) will be happy to assist any traveller desirous of viewing the magnificent scenery of the Rio Dulce, the outlet to Lake Izabal.

The steamer stops here only on the down trip to Puerto Cortez. About 100 miles from Belize we come to Puerto Barrios, another entrance port to the republic of Gua-

temala, visited weekly by the steamers of the United Fruit Company. It is the Atlantic terminal of the Northern Railroad, which proceeds some 85 miles toward the capital, and ends at the station El Rancho, two days' mule-back ride from Guatemala City. There is a comfortable hotel at El Rancho, and the ride of 48 hours to the capital is comparatively easy. The traveller to Guatemala City should provide suitable provisions to carry with him, as the chance of finding food on the way is exceedingly doubtful. Near Guatemala City there are many wonderful and beautiful antiquities to be seen in Antigua City, especially the old cathedral and examples of Spanish architecture of the last two centuries. There is an engraving of Guatemala City (Antigua) in "Gage's Voyages" (Amsterdam), 1720. Antigua had grown to be the city of the most importance after Mexico City in Spanish America; and this in spite of the many earthquakes which in succession nearly destroyed it, noticeably those of 1751, 1757, 1765, and 1773. These earthquakes induced the inhabitants to remove to another locality, and thus the new capital of Guatemala was founded. The present population of Antigua is about 20,000, of Guatemala City 45,000. The area of Guatemala is 40,620 square miles, population 1,800,000 or more, mostly Indians and their descendants.

The regular army of Guatemala consists of about 5000 men. It is well known that Guatemala has a large quantity of war material, including Krupp mountain-guns, etc., but lacks trained men in her ranks and among her officers.

CHAPTER XIII

British Honduras

HONDURAS was discovered in 1502 by Columbus, and in 1518 Grijalra landed on the island of Cozumel, and named the country New Spain. The country, what now constitutes British Honduras, was ceded to Great Britain in July, 1670. Since the invasion of 1798, when the Spaniards were repulsed, the English have held the territory by right of conquest in addition to claims of occupation. Captain Nathaniel Uring, writing in 1720 a history of his voyages and travels to the bay of Honduras and Belize River, said: "The country is all a flat, and great part of it a morass, with several large lagoons. In the dry time of the year the logwood cutters search for work, that is, where there are a good number of logwood trees, and then build a hut near them, where they live during the time they are cutting. Some of these trees grow very tall and straight, though most of them are low and crooked. The general price of the wood is £5 per ton Jamaica money. The logwood cutters during the floods dwell some 42 miles up the river at the 'Barca-

BELIZE — OLD GATE.

dares,' where they have built their huts upon pretty high banks, which just keep 'em out of the water in the time of the floods." British Honduras is situated on the eastern slopes of the peninsula of Yucatan, distant from England 5700 miles, 900 miles south of New Orleans, 600 miles west of Jamaica. British Honduras is a tropical country, the temperature ranging from 56° to 96°, and averaging 75° to 80°. Toledo is a thriving colony of settlers from the United States, many having become independent.

To reach British Honduras, the United Fruit Company (New Orleans branch) will give all information for intending tourists, immigrants, or settlers. Hurricanes or cyclones never reach the coast of British Honduras; the highest velocity noted of the wind was 25 miles an hour. August to November are the rainy months; February, March, and April the dry months. The rise and progress of the colony of British Honduras has been continually connected with the fortunes of its trade in timber and dyewoods.

The chief industry of the colony is wood-cutting, which has been carried on for over 200 years; as a result, much of the finest timber within reach of the principal rivers has been cut down; but there are vast tracts of virgin forests in the interior, growing some of the finest timber trees to be found in any part of the world.

Among the woods may be mentioned mahogany, logwood, cedar, sapodilla, rosewood, fustic, ironwood, redwood, cocoa-nut palm, etc.

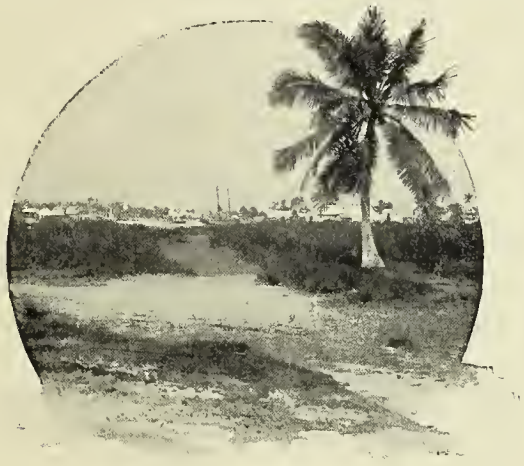
Belize has a seacoast of about 180 miles, and extends into the interior about 68 miles, with an area of 7562 square miles, and is about twice the size of Jamaica. The highest peak in the Cockscomb Mountains is Victoria Peak, 3700 feet above the sea level, showing a beautiful and picturesque outline against the sunset. The population of British Honduras is about 30,000 (1890).

The name of the capital, Belize, was probably derived from the French word *balize*, a beacon. The Indian name of Belize is Mopan; of Honduras, Zuina. The original settlement by the British cannot be traced to any date farther back than the protectorate of Cromwell. Ship-masters brought logwood to London in 1666, which first drew the attention of British capitalists to this country.

Belize, the capital of British Honduras, is situated on one of the mouths of the Old River, near Fort George. The population in 1881 was 27,452, of which 375 were white and 27,077 colored or black.

The town presents a most pleasing aspect from the harbor. The houses are nearly all built of wood. The chief buildings are the Court House (1880), in the centre of the town, the St. John's Episcopal Cathedral (1812), Government House (1814), and the Roman Catholic Convent.

The town is built on the banks of the river for half a mile, and extends along the shore for over two miles. A wooden bridge crosses the river mouth; it was opened in 1859. Many of the houses are surrounded with gardens planted with oleanders, cocoanut trees, crotons, and other bright-colored shrubs and trees. It is a very healthful town (though surrounded by swamps); this is due to the sea



BELIZE

breezes and sandy subsoil. Some places have been filled with mahogany chips, but they have been buried deeply in sand.

From New Orleans, Louisiana, the United Fruit Company send a fast line of Royal Mail steamers to Belize, sailing every Thursday at 9 A.M. It is delightful to get away from frosty lands and breathe the intoxicating air of the "Golden

Caribbean," finding the deep blue of the waters of the Gulf of Mexico a great contrast to the muddy yellow ochre color of the Mississippi River. The swift steamers, the *Breakwater* and the *Stillwater*, are models of safety and neatness, and the efficient pursers of the steamers see to the comfort of all their passengers. The steamer arrives at Belize (at 7 P.M.) in less than four days, and anchors two miles from the shore, as the harbor is shallow. We go ashore in the small local sail-boats, with an exciting race between the different skippers (as to which will reach the Custom House wharf first) to add to the interest of our first approach to tropic shores. The water of the harbor is smooth and glassy, and sometimes one may see the triangular fin of the shark cutting the surface.

Nicaragua

Nicaragua, among the Central American republics, holds an important position between the two great oceans. It contains about 40,000 square miles. The population of Nicaragua is, according to the census of 1890, 360,000. The boundary between Nicaragua and Costa Rica was long in dispute, but was defined by a treaty between the two republics which was concluded on April 15, 1858. The Caribbean coast of Nicaragua measures about 300 miles from north to south. The ports of entry on the Atlantic side are San

STREET IN BELIZE — BRITISH HONDURAS.

Juan del Norte, or Greytown, Cabo de Gracias á Dios, and Bluefields. In consequence of the great development of the trade in bananas and other tropical fruits, and the establishment of regular lines of steamers from the United States, Bluefields is assuming a position of importance as a port. The Bluefields River, or the Mico, has its source in the mountains; its general course is from west to east. It is a beautiful river, and for a distance of 65 miles, from Bluefields to the Boca de Rama, large steamers running to New Orleans, New York, Philadelphia, and Boston ascend without difficulty.

The banana exportation from the coast of Nicaragua is very large, principally transported weekly from Bluefields and Rama to New Orleans by the United Fruit Company. The distance from New Orleans to Bluefields is 1210 miles, and the steamers of the United Fruit Company take five days to make the trip. The service is semi-weekly, the steamers carrying passengers, freight, and mail from New Orleans, returning loaded with bananas, gold, rubber, cocoanuts, and other freight, as well as passengers for the States.

Previous to the war between the United States and Spain the cocoanut trade of Big and Little Corn Islands, off the coast of Nicaragua, was controlled by small American trading vessels. They came with a miscellaneous cargo and traded it for cocoanuts, at the rate of one cent each, other-

wise they paid $10 gold a thousand for them. Now the cocoanuts are sent to New Orleans on the fruit steamers. During 1898, 688,711 cocoanuts, valued at $10,196 gold were shipped from these islands.

American capital is interested in improvements along the coast from Bluefields to Cape Gracias. Lighthouses are to be erected at suitable points along the coast; a line of steamers will be provided to run between Greytown and Cape Gracias, calling at intermediate ports. In order to bring the banana plantations in closer communication with the shore, the plan is to build a railroad from the Rama River to Monkey Point, and then provide suitable harbor facilities for shipping the fruit on ocean-going steamships to the United States.

The Nicaragua Canal

The question of interoceanic communication across the American isthmus has been continually presented to the attention of the civilized world with more or less persistency since the days of Columbus.

Von Humboldt, in his writings, uses the Nicaraguan route as the standard of his comparisons of the different routes under discussion. Though more recent and more exact information has not fully corroborated all of his opin-

ions, it has fully confirmed all that he said or implied concerning the Nicaraguan route.

San Juan del Norte, or Greytown, and Brito, on the Pacific, are the termini of the canal. Its length from port to port is $169\frac{1}{2}$ miles, of which $26\frac{3}{4}$ will be excavated channel, and $142\frac{2}{3}$ miles lakes, rivers, and basins.

The summit level is necessarily that of Lake Nicaragua, 110 feet above the sea. This magnificent body of water, in the centre of the country, is the key of the technical problem; and as navigation is possible for some distance down its outlet, the San Juan, there are in reality two canals to be constructed, one to join the lake with the Pacific, and the other to extend the navigable water of the San Juan to the Caribbean Sea. There will be three locks near either end.

For $9\frac{1}{4}$ miles from the inner harbor at San Juan del Norte, the canal extends southwesterly across the lowlands of the coast to the foot-hills of the Cordillera, known as the eastern divide, where is located the first of the eastern locks.

The locks follow in close succession: No. 1, at $9\frac{1}{4}$ miles, with a lift of 31 feet; No. 2, $1\frac{1}{4}$ miles farther on, with a lift of 30 feet; and No. 3, about $2\frac{1}{4}$ miles beyond, with a lift of 45 feet.

Here commences the summit level of the canal at an

elevation of 106 feet above the sea, which allows four feet of fall from the lake for flowage.

Dredging in Lake Nicaragua to an average depth of 10 feet in soft mud bottom, width 150 feet, for 14 miles from the shore, will secure a navigable channel of 30 feet to deep water.

From this point the course of the canal is across the lake to the mouth of the Rio Lajas, across the western divide, which is 43 feet above the canal level, to the valley of the Rio Grande and the Tola basin; for 9 miles from the lake there will be required considerable earth and rock excavation. About $5\frac{1}{2}$ miles farther on, near La Flor, are located locks Nos. 4 and 5 and a large dam which impounds the waters of the Tola basin. These locks terminate the summit level of the canal.

Lock No. 6 is the last of the western series, and will lower the canal to the level of the Pacific, with a lift of 21 to 29 feet, varying according to tidal conditions.

The work of construction has progressed slowly, but systematically, from the year 1889. The breakwater, erected at the entrance of the old harbor of San Juan, is constantly being improved and lengthened, and when the breakwater had reached the length of 800 feet, it caused the channel to deepen to 15 feet or more, which will be increased by dredges to over 30 feet.

MAYA MONOLITH — BELIZE.

The country through which the course of the canal is laid, for the first 10 miles from the coast, is a flat, alluvial formation, with occasional lagoons and swamps covered with a dense, primeval forest.

Above the San Carlos and at Machuca the forests which clothe the banks of the river are tropical in luxuriance. The lofty trees are draped with vines, which creep and twine among their branches and droop to the water's edge in massive walls of verdure.

Above Machuca there are occasional clearings, where the lands are cultivated, through which the distant hills appear. At other places the hills themselves rise with steep and almost precipitous slopes directly from the river.

At Castillo is an old Spanish fort, garrisoned by the Nicaraguan government. It was considered impregnable by its builders, but was captured by a British force in 1780.

The commercial problem which the opening of a canal across Nicaragua would solve is the same to-day as that which stimulated Columbus and his contemporaries to their arduous efforts; the only difference is in the increased magnitude of its advantages. It is still the discovery of a direct east and west route for the commerce of the world. Of all the lines of ocean-sailing steamers

which focus their routes at Greytown at the present time, the United Fruit Company possess the greatest advantage of being well equipped with over 50 steamers, and stand ready for the advance in trade and rush of competition which will ensue upon the opening of the Nicaraguan Canal.

The United Fruit Company are even now (1900) preparing their schedule and placing their steamers on new routes up and down the Central American coast; the new steamer *Sunrise*, recently placed in commission by the company under contract with the government of Costa Rica, will carry the mails and passengers from Port Limon, Costa Rica, to Bocas del Toro and Colon and return, and from Port Limon to Greytown and Bluefields and return.

BELIZE — WASHERWOMAN.

CHAPTER XIV

From New Orleans to Port Limon, Costa Rica

THE *Anselm* and *Olympia*, crack steamships of the United Fruit Company, reach Port Limon, Costa Rica, after a five days' run from New Orleans. In a terrific burst and downpour of rain we left New Orleans in the month of February, chilled to the marrow of our bones by the dampness and the raw wind blowing down the Mississippi River.

The city was left behind, lost in mist and smoke, as the steamer followed the winding banks of the river. We met occasionally (the sight of all sights to a Northern man) a stern-wheel steamer loaded to the gunwales with bales of cotton, laboriously puffing its way to the city. The banks of the river swiftly glided by; at times we could almost throw a potato ashore, at other times the pilot curved to the middle of the stream, steering from point to point.

Toward sunset the steamer passed out on to the Gulf, and to some this was a signal to retire to their staterooms and seek the aid of the experienced stewards; others were held captive by the attractions of the cosey

smoking room; but after a few hours even the hardiest of the travellers sought the seclusion and warmth of their comfortable staterooms. The ensuing days were marked by calm seas and dazzling sunshine, the steamer lazily rising and falling as she pursued her course over a summer sea. The familiar (to some) flying-fish now put in their appearance, and the days of frost and rain are forgotten for the time being, in the study of the beauties of nature in her most entrancing effects. The sunsets are glorious, luscious in their dreamy beauty, reminding one that soon the blazing tropics are to come with their stronger colors and contrasts. After three days' voyage, the temperature increases; no more can we bask in the sun — rather must we shun it, and seek the shady side of the deck. The heat is humid and tends to lounging and deliberation, salt sea baths drawn direct from the sea are now popular, and one seeks to keep down the heat of the blood.

We soon pass down the coast of Nicaragua; the long white beach can be seen extending dimly for miles, no mountains or hills to break the low-lying shore; and over a glassy sea, reflecting the rays of a torrid sun, the steamer moves with a stealthy gliding motion, suggesting caution, for we are approaching Costa Rica with its dangerous coral reefs.

In the far distance, miles yet away, rises a cloud which darkens and increases in importance until low down, near the line of the silver streak, appears a little island overtopped with a white lighthouse.

"It's Port Limon, sure enough," said the first officer, as he passed by leisurely, proceeding to the bridge; "you

PORT LIMON

don't need any passport for *that* republic," was his last consoling remark.

The steamer gradually draws near to the pier, and now one can see plainly the portly person of Captain Softcote, the English manager of the wharf, and other representative citizens, all dressed in white duck suits. The passengers (mostly planters and business men returning to Costa Rica) hurried to the rail of the ship, and comments and sallies of wit were passed from shore to ship, and back again, as each known face was discovered:—

"How many manzanas have you cleaned up lately?"

"This is a dry day, William."

"How are the boys on the *Old Line?*"

"Where's the Count? I don't see him."

"Hullo, Norton, what is exchange to-day?"

were the questions and remarks (quite unintelligible to the stranger) fired at the appreciative audience, as the steamer bumped against the wharf.

We now find ourselves renewing our acquaintance with Port Limon, and realize that under a tropical sun we have circumnavigated (in the steamers of the United Fruit Company) the sea made notable in song and story as "The Golden Caribbean."

BLACK PINE, CHERRIMOYER, AVACADO PEAR, ETC.