



# THE NEW PANAMA AND PROGRESS AT CULEBRA CUT



THE illustrations shown here— with are from the most recent photographs taken of Panama and its park, Culebra cut, Rio Grande slide and the country adjacent. The scene of the street in Panama shows what it is at the present time. Since the dirt began to fly in the canal zone, some conditions have changed and the city on the sands has already become known as the New Panama.

President Eliot Taft has completed his hurried inspection of the work. The engineers who accompanied him have been over the route and will make their report at an early day. The country will then know whether the great water course that is to connect the two oceans will be on the sea level plan or by lock. The latter is the one on which the work has been done up to date. The result of President Eliot Taft's visit may change this to the former plan.

The engineers who went with Mr. Taft will pass upon the work of the army engineers, who have been under the instruction of the chief engineer, Colonel Goethals. The conflicting reports as to the condition of the Gatun dam's foundation will be settled by the

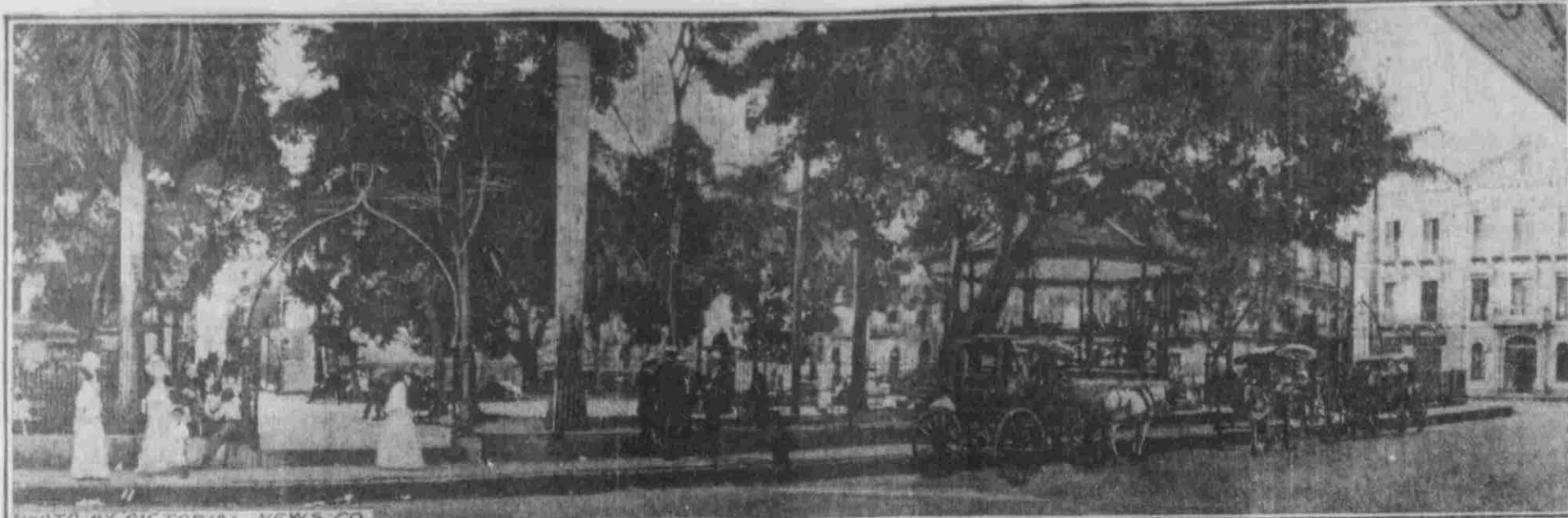


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Investigation of the engineers who went to the isthmus with the president.

During his visit Mr. Taft has had frequent conferences with Colonel Goethals and his assistants on the probable ultimate cost of the work. It is not presumed that the cost, whether the plan is changed or not, will be known for some time by several millions.

The country was informed by Colonel Goethals over a year ago that the United States would pay out more millions than the first projectors of the work thought it would be necessary to pay. There is an idea that the sum total of the enterprise will be over \$300,000,000, but this is not official. After he had made his first estimate Colonel Goethals said he hoped the project would not exceed \$250,000,000, but he also said he was unable to state that that amount would be the limit. On the contrary, he said that at least \$50,000,000 or perhaps \$60,000,000 would be added to his estimate.

One fact has been demonstrated. The engineers have worked with such rapidity that they kept ahead of the appropriations, and the dirt is flying as fast today as when they took charge of operations. And fast digging calls for quick and ready money. Colonel Goethals was told a year ago by the president to keep things moving at the same labor rate and to incur a deficiency if necessary. Being a good soldier, Colonel Goethals obeyed the orders of his superior to the letter. Congress was called upon to provide the money in an urgent deficiency bill. The vital policy in the construction

of the lock canal have been the Gatun and La Boca dams. Both have received the closest scrutiny by the visiting engineers.

As so much had been said respecting the Gatun dam, more time was devoted to an inspection of conditions there than at any other one point. It appears that the engineers have agreed that whatever has taken place at this point has been without importance, at least so far as reported landslides are

concerned. Emplacements of the dam's foundations were closely inspected, and conditions in this respect were found to be satisfactory.

The last days of the visit of the Taft party were crowded. A number of official functions occurred, but the visit was strictly one for business. While many of the reports in connection with the visit are more or less conjectural and must remain so until the engineers make their official report, all seem to

agree that this visit has added great impetus to the entire work. The universal interest in the stupendous project will undoubtedly spur the visiting engineers to make the result of their work known at the earliest possible moment.

During the visit of the Taft party on the isthmus the Newport, an American ship, passed through La Boca channel on the Pacific side. She is the first vessel to go through this

new channel. It was the plan of the authorities that the first vessel to pass through La Boca channel should fly the American flag. A few days later Mr. Taft and his engineers who went with him to the canal zone made an inspection of the Gatun dam.

The following resume of conditions, etc., on the isthmus is pertinent. The isthmus of Panama is nothing more or less than a neck of land connecting the continents of North and

South America. Actually it has no regular limits or boundaries, for I have never heard of any man who could tell where it begins or where it ends or ever seen any geographical work which defines its limitations. The isthmus is contained wholly within the republic of Panama, which extends from Colombia to Costa Rica, a distance of about 600 miles. The present republic was formerly a department or state of Colombia and, of course, is

pendent. At this time, although there is a governor of the canal zone and although he is a member of the commission, he can do very little without the aid or consent of the other members of the commission, most of whom are army engineers. In fact, with nearly every dispute that arises which is not an issue for the courts it is customary for the contending parties to carry the question to Colonel Goethals. FRANK H. BROOKS.

PANAMA CANAL SCENES—CITY PARK, PANAMA; VIEW IN NEW PANAMA; CULEBRA CUT.

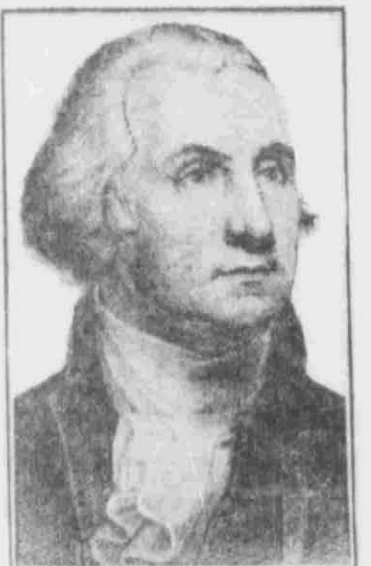
## Washington as Seen by Noted Artists; The Father of His Country on Canvas



GILBERT STUART, whose name is more frequently mentioned in connection with the portraits of Washington than any other artist's, was born in Rhode Island in 1755. It is not known definitely how many portraits of Washington he painted. At least sixty-one are authentic. The number copied by other artists and claimed by the owners to be original is large. Once it is known that a Washington portrait is a Stuart it is regarded as a rare possession. The best evidence of its value is in the fact that so many have copied it and that art dealers who have no reputation to establish are eager to assert that any portrait that has the slightest resemblance to a Stuart is genuine. Once a Stuart always a Stuart is a proverb. Age will reveal it. Others change.



JOHN TRUMBULL, the artist who painted Washington in his heroic military portrait which hangs in the governor's room of the city hall of New York, was the son of the famous war governor of Connecticut who was known as Brother Jonathan, a title bestowed upon him by Washington. The artist was a soldier in the Revolutionary war and was on the staff of Washington. It was while serving the commander that Trumbull made sketches of him. In 1791, the year after he had painted the portrait that was accepted by the city of New York, Trumbull was commissioned by Charleston, S. C., to paint a Washington portrait for that city. The artist chose General Washington in full uniform as he appeared on the battlefield at Trenton. It met with the subject's approval.



REMBRANDT PEALE, painter, lecturer, writer and old school gentleman, was born on Washington's birthday while Washington was at Valley Forge with his army. At an early day he became a favorite with the Father of His Country. His first portrait of Washington is now in New York. He was regarded as one of the great painters of his day. He came of a family of artists. His father, Charles Willson Peale; his brother Raphael and his uncle James were all favored jointly by Washington with three sittings in Philadelphia in 1795. Next to the portraits of Gilbert Stuart the Peale paintings of Washington are probably the best known to the public. Peale's father was a soldier in the Revolutionary struggle and was an ardent admirer of Washington.



EDWARD SAVAGE, an artist of acknowledged genius and versatility, was born in Princeton, Mass. He began as a goldsmith and afterward developed as an engraver and artist. He was a resident of Philadelphia for many years. While living there he met Washington, who gave him a number of sittings. The first was of cabinet size. It was in possession of the artist's granddaughter, who was living in Massachusetts not long ago. The Washington portrait in the Harvard collection was painted by Savage. He was commissioned to do the canvas for the portrait of Washington which is in the New England Museum and Gallery of Fine Arts. It is known as the "Family Group at Mount Vernon." Sartain made an engraving from it.



JAMES SHARPLESS was an English painter. He studied in London under Penny. He made two visits to the United States, the first in 1794, the second in 1809. He is best known by his colored crayons and cabinet portraits. Nearly all his pictures of Washington are profiles—something unusual in Washington portraits. By the artists of his day as well as the artists of the present time the work of Sharpless is regarded as meritorious. Quite a number of his portraits are extant. A noted one is in the residence of General G. W. C. Lee of Virginia. It is believed by many that it is an excellent canvas. Sharpless ranked high in his profession in England. When he came to this country he was actuated in so doing largely by his love for Washington.



CHARLES WILLSON PEALE, father of Rembrandt Peale, painted the first miniature of Washington from life. He was also the first to execute a life size portrait of Washington. This was in 1773. Peale had returned from Europe and was invited to visit to a three-quarter length and represent the subject in the dress of a colonel of militia of the colony of Virginia. Washington also sat for Peale for the portrait ordered by congress in 1777. This portrait is well known in the public. It represents Washington in full uniform, with his hair on a cannon. It was finished in 1789. Congress forgot to make an appropriation for Peale, and he never received a dollar for his great work. The portrait is in the Smithsonian institution.



GIUSEPPE CERRACHI, the Italian sculptor, never saw Washington, but he carved a notable bust of the great American which has been admired. He must have done his work from a Washington portrait, and yet to the critical eye there is nothing in it that exactly resembles any of the portraits with which the public is familiar. This is not saying that the bust does not possess merit. The life of the sculptor had an unhappy ending. He was executed in 1801 on the charge of having been engaged in a conspiracy against Bonaparte. He was born in Corsica in 1760. He made a bust of the first consul. Previous to this work he had been in Rome. He was forced to flee from the Eternal City because of his efforts there to establish a new government.

### LITTLE FACTS WORTH KNOWING.

Submarine divers find great difficulty in reaching a depth of over 130 feet. Two hundred feet has never yet been achieved. A baron's robe has two rows of ermine. That of a viscount has two and a half rows, an earl's has three rows, a

marquis' three and a half and a duke's robe four complete rows. Germany now holds the world's record for silken thread. She has 1,100 glove factories, of which 1,000 make kid gloves exclusively. Nine British sovereigns have begun

and ended their reigns on the same day of the week. Of these both Henry I. and Richard III. succeeded and died on Sunday. A silken thread is three times as strong as a flaxen one of the same thickness. There are 11,004 mines and quarries in active operation in the United

Kingdom of Great Britain. These produce 280,000,000 tons of minerals in a year. Some of the largest ocean steamers can be converted into armed cruisers in thirty hours. Manchester, in England, and Boston, in the United States, are almost exactly equal in population, while Bir-

mingham and Baltimore are also very nearly alike. The hardest wood in the world is not ebony, but cocob, which is much used for making flutes and similar musical instruments. The lantern of the Lundy Island (England) lighthouse is 540 feet above high water and can be seen thirty-

one miles away. The Cape Clear light is 455 feet above the sea. Sugar exists not only in the cane, beet root and maple, but in the sap of 187 other plants. Sixty-four out of every hundred pounds of foreign wool imported into England comes from Australasia. The north riding of Yorkshire, Eng-

land, contains 300,000 acres of moorland and mountain—a record for any county in the kingdom. There are by latest statistics 3,550 miles of inland navigation in England and Wales. A cow's hide produces thirty-five pounds of leather and that of a horse about eighteen pounds.