

A french collection about the Panama Canal history (19th century)



Dr Christian Moreau



What it is not ? What is it ?

- It is not Archives
 - No primary administrative sources
- It is Historical documentation
 - of mainly two formats:
 - 19th century newspapers and articles
 - 19th century books and booklets



Main Items of the collection

1. Where to build the canal ?
2. The Compagnie Universelle du Canal Interocéanique
3. The Panama scandal
4. The recovery of the Panama Canal enterprise
5. The hesitations of the American work



1 - Where to build the canal ? (1840- 1879)



ISTHME DE PANAMA.

EXTRAIT D'UN MÉMOIRE

DE M. MICHEL CHEVALIER,

Ingénieur en chef des mines.

(Extrait des Annales des ponts et chaussées.)

PARIS.

CARILJAN-GOEBURY ET V^o DALMONT,

LIMBAIRES DES CHÈVRES ROYAUX DES PONTS ET CHAUSSÉES ET DES MINES,

QUAI DES AUGUSTINS, N^{os} 39 ET 41.

1844.



HARPER'S NEW MONTHLY MAGAZINE.

No. CCLXXXII.—NOVEMBER, 1873.—VOL. XLVII.

THE SECRET OF THE STRAIT.



ENTRANCE TO CARTAGENA—PICURESQUE GATEWAY.

THE Isthmus of Darien, a land of tropical richness and beauty, where the precious woods of southern climates flourish in abundance, and where flowers bloom and fruits ripen the whole year round, is placed by nature as a natural barrier between two great oceans. Narrow, and interspersed with

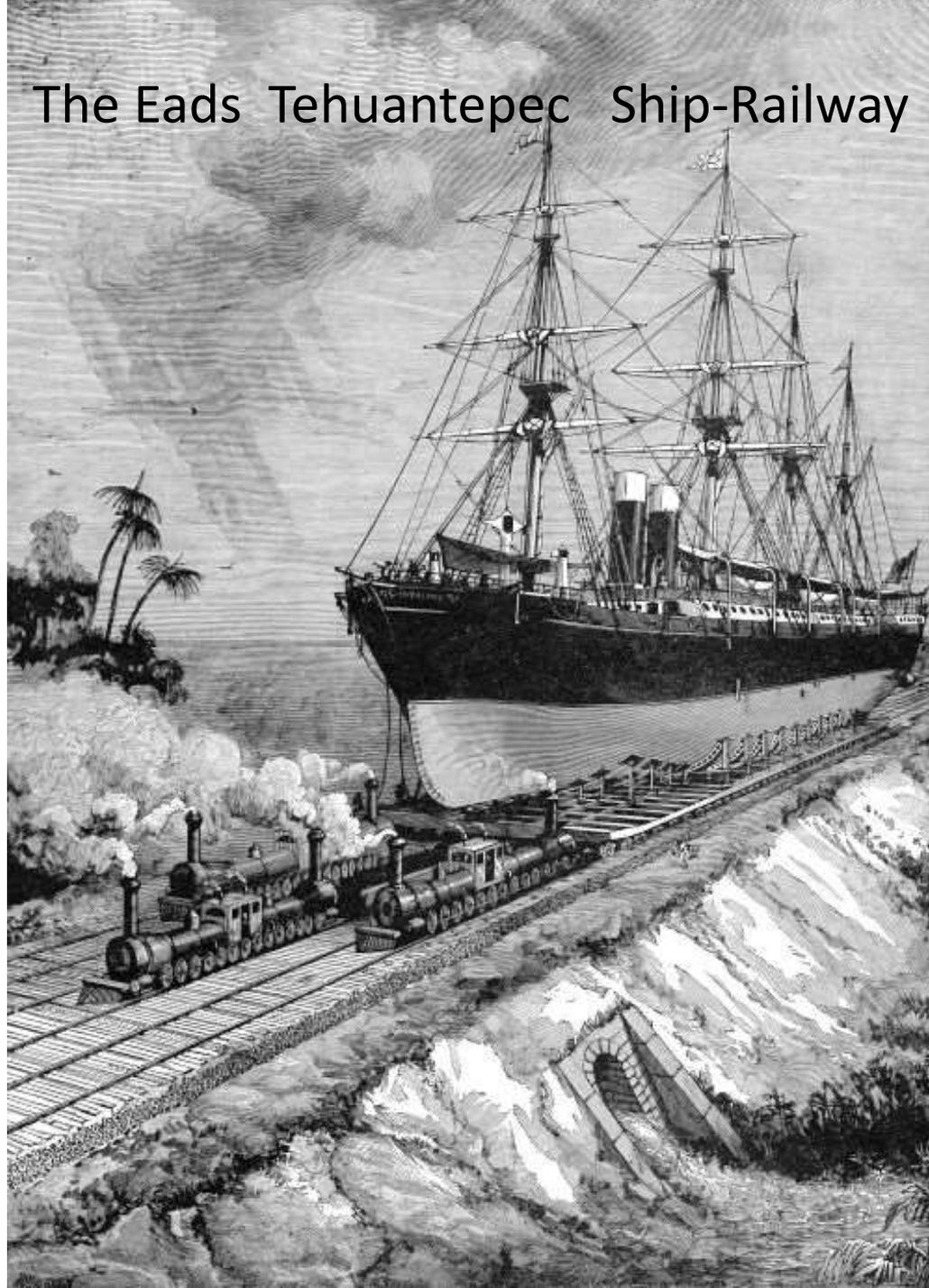
Numerous explorers have searched in vain for what in earlier times was supposed to exist, and it remained for the advanced and enlightened spirit of the nineteenth century to set about the work with a determination leading directly to practical results.

When Cortez was exploring the coast of Mexico and Nicaragua, the Emperor Charles



PANAMA

The Eads Tehuantepec Ship-Railway



ADDRESS
—OF—
MR. JAMES B. EADS,
BEFORE THE
House Select Committee on Inter-Oceanic Canals,
9th of MARCH, 1880,
IN REPLY TO
COUNT DE LESSEPS.

In commenting upon the project of Count de Lesseps, I shall consider the subject simply as an engineering one, and in relation to its practicability; its probable cost; the time needed for its completion; and its utility when completed.

The question of the practicability of opening a tide level waterway through the American Isthmus is simply a question of money and of time. If sufficient money were supplied, and time enough were given, I have no doubt that, instead of the narrow and tortuous stream which Count de Lesseps proposes to locate at the bottom of an artificial cañon to be cut through the Cordilleras at Panama, engineers could give to commerce a magnificent strait through whose broad and deep channel the tides of the Pacific would be felt on the shore of the Caribbean Sea, and through which the commerce of the next century might pass unvexed, from ocean to ocean.

The science of engineering teaches those who practice it how the forces of nature may be utilized for the benefit of mankind, and it is the duty of an engineer when charged with the responsibility of solving an important engineering problem, by which his fellow men are to be benefited, to consider carefully how the desired results can be most *cheaply*



Complete
Prof. B. C. Adams

LETTERS

FROM

LEADING ENGINEERS

AND

NAVAL ARCHITECTS

AS TO THE PRACTICABILITY OF CONSTRUCTING AND OPERATING

A SHIP RAILWAY.

ST. LOUIS:

G. I. JONES & COMPANY, PRINTERS.

1882.



PANAMA

ET

DARIEN

VOYAGES D'EXPLORATION

PAR

ARMAND RECLUS

(1876-1878)

Contenant 60 gravures et 4 cartes

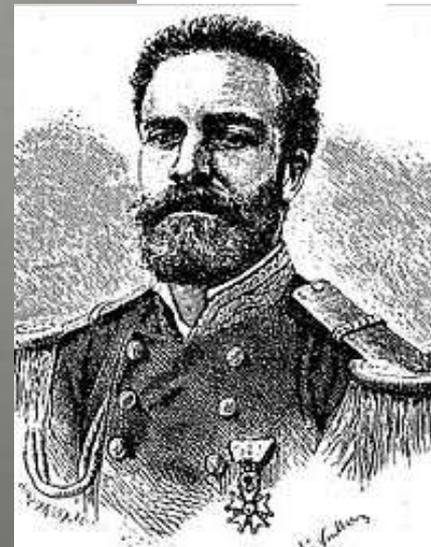
PARIS

LIBRAIRIE HACHETTE ET C^o

79, BOULEVARD SAINT-GERMAIN.

1881

Droits de propriété et de traduction réservés



LE
CANAL DE PANAMA

L'ISTHME AMÉRICAIN
EXPLORATIONS; COMPARAISON DES TRACÉS ETUDIÉS
NÉGOCIATIONS; ÉTAT DES TRAVAUX

PAR

Lucien N. B. WYSE

Commandant des expéditions européennes au Darien, à San Blas,
au Nicaragua et à Panama en 1825-27 et 28;
chargé de missions en Amérique en 1829-30-31-32 et 35;
auteur du traité définitif de cession accordé à Esquivel par le gouvernement vénélozélien;
du contrat passé à New-York avec la compagnie du chemin de fer de Colón au Pacifique
ainsi que du projet de Canal interocéanique
adopté par le Congrès international de Paris en 1829
en cours d'exécution, etc., etc.

Ouvrage contenant

UNE GRANDE CARTE DE L'ISTHME COLOMBIEN
UN PLAN PANORAMIQUE DU CANAL DE PANAMA SUPPOSÉ ACHÉVÉ
EN TABLEAU SYNOPTIQUE DES DIVERS PROJETS

Dessiné spécialement par Lucien N. B. Wyse

ET 80 GRAVURES SUR BOIS

PARIS
LIBRAIRIE HACHETTE ET C^e

75, BOULEVARD SAINT-GERMAIN, 75

1886

Revue de géographie et de statistique générales



De la part de l'auteur
F. de Lesseps
BRAU DE SAINT-POL LIAS

PERCEMENT
DE
L'ISTHME DE PANAMA

LE CONGRES DE PARIS

Préside par M. le Comte

FERDINAND DE LESSEPS

VUES PHOTOGRAPHIQUES, CARTES ET PORTRAITS

Prix : 1 franc



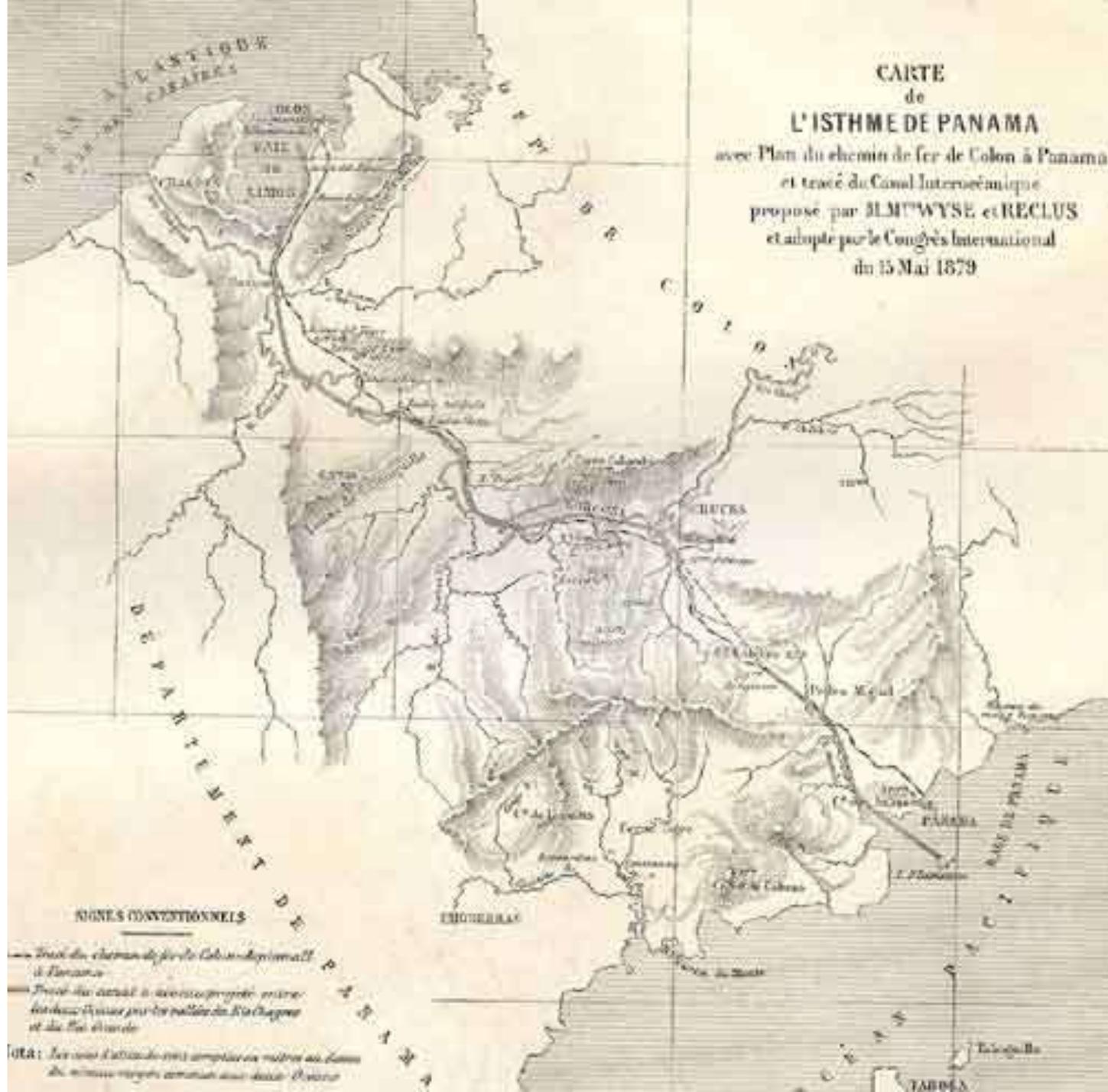
Statue de Christophe Colomb, à Colon Aspinwall (Isthme de Panama).

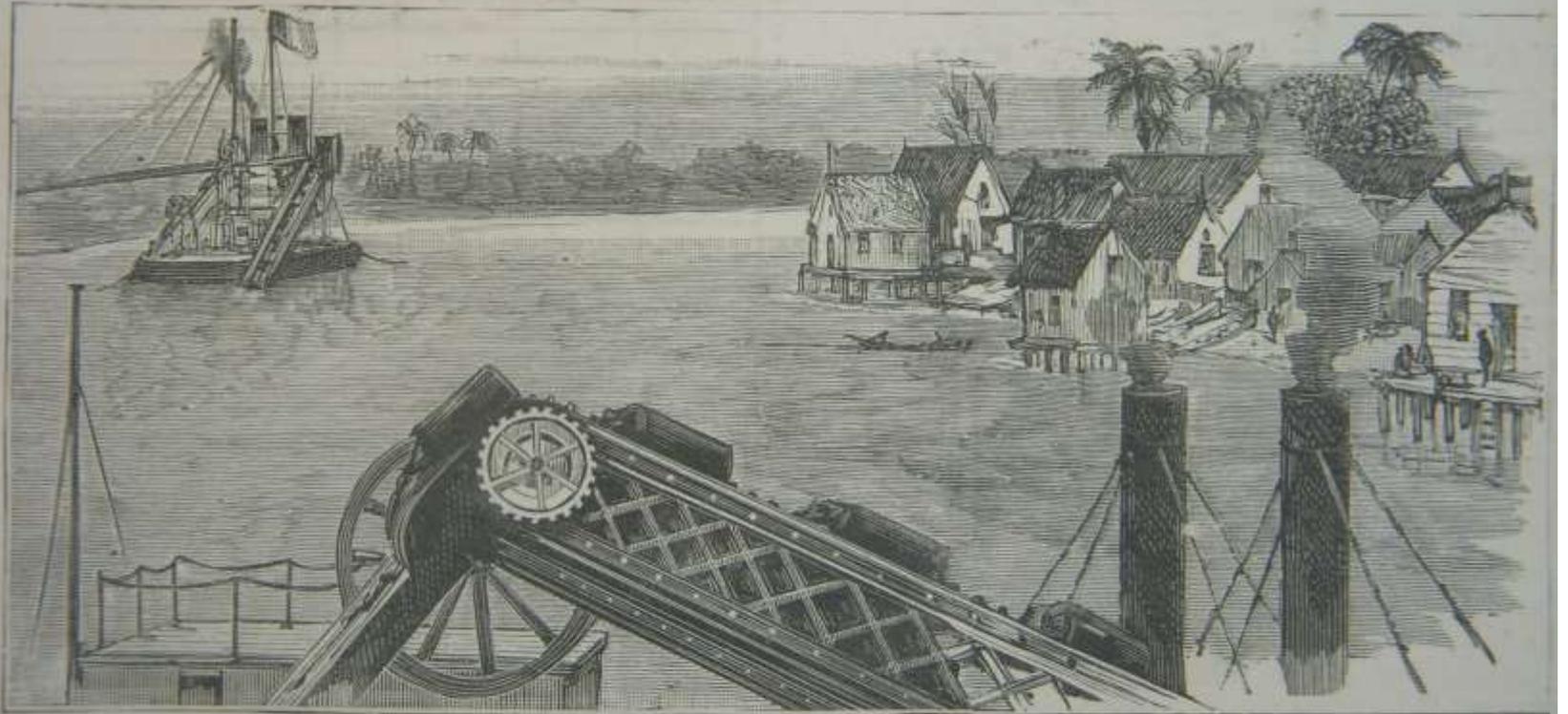
PARIS
E. DENTU, ÉDITEUR



2 - The Compagnie Universelle du Canal Interoocéanique (1879-1889)







CITÉ DE LESSEPS, WHERE THE CANAL FIRST CUTS INTO THE CHÂGRES RIVER

VIEWS OF THE PANAMA CANAL WORKS



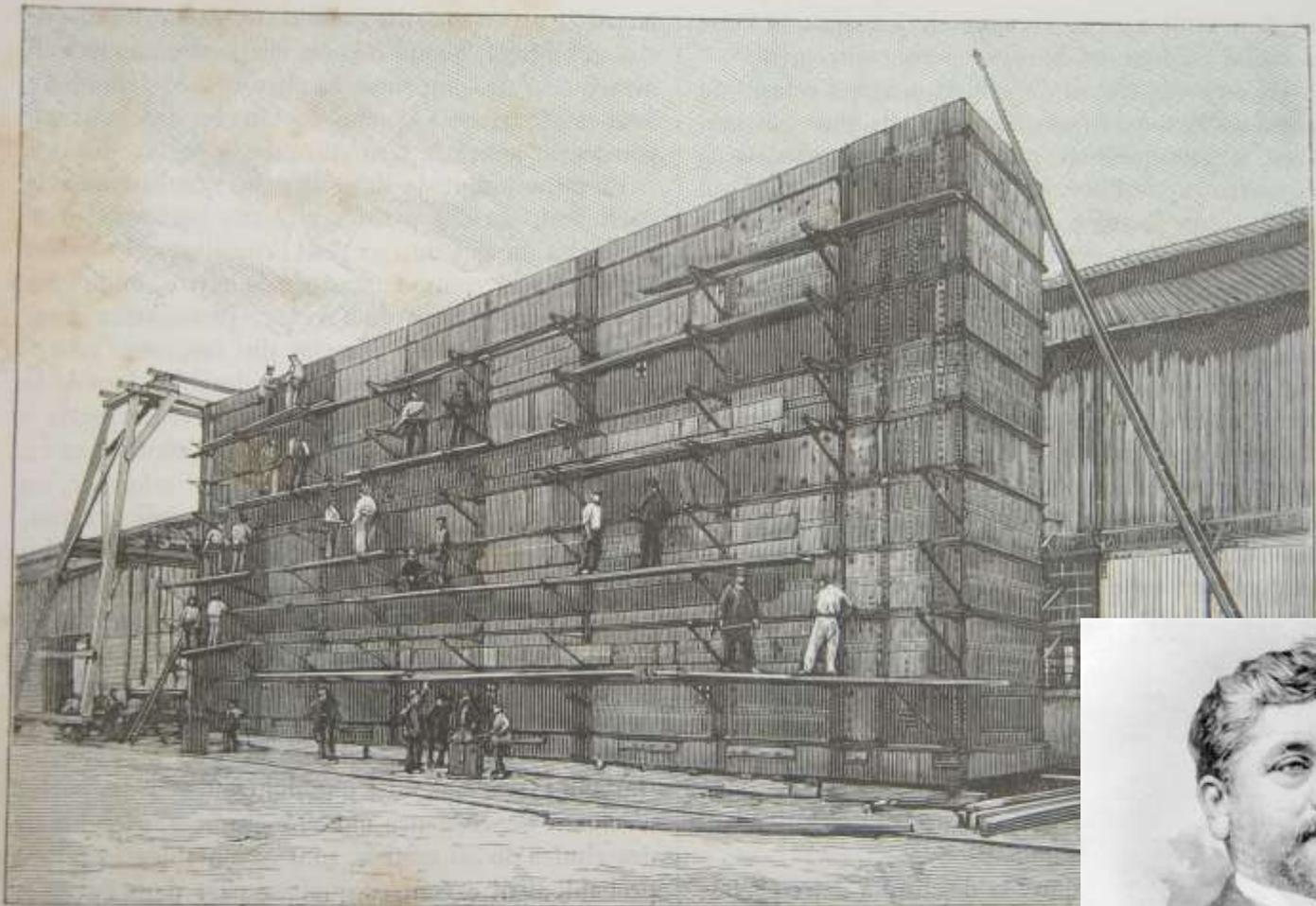


Fig. 1. — Construction à Nantes, des portes d'écluse du canal Interocéanique de Panama. Caisson roulant fo
d'amont. Hauteur, 10^m,08; longueur, 24^m,156; épaisseur, 5^m,016. (D'après une photograph



SOCIÉTÉ D'ENCOURAGEMENT

POUR L'INDUSTRIE NATIONALE

fondée en 1801,

DÉCLARÉE ÉTABLISSEMENT D'UTILITÉ PUBLIQUE PAR ORDONNANCE DU 21 AVRIL 1824,

RUE DE BERNES, 44, A PARIS.

SUR LE

CANAL INTEROCÉANIQUE

A TRAVERS L'ISTHME AMÉRICAIN

PAR

M. VOISIN BEY

MEMBRE DU CONSEIL.

(Communication faite à la Société dans sa séance du 11 juillet 1878.)

PARIS

IMPRIMERIE DE MADAME VEUVE BOUCHARD-HUZARD

Jules TREMBLAY, gendre et successeur

RUE DE L'ÉPERON, 5.

1880



CHAMBRE DE COMMERCE
DE BORDEAUX

CANAL INTEROCÉANIQUE

OU

PANAMA

BORDEAUX

IMPRIMERIE NOUVELLE A. BELLIER & C^e

(Imprimeurs de la Chambre de Commerce)

16 — RUE CARNEAU — 16

—
1886



CONFÉRENCE

FAITE LE 9 JUIN 1886 A LA SOCIÉTÉ NORMANDE DE GÉOGRAPHIE

sur son

VOYAGE A PANAMA

par

M. ÉMILE FERRY

Délégué de la Chambre de Commerce de Rouen, pour la visite des travaux du Canal de Panama

27 JANVIER—26 MARS 1886



ROUEN

IMPRIMERIE DE ESPÉRANCE CAGNIARD

Rues Jeanne-Darc, 88, et des Banneux, 5

—
1886



AUGUSTIN GARÇON

HISTOIRE
DU
CANAL DE PANAMA

HISTORIQUE — DESCRIPTION
CONSÉQUENCES ÉCONOMIQUES AU POINT DE VUE EUROPÉEN
AVENIR DU CANAL INTEROCÉANIQUE

LETTRE-PRÉFACE

DE

M. FERDINAND DE LESSEPS

Ouvrage couronné par la Société des Etudes historiques

Gusta Dei per Francos.

AVEC UN PANORAMA EN COULEUR

PARIS

CHALLAMEL AINÉ, ÉDITEUR

5, RUE JACOB ET RUE FURSTENBERG, 2

1886



3 - The Panama scandal (1890-1897)



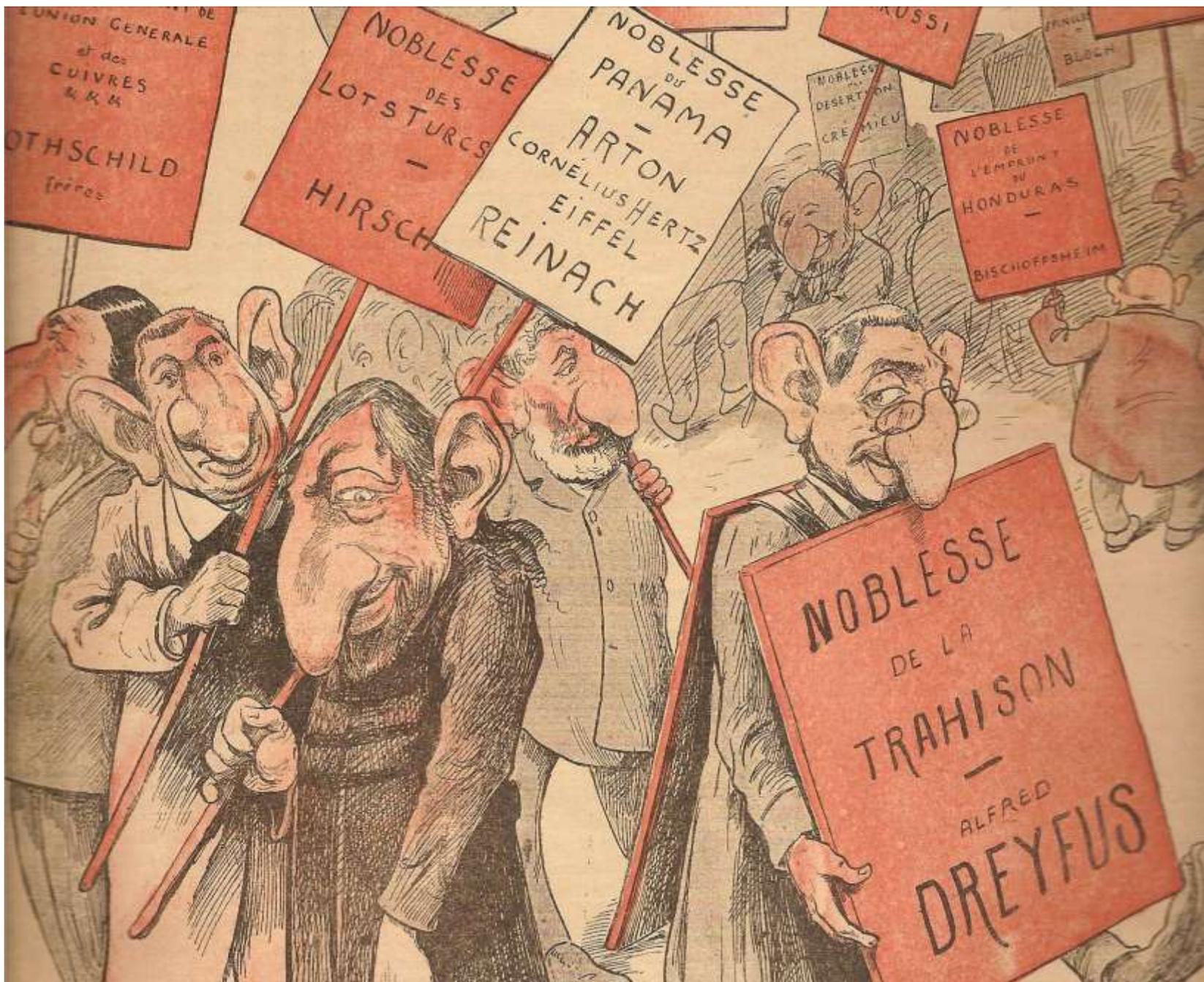


Commission d'enquête: vers le scandale politique



1897: Le procès des « chèqueards »







JUGEMENT D'HOMOLOGATION
DE LA TRANSACTION
RELATIVE A LA RÉSILIATION DE L'ENTREPRISE GÉNÉRALE
DES ÉCLUSES
OU
CANAL DE PANAMA

31 Juillet 1889

PARIS
IMPRIMERIE ET LIBRAIRIE CENTRALES DES CHEMINS DE FER
IMPRIMERIE CHAIX
SOCIÉTÉ ANONYME AU CAPITAL DE CINQ MILLIONS
Rue Bergère, 20
1892



COUR D'APPEL DE PARIS

1^{re} CHAMBRE

PLAIDOIRIE

DE

M^e Henri BARBOUX

POUR

MM. Ferdinand et Charles DE LESSEPS

PARIS

SOCIÉTÉ ANONYME DE PUBLICATIONS PÉRIODIQUES

13, QUAI VOLTAIRE, 13

1893



4 - The recovery of the Panama Canal enterprise (1890-1903)



LE
CANAL DE PANAMA

Transformé en lac intérieur

— — — — —
NOUVEAU PROJET

Proposé par G. SAUTEREAU, Ingénieur,

Ancien Collaborateur de M. Ferdinand de Lesseps à la Compagnie du Canal maritime de Suez.

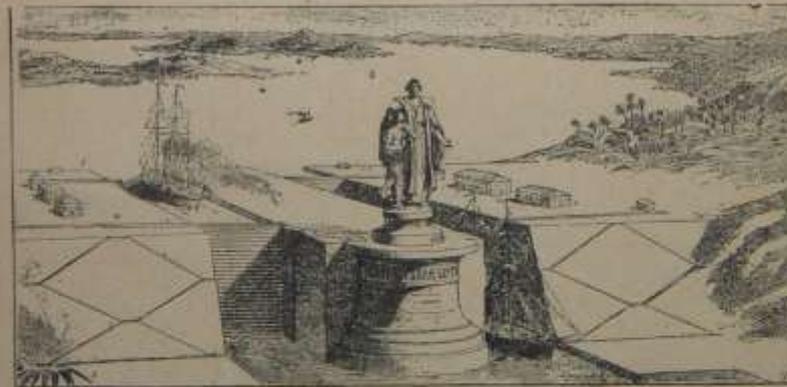
Et réalisable pour Quatre Cents Millions de Francs

Et quœcum pars parva fuit!

NOUVELLE ÉDITION DE LUXE

Illustrée de nombreuses planches et gravures

Prix : 1 franc



Statue Christophe-Columb, projetée au Canal de Panama.

EN VENTE POUR LA FRANCE :

A PARIS : *L'Express des journaux*, 15, rue du Croissant, et dans tous les kiosques.

EN PROVINCE : Chez tous les libraires.

POUR L'ÉTRANGER :

MAISON DENNÉ

Librairie Espagnole et Américaine, 29, rue Cadet, PARIS.



ÉCLUSE A GRANDE DÉNIVELLATION

Systeme J. Pouchet et G. Sautereau, ingénieurs, breveté S. G. D. G.

Pl. II.

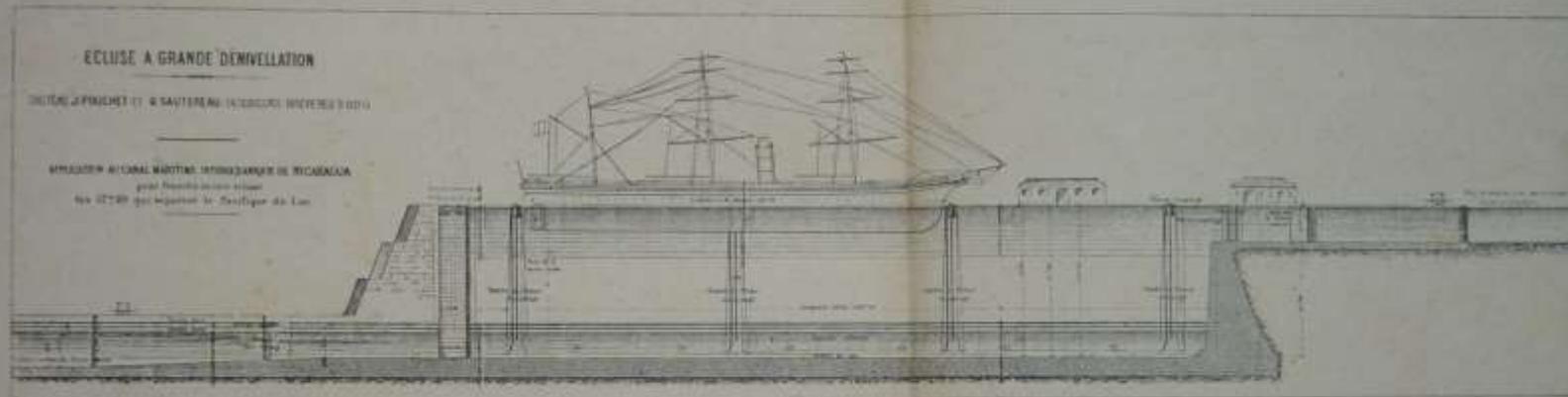


Fig. 1. — Coupe longitudinale par l'axe de l'écluse.

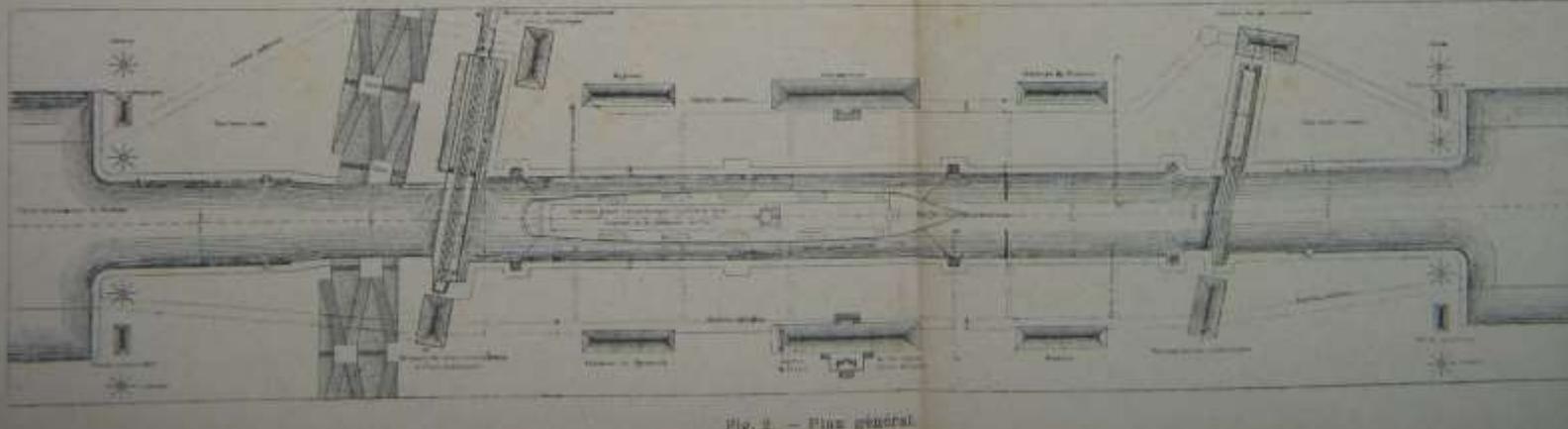


Fig. 2. — Plan général



LE CANAL MARITIME DE PANAMA TRANSFORMÉ EN LAC INTÉRIEUR Pl. V.

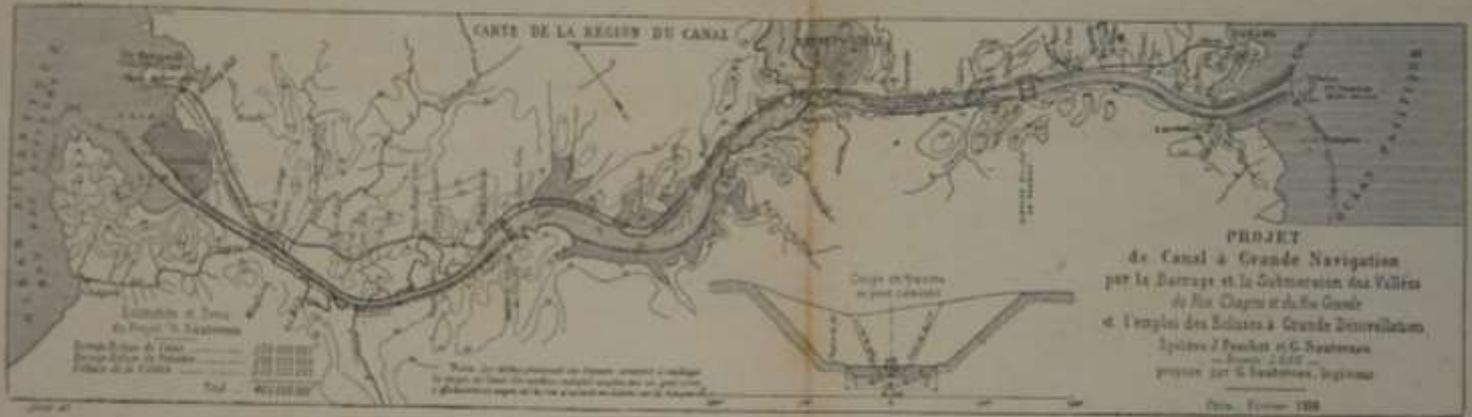


Fig. 1. — Carte de la région du Canal de Panama.

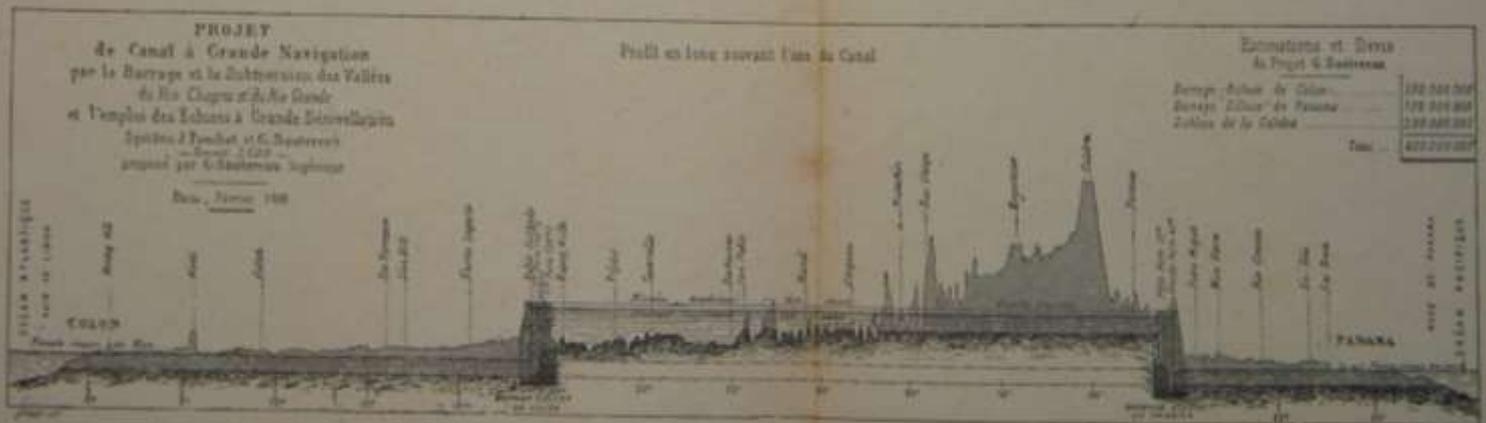


Fig. 2. — Profil en long suivant l'axe du Canal de Panama.



PROJET D'ACHÈVEMENT
du
CANAL DE PANAMA

par

A. DUMAS

INGÉNIEUR DES ARTS ET MANUFACTURES



PARIS

E. BERNARD ET C^o, IMPRIMEURS-ÉDITEURS

LITHAIRE

IMPRIMERIE

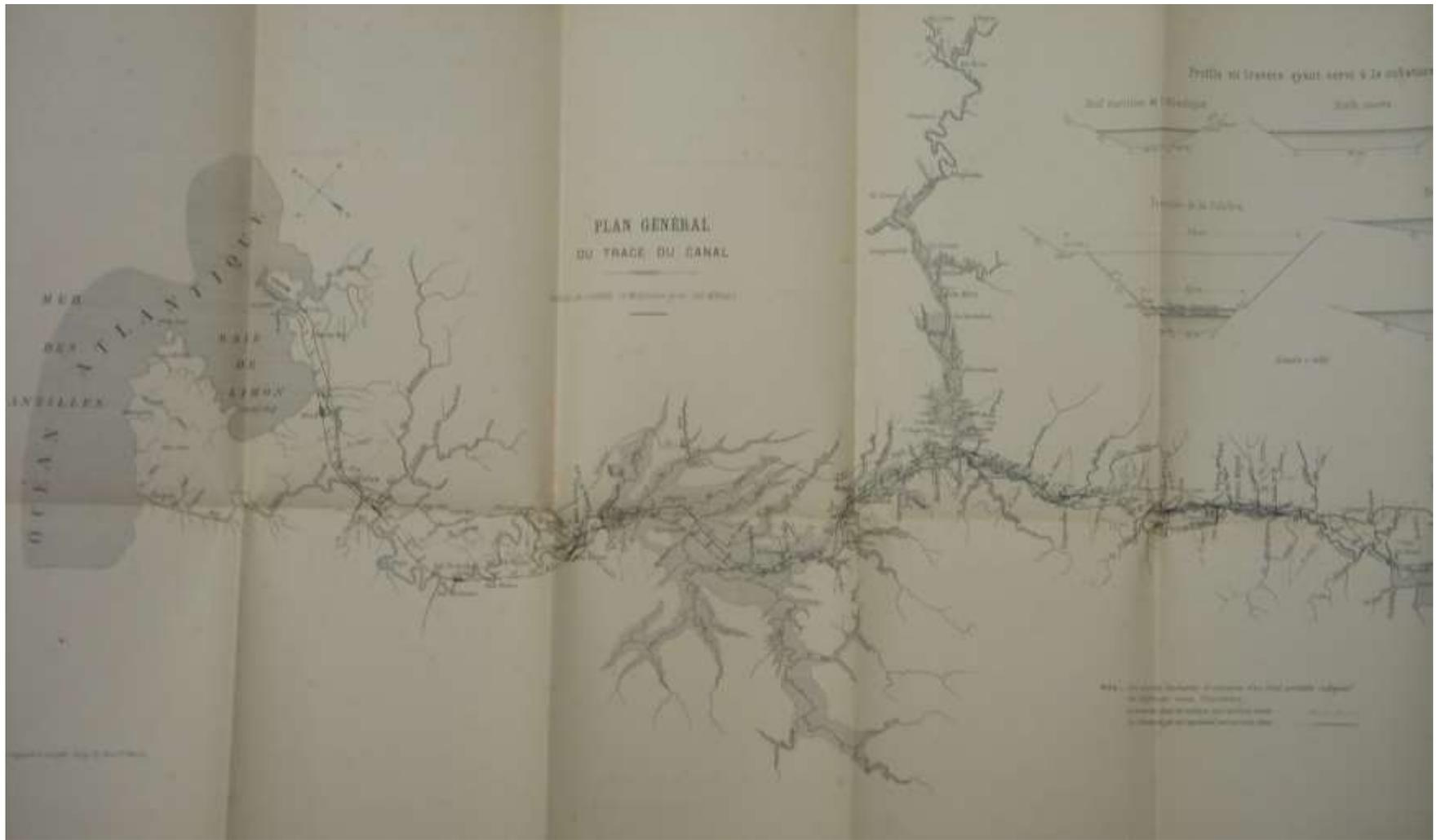
53^{me}, Quai des Grands-Augustins

71, Rue La Condamine, 71

Imprimé au dépôt de propriété et de l'industrie française.

1891

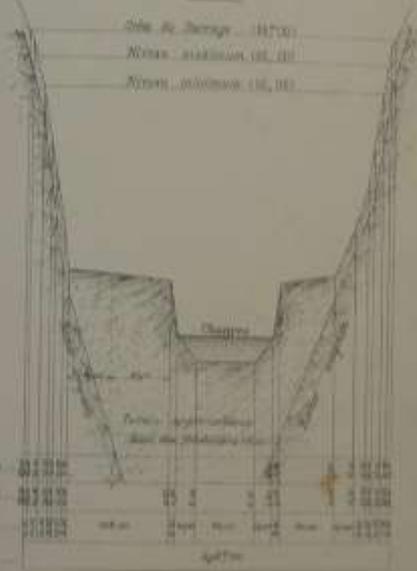




PLAN GÉNÉRAL DES ÉCLUSES & DES BARRAGES DE BOHIO-SOLDADO

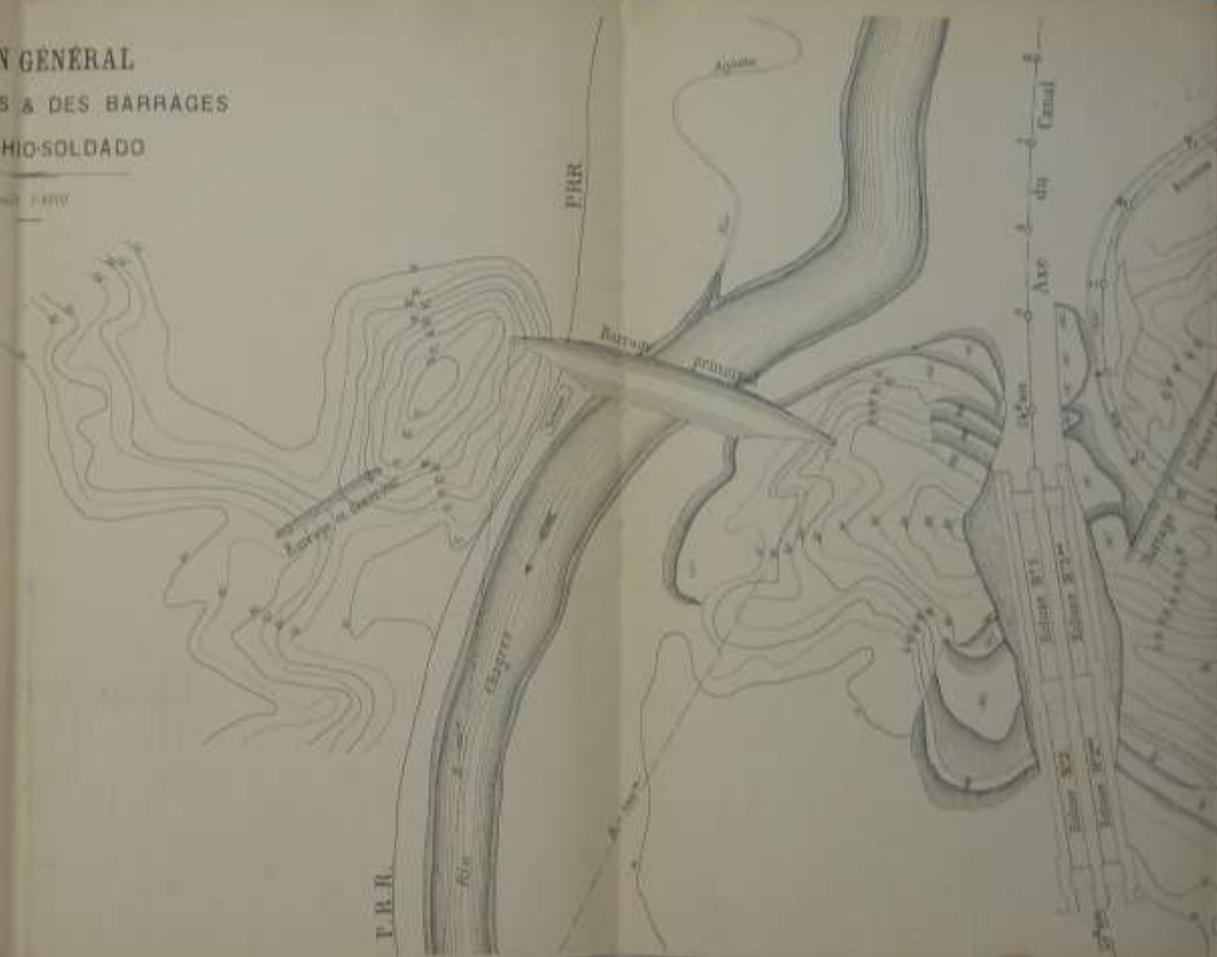
Scale 1:50,000

Coupe géologique
sur l'axe du barrage principal



Echelle (Longueur) 1:50,000
Echelle (Largeur) 1:50,000

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LE TARIF A APPLIQUER
à
PANAMA
ET LES
REVENUS PROBABLES DU CANAL

par

A. DUMAS

INGÉNIEUR DES ARTS ET MANUFACTURES



PARIS

E. BERNARD ET C^e, IMPRIMEURS-ÉDITEURS

LIBRAIRIE

53^{me}, QUAI DES GRANDS-AUGUSTINS

IMPRIMERIE

71, RUE LA CONDAMINE, 71

1891

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CANAL INTEROCÉANIQUE DE PANAMA

MISSION DE 1890-91 EN COLOMBIE

RAPPORT GÉNÉRAL

PAR

LUCIEN N.-B. WYSE

ACCOMPAGNÉ DE PLAN ET DU PROFIL DU PROJET A 6 ÉCHELLES
GROUPEES EN DEUX ÉCHELLES
AVEC PLAFOND DE BIEF SUPÉRIEUR UNIQUE A LA COTE 20



PARIS

LIBRAIRIE ACHILLE HEYMANN

1 ET 3, RUE LAFITTE, 1 ET 3

1891

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COMPAGNIE NOUVELLE DU CANAL DE PANAMA

SIÈGE SOCIAL — 7, Rue Louis-le-Grand, 7 — PARIS

Notice succincte concernant l'Exposition présentée par la Compagnie



PALAIS DU GÉNIE CIVIL ET DES MOYENS DE TRANSPORT

GROUPE VI — CLASSE 28



THE NEW PANAMA CANAL CO.

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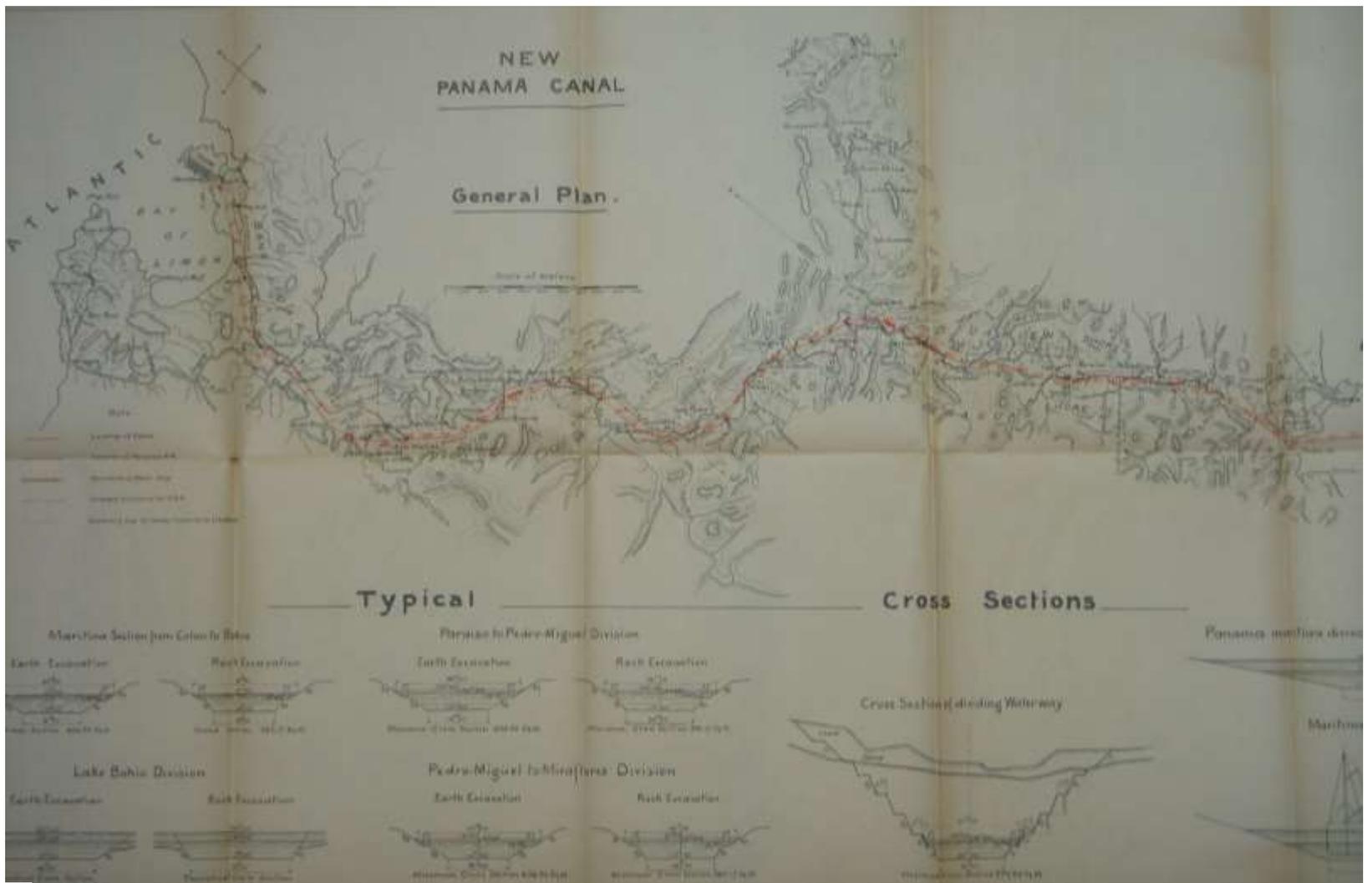
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SULLIVAN & CROMWELL,
United States Trust Co. Bldg.,
45 Wall St., New York City.





6 –The hesitations of the American work

(1903... 1910!)



THE PROPOSED ISTHMIAN SHIP-CANAL

By William H. Burr

Member of the Isthmian Canal Commission

THE project of a transportation route across the Central American isthmus to connect the two oceans is nearly four hundred years old. The early Spanish explorations were so thorough and well directed that apparently no feasible crossing of the isthmus from Tehuantepec to the Atrato River escaped their examination. The good judgment, energy, and intrepidity displayed by these early Spaniards in pushing their explorations successfully in every direction where anything was to be gained, cannot fail to command admiration and respect, even though the accomplishment of their purposes was frequently accompanied by indescribable

and the site of old Panama, about five miles east of the present city of Panama, the Pacific terminus. The settlement of old Panama was begun in 1517, and in 1521 it became a city. Subsequently it became the Pacific terminus of a paved road seventeen miles long, running to Cruces, a town on the Chagres River. Great quantities of the precious metals were transported across the isthmus along these early lines of communication, and they were the means of developing an active commerce between the old countries and the new. Indeed, this commerce attained such importance that the idea of a ship-canal took shape soon after the passage across the isthmus was made. It is stated with apparent authority that the





M. BUNAU-VARILLA

THE SEA-LEVEL CANAL AND THE STRAITS OF PANAMA

BY PHILIPPE BUNAU-VARILLA

UP to a recent date (September, 1905), engineers have been contemplating only two forms of the Panama waterway: the lock canal type and the sea-level canal type. The lock form consists in establishing a series of water levels on both sides of the continental backbone. These levels are united by locks which allow the ships to pass from one level to the other, thanks to the vertical lift of the locks. The central level, or summit level, is fed by the waters of the river Chagres. To this end the Chagres is dammed at a given point in order to retain its flood waters and to form a reservoir, the level of which is that of the summit level of the canal, or higher than the summit level.

The only advantage of a lock canal is the economy of time of construction that naturally results from a cut through the continental divide of lesser depth than the one necessary for a sea-level canal.

There is no other advantage, and those

who claim that there are others can be compared to a surgeon who tries to demonstrate to his patient that a wooden leg is preferable to a natural one.

The disadvantages of a lock canal, on the other hand, are of the gravest character.

First, when in use it may be crippled for a long time by a wrong maneuver of the ponderous war-ships and commercial vessels which will pass through the canal.

Second, it may be practically destroyed for years if a dynamite-loaded ship explodes during its passage through the locks. An analogous case actually occurred in the Suez Canal in the accident to the steamship *Clatham* a few years ago.

Third, it may be crippled for a long time with a few sticks of dynamite by a party of desperate men.

Fourth, it may be crippled in case of war by attacks from below water by a submarine, or from above by an air-ship.

Fifth, it may be crippled for an indefinite



PANAMA

LA CRÉATION
LA DESTRUCTION
LA RÉSURRECTION

PAR

PHILIPPE BUNAU-VARILLA

ANCIEN INGÉNIEUR AU CORPS DES PONTS ET CHAUSSÉES
ANCIEN INGÉNIEUR EN CHEF DU CANAL DE PANAMA
ANCIEN MINISTRE PLÉNIPOUVOIRÉ DE PANAMA À WASHINGTON

*Act utam inveniam
Aut fatiam.*

QUATRIÈME ÉDITION



PARIS

LIBRAIRIE PLON
PLON-SOURRIT ET C^o, IMPRIMEURS-ÉDITEURS
8, RUE CASANCIÈRE — 0^e

1913

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BIBLIOTHÈQUE DES AMIS DE LA MARINE
Publiée sous la direction de M. MARCEL DUBOIS

DANIEL BELLET

Professeur à l'École des Sciences Politiques
et à l'École des Hautes Études Commerciales.

LA NOUVELLE VOIE MARITIME
LE
CANAL DE PANAMA



LIBRAIRIE ORIENTALE & AMÉRICAINNE

E. GUILMOTO, Éditeur

6, Rue de Mézières, PARIS



Question for a friend of Panama:

What to do of all this historical documents?



- Sell and disperse !?
But why have done such a collection?
- Gift to the Chateauroux public library
But: who will study all this stuff, in Chateauroux?
- Gift to the Panama Canal archives
There must be some French souvenir in Panama.
There, could be some future motivated students!





