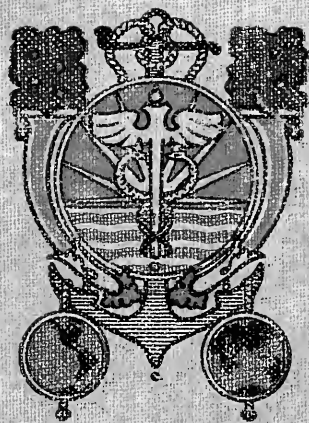


PANAMA CANAL

WHAT IT IS
WHAT IT MEANS



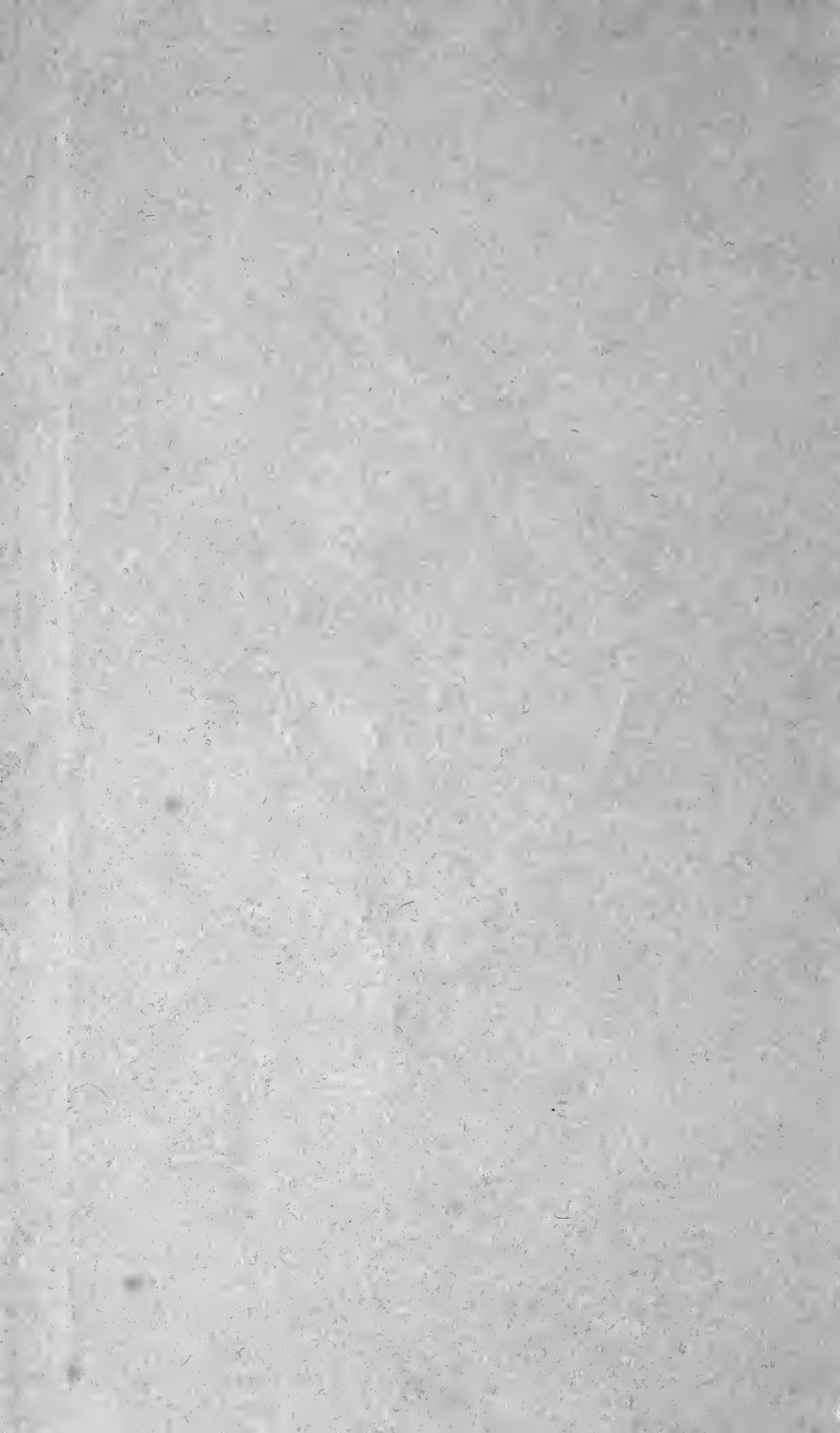
JOHN BARRETT

PAN AMERICAN UNION

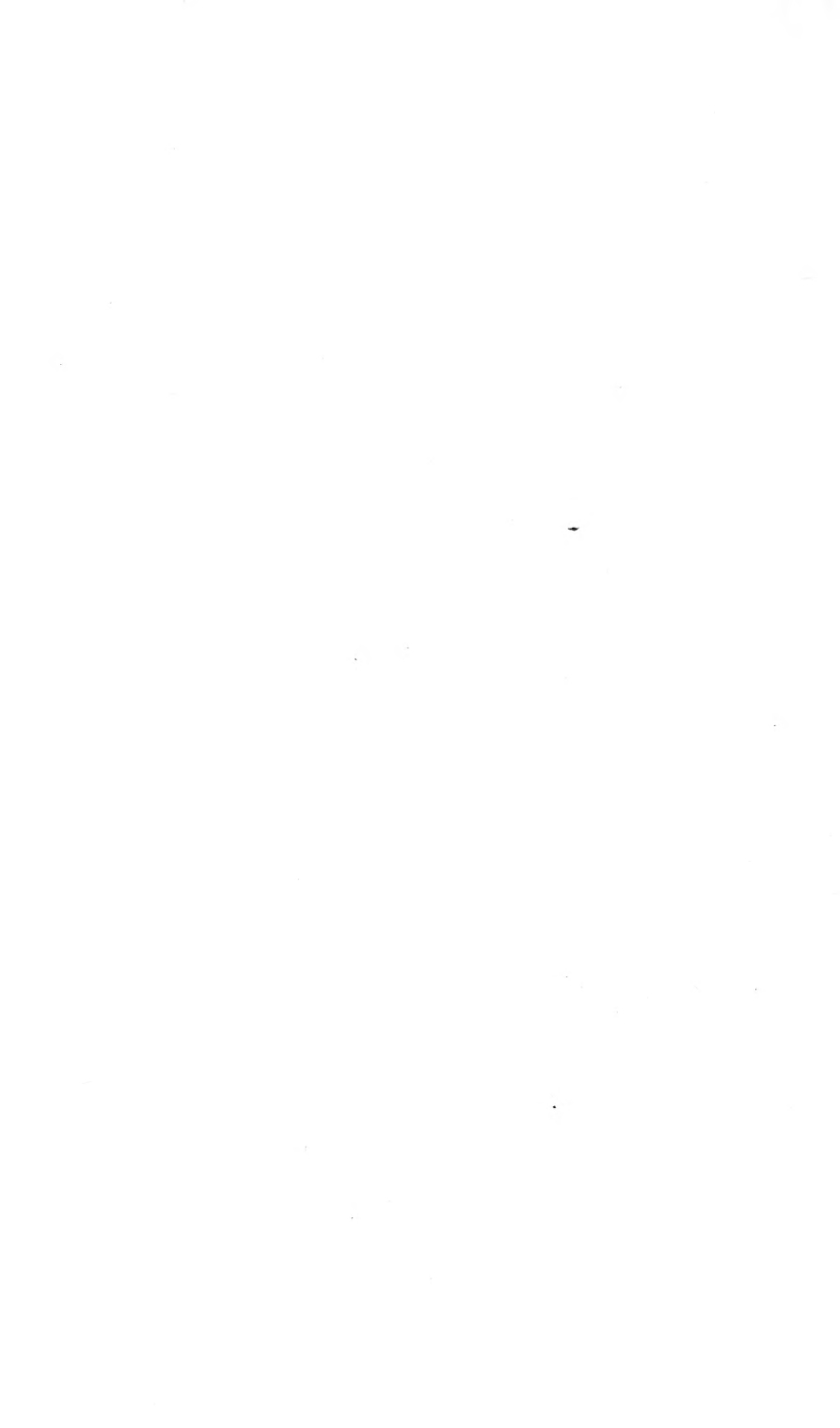
WASHINGTON, D.C.

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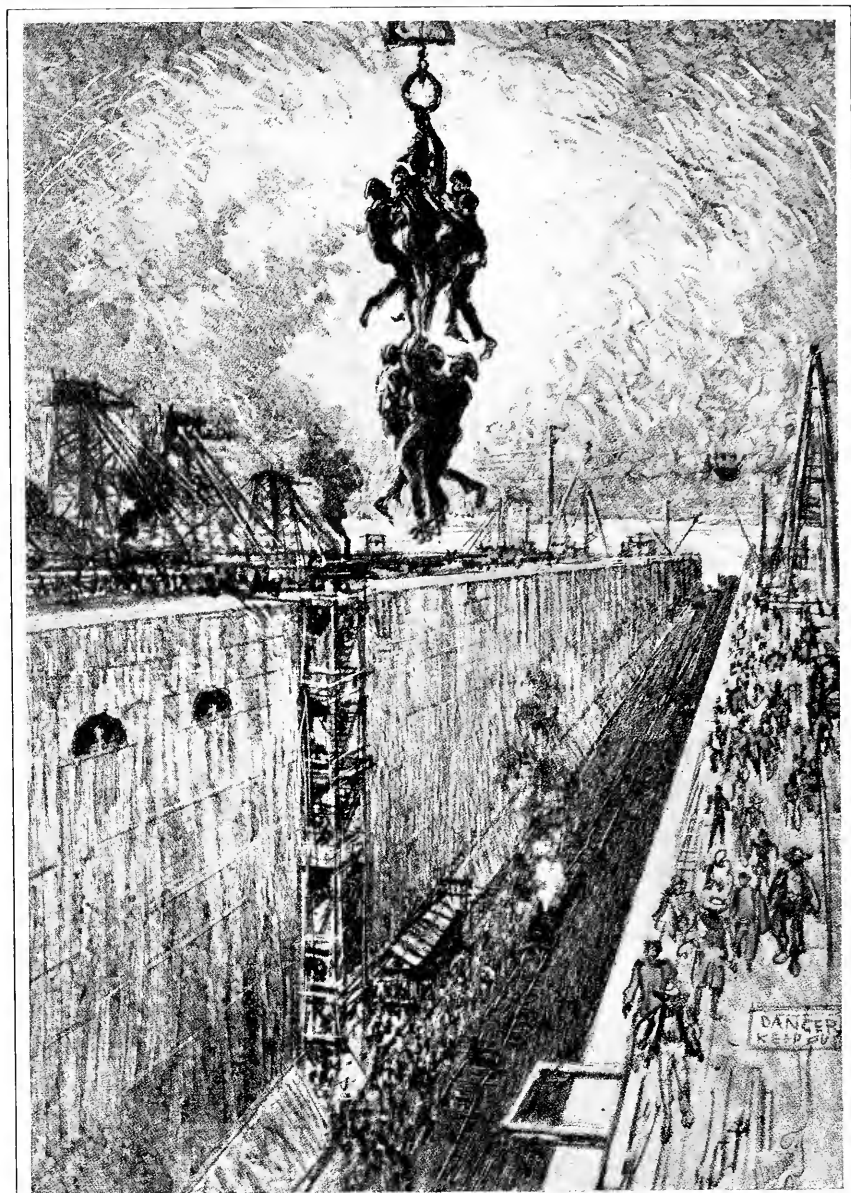
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PANAMA
CANAL

WHAT IT IS
WHAT IT MEANS

Mr. W. J. Brady
Man Chogue
Savannah, Panama
Isthm April 24th 1912



Copyright by Joseph Pennell

END OF DAY, GATUN LOCK

This sketch was made by Joseph Pennell while workmen were quitting work for the day
By permission of Joseph Pennell and J. B. Lippincott Co., Philadelphia, Pa.

PANAMA CANAL

WHAT IT IS
WHAT IT MEANS



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DIRECTOR GENERAL OF THE PAN AMERICAN UNION

U. S. Minister to Siam (1894-98); Special Commissioner in Asia (1898-99); U. S. Delegate to Second Pan American Conference (1901-02); Commissioner General to Asia and Australia of the St. Louis World's Fair (1902-3); U. S. Minister to Argentina (1903-4); U. S. Minister to Panama (1904-5); U. S. Minister to Colombia (1905-6); Elected by the Twenty-one American Republics, in 1906, as the Executive Officer of the "Bureau of American Republics" (changed by international agreement to "Pan American Union" in 1910), which position he has since held.

PAN AMERICAN UNION

WASHINGTON, D. C.

U. S. A.

1913

DEDICATED TO
COLONEL GEORGE WASHINGTON GOETHALS
AND HIS FELLOW WORKERS, THE MAN AND MEN
WHO ARE DOING IT

THE Pan American Union is an international organization and office maintained by the twenty-one American republics (the United States and its twenty sister nations: Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay, and Venezuela), controlled by a Governing Board composed of the Secretary of State of the United States and the Diplomatic Representatives in Washington of the other American nations, administered by a Director General and Assistant Director chosen by this Board and assisted by a staff of statisticians, compilers, trade experts, translators, editors, librarians and clerks, and devoted to the development of commerce, friendly intercourse, good understanding, and peace among all the American republics.

157954



FOREWORD

THIS little handbook has been prepared to meet a special demand. The widespread and growing popular interest in the Panama Canal and the great number of persons visiting the Isthmus have caused a heavy call to be made upon the Pan American Union for the information which it contains.

As the Pan American Union is the international organization and bureau of information maintained at Washington by all the twenty-one American republics, including the United States and the twenty Latin American countries, for the purpose of developing greater commerce, better acquaintance, more intercourse, and permanent peace among them, and as the Panama Canal will be a potent influence in accomplishing these ends, it is fitting that such a handbook should be published under its auspices. It should be understood, however, that the Pan American Union is not officially responsible for any errors which may have inadvertently crept into the text or for any opinions expressed or policies advocated in its pages.

It simply endeavors to answer in compact, succinct form the majority of questions which are asked, not only by those who, unable to go to Panama, desire to know more about the canal and what it means, but by those who, in going there, wish to learn ahead what they will see or confirm afterwards what they have seen. It is also intended to be useful to schools, colleges, libraries, and clubs where classes are being formed to study the canal, its meaning and effect. It should be likewise valuable for general reference.

It has been compiled under the supervision of the Director General of the Pan American Union, who was United States Minister to Panama at the beginning of the work on the canal in 1904-1905, assisting in the diplomatic negotiations establishing the first relations of the government of Panama and that of the Canal Zone. Since then, at other posts and in his present position, he has not only endeavored to follow closely the construction of the canal but to study constantly its possible effect upon the progress and prosperity of the American republics. As he

has also been Minister to two other Latin American countries, Argentina and Colombia, as well as delegate to the Second Pan American Conference in Mexico, and, prior to that service, Minister to Siam in southern Asia, and Commissioner General of the St. Louis World's Fair to Asia and Australia, he has actual acquaintance with the countries and commerce affected by the Panama Canal.


It is impossible within the space limitations of a book of this kind to do full justice to the Panama Canal, what it is and what it means, but as much information as possible of a practical and interesting character has been included.

Without trespassing in any way upon the field of the Isthmian Canal Commission, the Pan American Union has endeavored to meet a popular want of the hour coming under its official attention. It expresses appreciation of the assistance which it has received from the office of the Canal Commission in Washington and of the data obtained not only from the general reports and publications of the Commission and the addresses and articles of Col. Goethals, but from the handbook of the Commission and the Canal Record edited by Joseph Bucklin Bishop, Secretary of the Commission. It is also indebted to William P. Northrup of Buffalo for valuable coöperation in the make-up of the book, and to Joseph Pennell for the use of the frontispiece.



MEDAL GIVEN TO ALL EMPLOYEES ON THE CANAL "GOLD ROLL" FOR TWO YEARS OF CONTINUOUS SERVICE


Left: Head of Ex-President Roosevelt; right: Culebra Cut



PANAMA CANAL

✻

WHAT IT IS WHAT IT MEANS



JUST where are Panama, the Canal Zone, and the Canal itself?

These seem like simple questions and yet few persons can answer them correctly offhand.

As we nearly all feel the fascination of geography and enjoy studying maps in order to locate the countries and places which we either visit or read about, let us at the start have before us a few plain but interesting facts and figures.

To find the Isthmus of Panama on the map which we carry in the mind's eye, it is well to consider its location in reference to some representative cities or points in different sections of the world.

In its relation to the United States we can best locate it by using a little imagination. New York City is cut by the north and south Meridian of longitude which is 74 degrees west of Greenwich. Washington, the capital, is at 77 degrees. Toronto, Canada; Buffalo, New York; Pittsburgh, Pennsylvania; Charleston, South Carolina; and Palm Beach, Florida, are almost on the line of 80 degrees, which cuts directly through Panama and is coincident with the western boundary of the Canal Zone where it begins on the Atlantic side. In other words, if a plumb line could be dropped 2,000 miles directly south from the top of Pittsburgh's loftiest skyscraper it might, if it swayed a trifle, bump against Col. Goethal's house on Culebra Hill.

Located by steamer routes, Colon, the Atlantic entrance to the canal, is approximately 2,000 miles slightly west of south of New York, 1,400 miles quite a little east of south of New Orleans, a little less than 1,000 miles almost due south from Key West, and 3,250 miles due southeast from San Francisco.

The two illustrations above are of Isidore Konti's statues, "Spirit of the Atlantic" and "Spirit of the Pacific."



IMAGINARY AEROPLANE VIEW OF CANAL FIFTY MILES LONG FROM OCEAN TO OCEAN



Traveling direct from England or Northern Europe, Colon is approximately 4,600 miles due southwest. From Yokohama, a vessel to reach Panama on the Pacific side would steam 7,800 miles slightly south of east; from Sydney, Australia, 8,000 miles northwest; from Valparaiso, Chile, on the west coast of South America, 2,600 miles almost due north.

We are so much in the habit of considering "Panama" and the "Canal" practically as synonyms that we do not stop to remember that the Republic of Panama is a country of consequence and has a considerable reach of map lines. Panama as a nation boasts of 32,000 square miles, or an area close to that of either Indiana or Maine. Its extreme length is 430 miles or nearly equal to the distance from Boston to Baltimore. Its average width is 70 miles or equal to that of the State of Massachusetts. It begins at $77\frac{1}{2}$ degrees west on the boundary of Colombia in South America and extends to 83 degrees west to Costa Rica in Central America. It lies between $7\frac{1}{2}$ degrees and $9\frac{1}{2}$ degrees north latitude, or about 500 miles north of the equator.

To understand the peculiar layout of the Canal Zone, a strip of land 10 miles wide from the Atlantic to Pacific through which the canal runs and which is under the absolute control of the United States, we must realize that the Isthmus is not a North and South but an East and West neck of land connecting North and South America, with a northerly or upward turn where the canal crosses. This makes Colon, the Atlantic terminus of the canal, nearly 20 miles west of Panama, the Pacific terminus, and causes the canal to run from the northwest to southeast in connecting an eastern sea with a western ocean! It also gives the traveler or stranger the surprising experience of looking from his Tivoli hotel window at Panama City in the early morning and seeing the sun rise directly before him out of the Pacific Ocean!

The Isthmus is only about 40 miles wide, as the condor flies, from the Caribbean to the Pacific, but the turns of the canal make its channel 50 miles from deep water to deep water. There is one other place between the Bay of San Blas to the east of Colon and the Bay of Panama where the Isthmus narrows to about 30 miles, but the continental divide is higher and the lay of the land not suitable for a canal. The lowest point of the Cordillera, which reach in a majestic barrier for 10,000 miles from



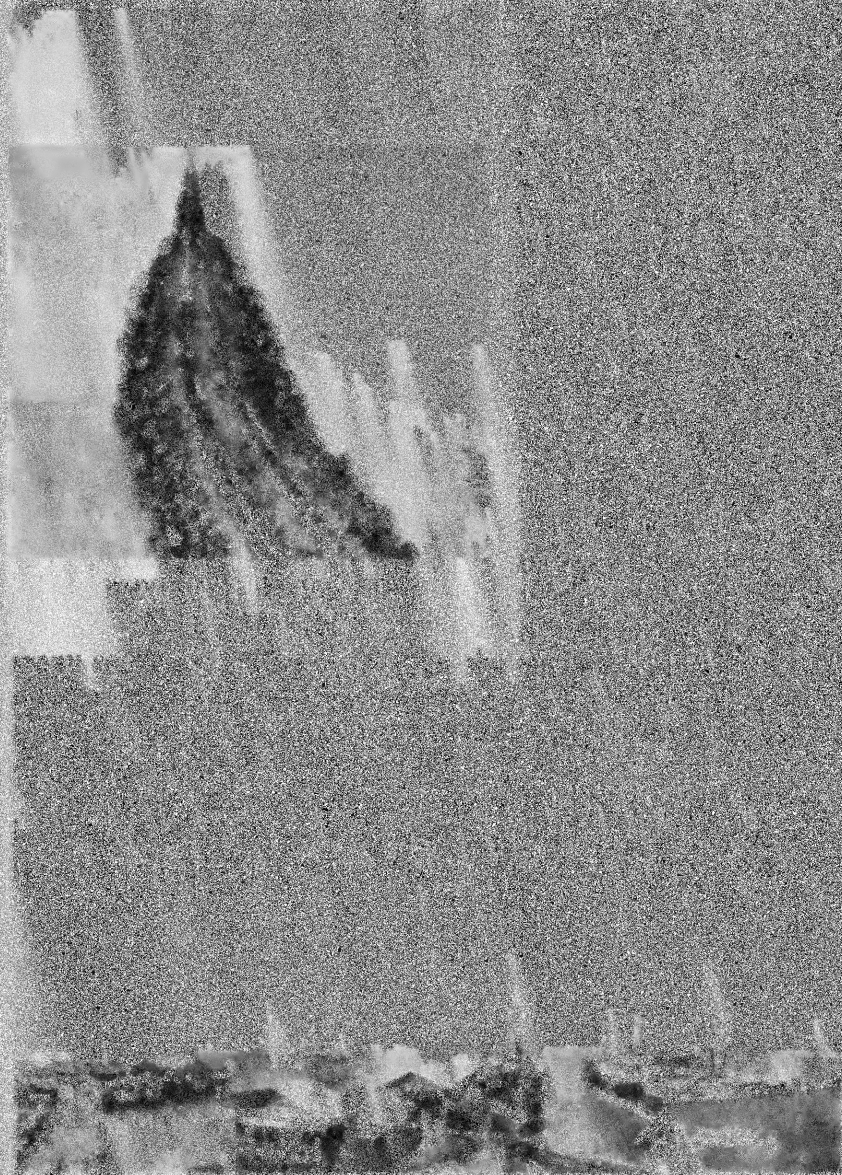
ARCHITECT'S SKETCH OF NEW WASHINGTON HOTEL, FACING CARRIBEAN SEA

the Yukon River in Alaska to the Straits of Magellan in southern Chile, will be at the bottom of the Culebra cut, which, when the canal is completed, will be exactly 40 feet above sea level. And yet not far away in Panama are mountains rising nearly 10,000 feet into the clouds as if to protest against man's humbling of their might with an artificial waterway.

Not far from Culebra is the famous Balboa hill, over 1,000 feet high, from the summit of which it is alleged the great discoverer after whom it is named first saw the Pacific Ocean, September 25, 1513. I would not advise the tourist to undertake to climb this hill even though from the near-by distance it does not look difficult, for the remembrance of my efforts, when I was United States Minister to Panama, to scale its jungle-grown sides made me doubt whether Mr. Balboa ever undertook to climb it except in the mind of the imaginative historians! The way the red bugs for a month afterwards destroyed the peace of my soul as well as irritated my body from their burrowed homes in the flesh of my legs and feet made me also wonder if the experiences of Balboa and his followers in crossing the Isthmus in those days were not conducive to his using swear words when he took possession of the Pacific Ocean in the name of Spain.

Akin to geography are physical characteristics, products, peoples, and climate. To better understand the canal, we must take a passing glance at more details than those already given of

Panama as a country. To do it justice, it is deserving of credit for many other features than that of being the home of the world's greatest engineering undertaking. With a population of about



medlar juice, ipecac, indigo, ivory nuts (out of which most of our buttons are made), rubber, mahogany, cocobolo wood, hides and skins, pearls and mother of pearl, tortoise shell, etc. Its real mineral wealth has not yet been sufficiently studied and exploited to permit of a positive conclusion, but there are many evidences of the presence of the precious metals in sufficient quantities to pay for their development when transportation conditions are improved. Manganese iron ore and coal deposits have been located, while recent reports indicate that petroleum can also be found. Capital and continued geological investigation alone can actually determine what Panama has in store in these great resources, but frequently, during my stay as American Minister at Panama, samples of minerals, metals, and oil were brought to me from various interior points which caused me to recommend that a thorough geological and metallurgical study should be made of the Isthmus. If oil and coal of good quality can be found there in large quantities, they will add greatly to the popularity and economy of the Panama Canal route.

Panama's chief opportunity which would appeal to foreigners seems now to lie in cattle raising and fruit growing. Along a

large portion of the Pacific side of the Isthmus and in some parts of the Atlantic side as well as in the plateau districts between the two are broad savannas or open areas where cattle easily graze and readily fatten. There is no good reason why Panama should not eventually supply all the meat required by vessels using the canal, as well as by its own increasing population and that of the Canal Zone. Fruit growing, especially bananas and other fruits for which there is such an overwhelming demand in the United States, is proceeding apace and rapidly converting large sections, principally upon



COLUMBUS MONUMENT AT
CRISTOBAL



FRONT STREET, COLON, AND PANAMA RAILROAD TERMINUS

the Atlantic side, which were once malarial and mosquito-ridden, into real gardens and homes of healthy people. With the lessons in sanitation before Panama, which have been taught by the builders of the canal, who have proved conclusively that the tropics can be made healthy, I believe from long official experience in the tropics of both Asia and America that Panama has a prosperous and interesting future ahead of her aside from being the site and environment of the canal.

CLIMATE AND HEALTH CONDITIONS

If the present new hotel conditions at Panama and Colon are continued and enlarged as travel may demand, I see many reasons why the Isthmus should become and always remain a popular winter resort. From the first of December until the end of March the heat is not oppressive if one keeps out of the sun or protects himself with an umbrella or large hat in the middle hours of the day from eleven to three, while the nights are always comfortable at that season. During other months, Panama might not be selected as a resort, but if the traveler or visitor uses a little mental philosophy together with common sense in dressing, eating, and drinking, in reference to the heat, he will be astonished to find how agreeably he gets along, how little he minds it, and how well he keeps. In fact, many persons who hate the heat of the tropics

and revile them during their first experience learn to like them and return to them, attracted forever by their mysterious charm.

If the skeptical individual who reads this will stop long enough on the Isthmus to visit in their homes and come into actual personal contact with the representative men and women serving Uncle Sam in the Canal Zone, he will be surprised at the remarkable health, energy, and cheerfulness displayed by them, provided they have resided there long enough to know the tropics and how to live. Exceptions will, of course, be found, but they are rare. I do not contend for a moment that Panama should or would be selected as a permanent residence in preference to one in the temperate climate, or that in the long run, all things being equal, a man can expect to enjoy life or keep as well and vigorous there as in cooler climates, but I simply want the tropics and Panama to get a square deal! Having spent seven years in the tropics of Southern Asia and America, including many trips of adventure and exploration into pathless jungles, and having never been ill a day from any tropical influence, I may be excused for writing earnestly, but not accused of lack of experience.

There is one mental formula which I advise every visitor to the tropics to remember. It will be an excellent and practical antidote for the heat. It is:

God made it hot in the tropics countless ages ago; it has been hot ever since; it always will be hot; but let us be thankful that it isn't any hotter. All the fussing, fuming, stewing, and worrying about the heat won't make God change it a single degree, but will make us hotter still. Let us, therefore, keep cool at least mentally and we will be surprised to find how quickly in consequence we grow cooler and more comfortable physically.

When our soldiers were making themselves sick in the Philippines worrying about and cussing the heat just after our occupation of the Islands in 1898, I persuaded Gen. E. S. Otis, then Commander-in-Chief at Manila, to issue an informal order containing this formula. The effect was instant and almost magical. The sick and hospital list grew rapidly less and some regiments even so enthused over it that they fined every man a peso who made any reference to the heat, and then used the proceeds to buy electric fans!

Gen. George W. Davis, the fine old soldier and first Gov-



REPUBLIC OF PANAMA

error of the Canal Zone; Col. W. C. Gorgas, the courageous premier health provider and yellow-fever destroyer of the Isthmus; and John W. Wallace, the eminent and hard-working first Chief Engineer; and myself as the first United States Minister after the work began at Panama, united in preaching and practicing this doctrine or philosophy when we went to Panama in the early part of 1904, and ever since it has characterized the attitude of all the canal staff, from the great Goethals down to his lowest white subordinate.

A few other suggestions based on practical experience may help the newcomer or first visitor to Panama and the tropics to get along more comfortably than he had expected. With the philosophy outlined above always in mind, let him eat lightly, especially of meats, eliminate drinks with alcohol in them, dress in clothing of airy texture, have at hand brown or blue-glass spectacles or eyeglasses to soften the glare in the middle of the day, wear a wide-brimmed hat, and carry an umbrella — black will do, but white or yellow, lined with green or blue, readily obtainable at Panama, is preferable. Many persons going to the tropics for the first time are troubled with prickly heat. This is largely superinduced by cold baths. Those inclined to this trouble should always take warm or hot baths or rub themselves well with diluted alcohol. They may not be so comfortable at the moment but they will open the pores of the skin and permit free

perspiration. Prickly heat is nothing more than congestion of the pores which starts irritation and itching. Cold baths chill and close the pores and so increase the irritation. Constipation is always to be avoided in the tropics, and a bottle of fruit salts should be in everybody's handbag to be used on the slightest indication of irregularity.

All danger of yellow fever at Panama is absolutely eliminated and the chances of getting malaria are at a minimum, but, if the traveler has a tendency to the latter, regular doses of quinine will usually prove an adequate preventative. If anybody should become suddenly ill during his visit to Panama he need not worry about care and attendance. There are no better hospitals and nurses in New York or London than in Panama and Colon, and the medical attendance is most capable and thoroughly experienced. I have written quite a little about possible sickness because travelers are always discussing it, but the intending visitor to Panama need have even less thought of this than when he travels in the United States or on the continent of Europe.

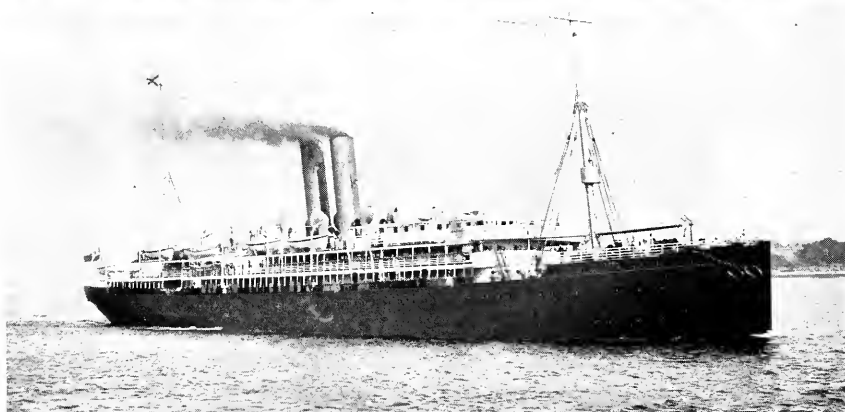
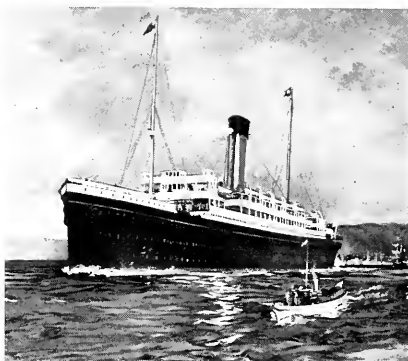
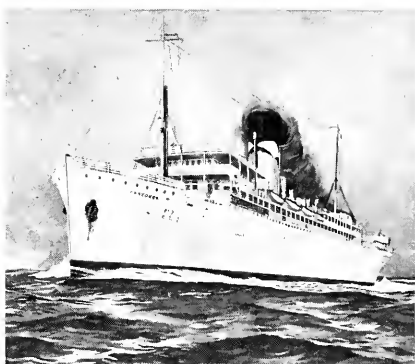
What about the rainy season? is a common question. Again, here, we find much misconception. The so-called rainy season extends from April to November, but that does not mean that it rains all the time or every day. There are periods when it does rain every day and rains hard, but very rarely, indeed, all day. Even in the heart of the rainy season the sun shines more than it hides and the greater part of the day is rainless. The showers or downpour generally come at almost regular hours and can usually be depended upon to end about when expected. The porous character of the soil and the warmth of the sun have a quick drying effect, which enables people to soon get about and work to go on. These rains are also most welcome in the hottest months of April, May, and June, and often bring a desired coolness, sometimes, however, called mugginess. This reminds me to caution a newcomer in the tropics in regard to mildew. In the rainy season and often in the dry season, on account of the humidity in the air, much trouble is experienced with clothes, and especially shoes and other leather articles, becoming mildewed at night. This can be avoided by thoroughly drying such articles in the sun, or by putting them in a closet or partially

closed trunk or box in which a small oil lamp or some lighted candles, or burning electric light bulbs, are also placed.

A word about the actual temperature at Panama just to satisfy the curious. The mean thermometer for the year is about 80 degrees with extreme fluctuations rarely reaching 15 degrees above or below that mark. It never gets as hot as it often does in New York, Washington, Paris, and Yokohama. At night there is always a drop in temperature which is noticeable and conducive to sleep, but, of course, there are some rooms, corners, and places, where there is no movement of air or a breeze, and it seems close and disagreeable. If one, however, can sleep where there is plenty of air, he will not suffer from the heat. From January to April a fresh breeze blows most of the time and delightfully tempers the air. Riding about at night in a motor or carriage, a wrap is often necessary.

Yes, there are mosquitoes, but thanks to the valiant and never-ending fight of Col. Gorgas and his assistants they are almost a negligible consideration in one's comfort. The adequate wire netting, moreover, that protects hotels and houses keeps away the few stray stegomias and anepholes which may be seeking a feast on your fresh blood.

Speaking of the stegomia, the little insect devil which is responsible for spreading yellow fever, it may interest my feminine readers to know that it is Mrs. or Miss Stegomia and not Mr. Stegomia who does all the harm, and that she wears, as it were, yellow striped stockings! Deprived, however, of a chance to feed herself upon a person afflicted with yellow fever, she is as harmless as her husband or brother. This is not an argument for or against equal rights or for new styles in hosiery, but a simple scientific fact. If you don't believe it, ask Dr. Gorgas or any of his assistants. The malarial-bearing bird is the anephole, who must, in turn, be inoculated first in order to infect healthy victims. In their case, I believe Mr. and Mrs. Anephole are equally dangerous to society. Don't worry about them, anyway, for neither kind will interfere seriously with the pleasure of your visit to the great canal. If a few stray ones do bother you, a little citronella oil rubbed on the ankles, back of the hands, forehead, and ears will aid in keeping them from biting.



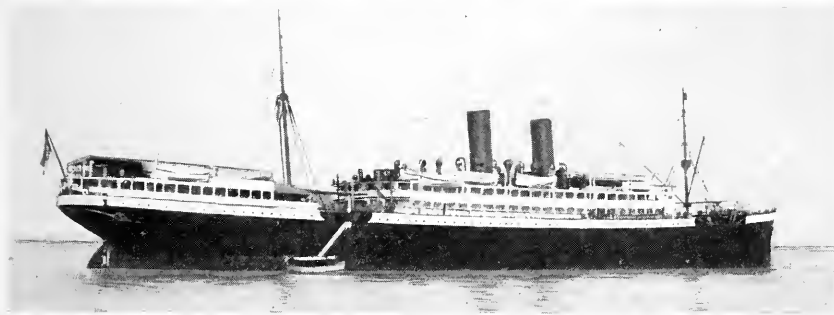
STEAMSHIP SERVICE TO PANAMA

"Victoria Luise," Hamburg-American Line

"Pastores," United Fruit Co.

"Laurentic," International Mercantile Marine Co.

R. M. S. "Oruba," Royal Mail Steam Packet Co.



Steamship "Colon" of the Panama Railroad S. S. Line
Steamship "Grosser Kurfuerst" North German Lloyd

STEAMSHIP SERVICE TO THE ISTHMUS

There are abundant facilities for reaching the Panama Canal from the United States. The best regular service and lines are from New York, New Orleans, and San Francisco. During the excursion season of January to April there are also numerous good boats from these ports and Key West.

The average cost of the trip depends on whether the journey is direct down and back or by an excursion route, and also upon the quality and size of the cabin engaged. The minimum round-trip rate is approximately \$100-\$135; the maximum, \$250-\$400.

It is advisable that the intending visitor to the canal should get in touch with the offices of one of the following lines in order to arrange satisfactory passage:

The Panama Railroad Steamship line regularly runs each week comfortable passenger steamers direct to Colon and return, taking about six days for the passage each way. The two largest boats are the "Colon" and "Panama." Its offices are at 24 State Street, New York City.