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THE PANAMA CANAL OPEN  
TO COMMERCE OF THE WORLD

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Steamer Ancon of the Panama Railway Line  
Made History Yesterday by Steaming  
From Atlantic to Pacific Ocean

The Panama Canal is now a highway of the world.

All honor is due to the United States for the gigantic sum spent in overcoming great difficulties and in defeating nature at all points.

All honor is due to Governor George W. Goethals, the man who has put in the best years of his life directing a work of such magnitude that, to the persons who have not visited the Isthmus, its greatness is inconceivable.

Yesterday, from the time the special train arrived at Cristobal until the Ancon blew the all off whistle at Miraflores lock, the one dominant feature was the master man who had achieved a success that will go down into the countless ages as one of the wonders of the world.

The official opening of the Panama Canal on Saturday, August 15, 1914, will be a pleasant memory to everyone who was a passenger on board the Ancon.

The ship that led the way for the countless thousands who will use the great waterway as a commercial route passed from the waters of the Atlantic to the waters of the Pacific in the appointed time of eleven hours.

A special train left Panama at five o'clock a.m. with the invited guests of the Panama Canal. At Balboa, Corozal and Pedro Miguel, guests were picked up. From Pedro Miguel, the next stop was Gatun, where a few more passengers were taken on. The special reached the Cristobal docks at 6:45 and the passengers embarked on the Panama Liner Ancon to start on the trip through the Canal.

Promptly at seven o'clock, the lines were cast off and the ten-thousand ton liner pushed her nose up the Canal towards the locks at Gatun.

The lock at Gatun was reached at 8:05 and the Ancon left the last lock at 9:14, making the three lockages in the record time of one hour and ten minutes.

After the Ancon left the locks, a delicious luncheon was served, and too much praise cannot be bestowed upon Steward Leddeke for the excellent service given.

Gamboa was passed at 11:15 and the trip through the famous Culebra Cut was made in quick time. This part of the trip was most interesting to all on board. All the barge dredges which have at last mastered Cucaracha Slide were drawn to one side and were lined with the crews, all eager to pay homage to the good ship Ancon.

The locks at Pedro Miguel were reached at 12:47. Both parts of the locks at this point were crowded with spectators to witness one of the most historic events of the Twentieth Century.

Among the spectators at Pedro Miguel were one hundred and fifty school teachers who have just arrived from England and who were on a sightseeing tour of the Canal.

They will carry back to Old England a practical illustration of the greatness of the American nation and the sturdiness of her sons.

The locks at Pedro Miguel were traversed in the quick time of thirty minutes and the Miraflores lake was reached at 1:38 p.m.

A slight delay was occasioned at Miraflores, but it was not due to any fault of the mechanism of the locks, nor of the employees of the Canal. At 3:25 the Pacific level was reached and the good ship headed straight for the Pacific Ocean.

At 3:50 p.m. the Balboa docks were passed. Every available space was covered with humanity, all eager to witness the crowning results of almost thirty years of labor.

All the steamers at Balboa saluted the first ship through and the echo was taken up by steam shovels and locomotives, all joining in the great acclamation that the Panama Canal was open and ready for the traffic of the world.

The Ancon did not stop at Balboa, but proceeded out to sea. At the last buoys that mark the Pacific entrance to the Canal, the Ancon turned and headed her bow up the Canal.

It was the intention to dock the steamer at Balboa, but owing to the crowded condition of the new docks, the Ancon dropped her anchor in the stream and the passengers were transferred to the Bolivar and steam launches and landed on the docks.

When President Porras and his cabinet disembarked, the Panama National Band played the Panama National Anthem, a fitting ending to a glorious day.

A special train was in waiting and the passengers were taken to their various destinations.

Among the many distinguished guests who made the trip was one whose helping hand in the early days when the Americans took charge of the Canal. John Barrett, the director-general of the Pan-American Union was an interested spectator and participant in a day that will long live in history. Mr. Barrett made the trip from Washington for the sole purpose of being a passenger on the first ship through and he stated that the trip was well worth the time.

The Journal endeavoured to secure a list of the passengers on board the Ancon, and the following are the names that were secured:

Mrs. E. A. Foster and daughter, Capt. Corning, S.S. Panama, M. S. Hathway, Capt. and Mrs. George E. Pariseau, W. J. Bissell and wife, Miss Viola Bissell, Com. and Mrs. Dis-----, U.S.N., Miss -----, Miss Davies, Miss Wilson, Col. and Mrs. Mason, Capt. and Mrs. Harmon, Mr. and Mrs. W. H. Gale, Maj. L. D. Wildman, S.C., R. F. Acevedo, Secy. of P.W., Francisco Mallen, Mexican Consul General to Panama, J. M. Nye, U.S. Secret Service, Mrs. J. M. Nye, Col. Fieberger, Horacio Bossi Caceres, Consul General of Argentina, Judge Frank Feuille, C. H. Motsett, Supt. P.R.R., S. C. Buck, M.D., J. Rody, C. Garlington, H. Pating, Carlos M. Mendoza, Mr. and Mrs. C. D. Christfo, Mrs. Elder, Ensign Elder, U.S.N., Wm. F. Wiegler, Col. W. F. Bidwelt, U.S.A. and wife, Capt. R. E. Ingram and wife, Major D. Settle and wife, Major B. F. Clayton and wife, Capt. H. G. Ford, Major Leonard Wildman, Capt. O. I. Esuridge and wife, Capt. F. W. Coleman and wife, Capt. James B. Gowen, Capt. T. F. Rogers and wife, Capt. Dana T. Merrill and wife, Capt. W. C. Jones and wife, Capt. Wm. Taylor, son and wife, Lieut. F. C. Sibert and wife, Col. Deshon and wife, Major Ashbowne and wife, Col. Mason and wife, Major Wm. C. Cole, Capt. Maybach and wife, Captain Smith and wife, Captain A. Hasbrouck, Captain I. J. Ecker, U. L. Valzio, Paul Bizel, C. G. Boliva, W. J. Price, American Minister to Panama, W. P. Cresson, Secretary American Legation, John Barrett, Frank E. Hall, The Panama Morning Journal, Col. Feiberger, Samuel Boyd, Capt. and Mrs. Edgar T. Collins, R. E. White, Judge B. F. Harrah, John O. Collins, Lieut. and Mrs. A. H. Archer, Leo. M. Kagy, Member Joint Land Commission, J. D. Arosemena, Superior Judge of Republic of Panama, Pablo Arosemena, Ex-President of the Republic of Panama, Judge W. H. Jackson and wife, Maj. Wm. R. Grove, wife and two boys, C. N. Chan, Chinese Vice-Consul, Capt. H. Hasbrouck, W. S. Snyder, American Consul General, Wm. Jennings Price, Carlo Raguzze, Italian Consul, C. L. Luedtke, W. C. Haskins, G. D. Deshon and wife, S. M. Ashburn wife and children, Capt. O. S. Esridge and wife, S. Lee, James Lombard, F. A. Dauber, D. C. Metting, W. L. Reed, Henry P. Carter, Capt. R. C. Humber, Mr. and Mrs. T. B. Monniche, Hamilton Foley, E. A. McCormick, Syracuse, N.Y., B. F. Wright, Livingston, Va., Miss Collins, Mr. and Mrs. C. D. Ilvaine, Fong Tsiang Wang, Chinese Consul General to Panama,

John Baxter and wife, John Collins, A. E. Wallace, International Press Service, H. D. Pierce, C. L. Greer, J. F. Rucker, Judge B. F. Harrah, Washington, Captain A. Hasbrouch, Captain Baxter, and wife, Captain Rhodes and wife, Captain Acher and wife, D. C. Nutting, wife and child, Capt. Couny, S. Goier, Mrs. Hellen Folley, Dr. M. C. Guthrie, President Porras, Mrs. Porras and the President's cabinet, Drs. Samuel Lewis, Ricardo Arias, M. J. Rodriguez, Minister of Portugal, Charge d'Affaires of France, England, Nicaragua, Cuba, Consuls General of Guatemala, Mexico, Argentina, Costa Rica, China, Bolivia, Peru and Italy.

The following are the officers of the S.S. Ancon: G. E. Sukeforth, Commander, A. J. Colcord, Chief Officer, C. Ploughmaker, Second Officer, G. Bowers, Third Officer, C. M. Kopf, Fourth Officer, F. C. Allston, Chief Engineer, A. Sands, 1st Assistant Engineer, F. Bergmann, 3rd Assistant Engineer, J. H. Fletcher, Purser, M. Weidmann, Freight Clerk, S. Tietze, Surgeon, E. Luddeke, Chief Steward, R. Loschke, Second Steward, Miss A. Marshall, Stewardess, J. G. McGregor, Wireless operator, S. Tonner, Wireless operator.