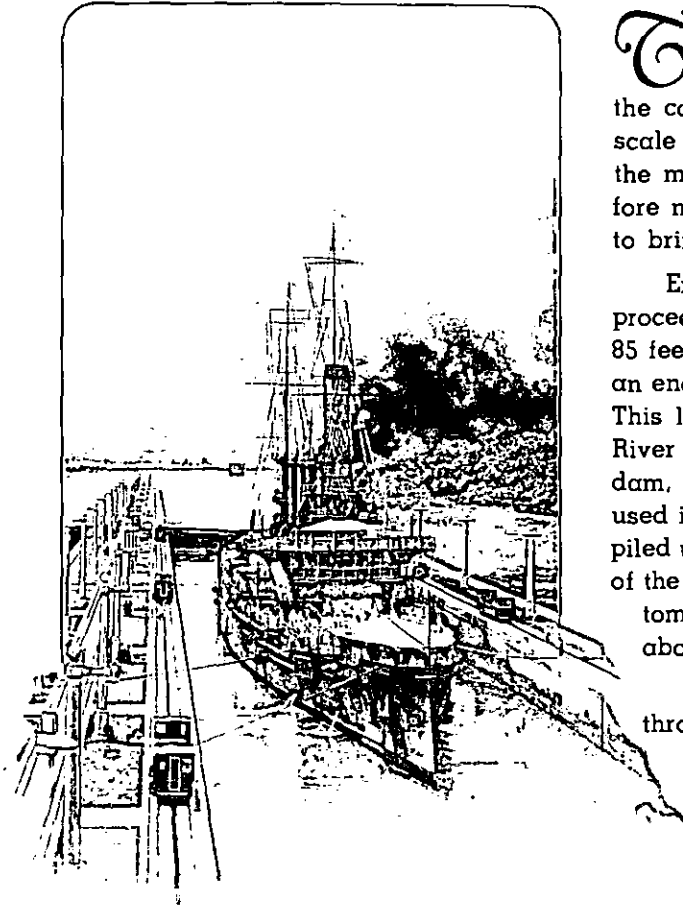


THE PANAMA CANAL



THE PANAMA CANAL is a waterway connecting the Atlantic and Pacific Oceans, cut through the narrow neck of land connecting the continents of North and South America. On account of the great scale on which the work has been done, it has been quite impossible for the mind of the ordinary layman to grasp all its details. It will therefore not be inappropriate to give here a few statistics, which may help to bring home the magnitude of the work which has been performed.

Entering the Canal from the Atlantic Ocean in Limon Bay a ship proceeds up a sea level channel seven miles to Gatun, where it is lifted 85 feet by means of a flight of 3 locks, passing thence into Gatun Lake, an enormous artificially created sheet of water 164 square miles in area. This lake has been formed by impounding the waters of the Chágres River by means of the great dam at Gatun. In the construction of this dam, contrary to ordinary expectations, very little masonry has been used in proportion to its size. In appearance it is a huge mass of earth piled up across the valley joining the hills on either side and forming part of the landscape. Its dimensions are: length $1\frac{1}{2}$ miles, width at the bottom $\frac{1}{2}$ mile, at water-line 300 feet, and 100 feet at top, height 105 feet above sea level.

The spillway is located about midway in the dam and is built through a natural hill, practically of solid rock, through which a channel 300 feet wide was cut. The spillway is capable of discharging 154,000 cubic feet of water per second. The Hydro-Electric Plant is located on one side of the spillway. This plant produces enough power to work the machinery of the entire canal, run the Panama Railroad and give light to the whole Canal Zone.

After entering the lake a vessel may go at almost full speed for a distance of 23 miles, where it reaches the entrance to the Gaillard Cut. The width of the channel through the lake varies from 1,000 feet to 700 feet and through the cut narrows to 300 feet. Speed has to be reduced in passing through the cut until Pedro Miguel Lock has been reached.

At Pedro Miguel Lock the vessel is lowered 30 feet to the level of Miraflores Lake, a small artificial lake of about 2 square miles. Passing through Miraflores Lake the vessel arrives at Miraflores Locks, where it is lowered by 2 flights 55 feet to the sea level channel on the Pacific side whence it steams a distance of 8 miles to deep water in the Pacific.

The total length of the Canal from deep water to deep water is 50½ miles and the time occupied in passing through is from 6 to 8 hours according to the speed of the vessel. Three hours of this time are used in passing the locks.

The Gaillard Cut, on which the most difficult portion of the work was encountered, is 9 miles long and has a bottom width of 300 feet. One-hundred and five million cubic yards of earth were taken from this cut, which goes right through the range of hills crossing the Isthmus.

At the Atlantic entrance to the canal is located the city of Colon, a vastly improved city to what the Americans found it, when first beginning work on the canal. It has wide, straight and well laid out streets, is kept very clean and has a number of fine buildings. Here are located the fine Panama Canal Hospital and the Washington Hotel, a fine building of reinforced concrete in Spanish mission style, capable of accommodating 175 guests and provided with every modern convenience.

Adjoining Colon is the American town of Cristobal with its fine Palm Avenue and dwellings for the employees of the Panama Canal. Here are also the offices of the Panama Railroad Co., the concrete piers fitted with the latest devices for quick loading and unloading of the largest vessels, as well as the Atlantic Terminal Coaling Plant, the largest of its kind in the world.

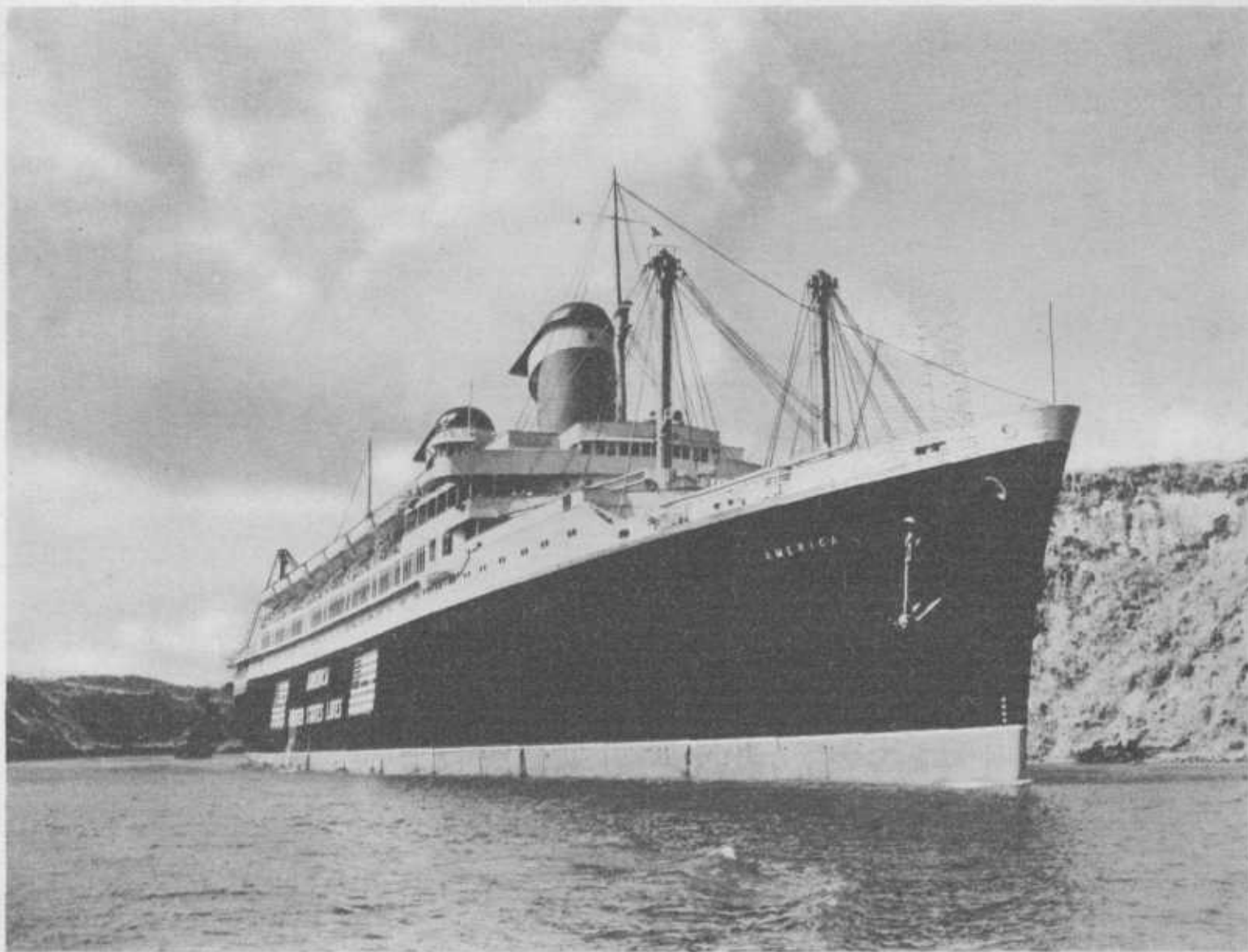
On the Pacific side is the City of Panama, the capital of the republic of the same name. It will be found a most interesting city with its Spanish style of architecture, fine old cathedral and churches, sea wall fortress and narrow, tortuous streets teeming with polyglot population.

Adjoining Panama is the American Settlement of Ancon, where the celebrated Gorgas Hospital, one of the largest and finest tropical hospitals of the world, the Tivoli Hotel, the largest and most popular hostelry on the Pacific side and numerous pretty flower clad cottages for the employees of the Panama Canal are located. There are numerous pleasant and picturesque roads around Panama and Ancon, and 8 miles away are the ruins of the old City of Panama, which was destroyed and sacked by Morgan and his band of pirates nearly two hundred and fifty years ago.

Construction of a road across the Isthmus of Panama is now under way and the highway should be open for traffic by the fall of 1941.

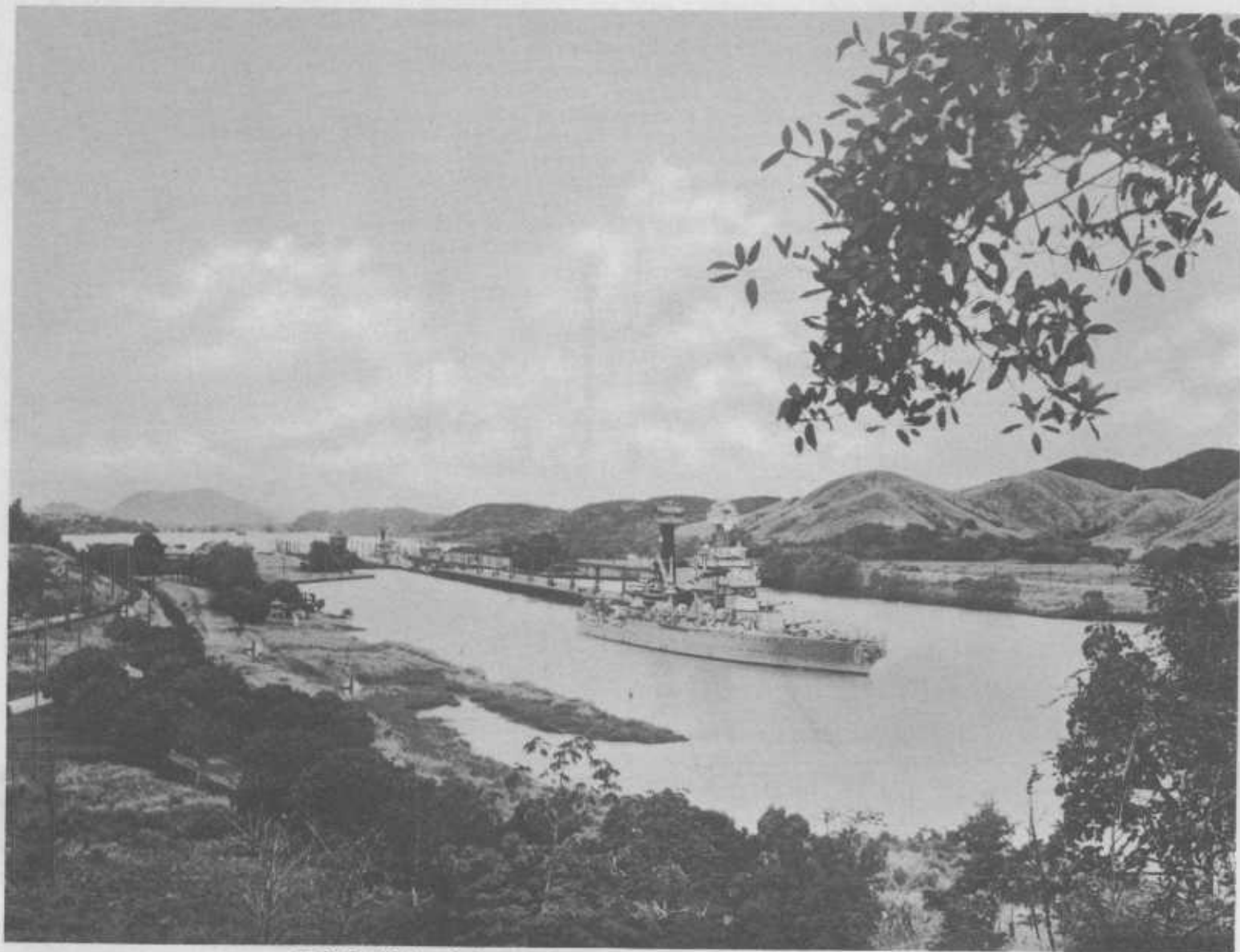
At the present time, the Government of the Republic of Panama is constructing the Panamanian section of the Inter-American Highway. This is a two lane cement paved road running from Arraijan which is a small town near Panama City to David, Panama's third largest city, 350 miles away from the capital. This highway is now open although construction on several of the bridges is still under way. Continuation of the road from David to the Costa Rican border is contemplated as is the construction of a highway between the town of Chepo and the Colombian border.

An intricate network of station wagon and motor coach services provide cheap transportation over this highway system and open up for the tourist the charms of the Interior Provinces of the Republic. This will be welcome to tourists and other visitors who heretofore have had to confine their touring to the two terminal cities of Colon and Panama and to the Canal Zone. The Republic abounds in luxuriant tropical flowers, flowering trees and shrubs. A splendid experimental garden is maintained at Summit in the Canal Zone where over 8500 different kinds of tropical plants are grown. This garden is open to the public and will well repay a visit. There is excellent hunting in the Republic of Panama especially in the mountainous Chiriqui Province. In this district there is also splendid trout fishing with the average "catch" of Rainbow Trout measuring 12 to 14 inches. The name Panama translated literally from the Indians means "abundance of fish" and this is indeed the case, for Panama Bay holds two world's records in deep sea fishing and this sport is a favorite of residents and tourists alike.

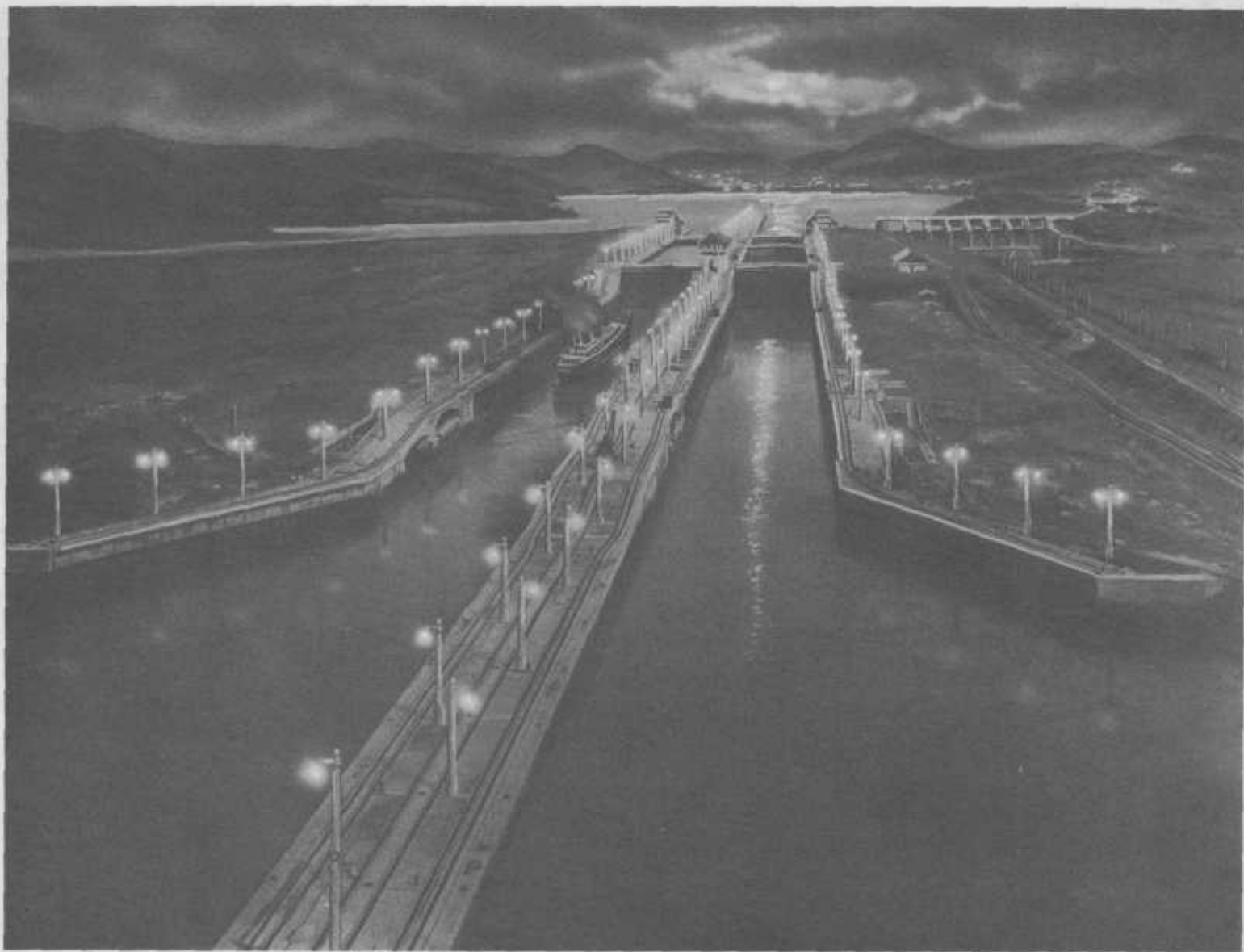


Vista del "America", (ahora "West Point") atravesando el Corte de Gaillard en su primer viaje al Canal de Panamá,
Febrero 4 de 1941

S. S. "America", now renamed U. S. A. T. "West Point"—Maiden Transit of Canal, Feb. 4, 1941 in Gaillard Cut



U. S. S. "Colorado" pasando por las aguas del Canal de Panamá
U. S. S. "Colorado" in Transit, Panama Canal



Las esclusas de Miraflores a la luz de la luna, Canal de Panamá
Miraflores Locks by Moonlight, Panama Canal



Locomotoras eléctricas remolcando un vapor a través de las esclusas de Miraflores, Canal de Panamá
Locomotives (Mules) towing Steamer through Miraflores Locks, Panama Canal



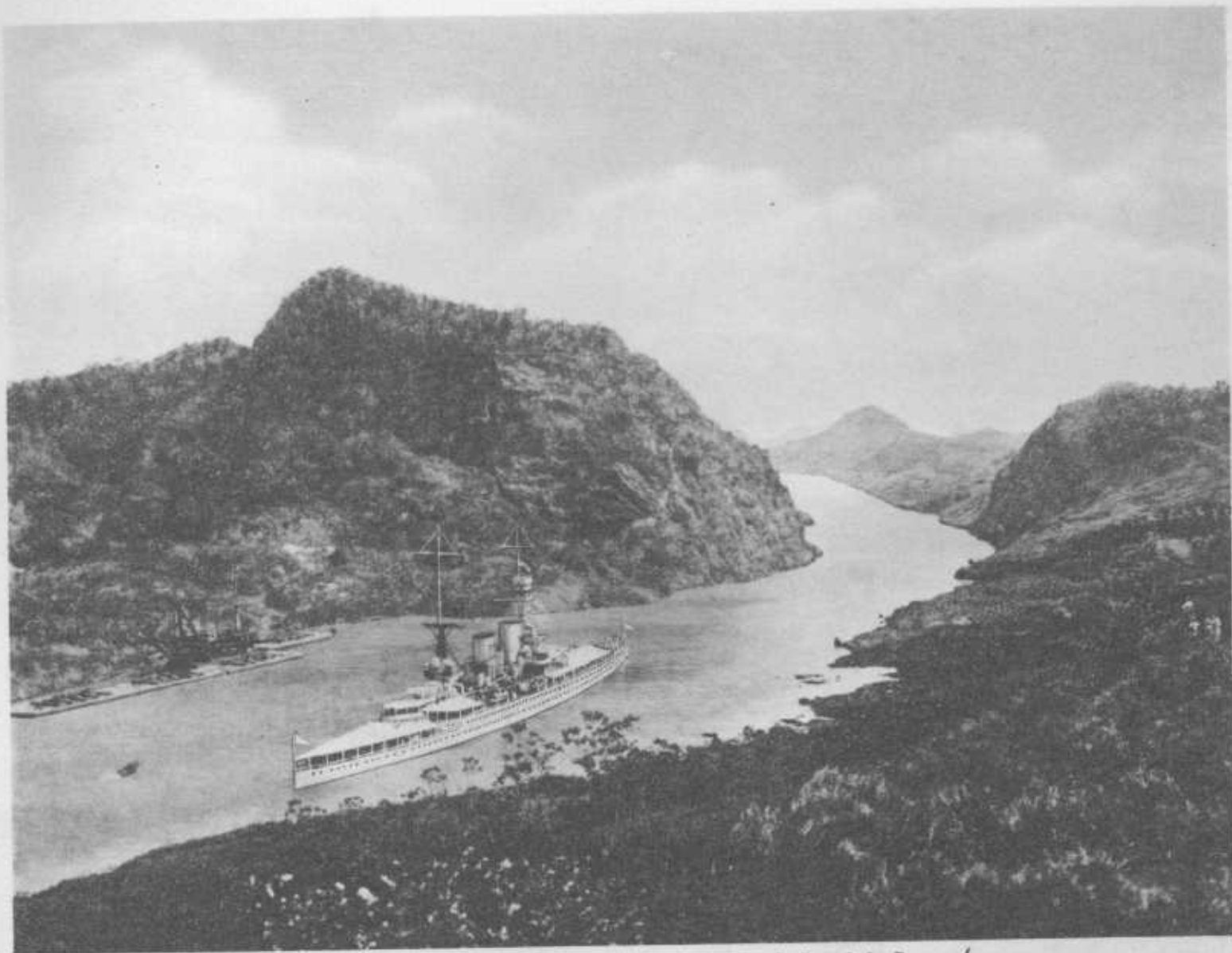
Escuela Argentina "Presidente Sarmiento" entrando las esclusas de Miraflores, Canal de Panamá
Training Ship "Presidente Sarmiento" entering Miraflores Locks, Panama Canal



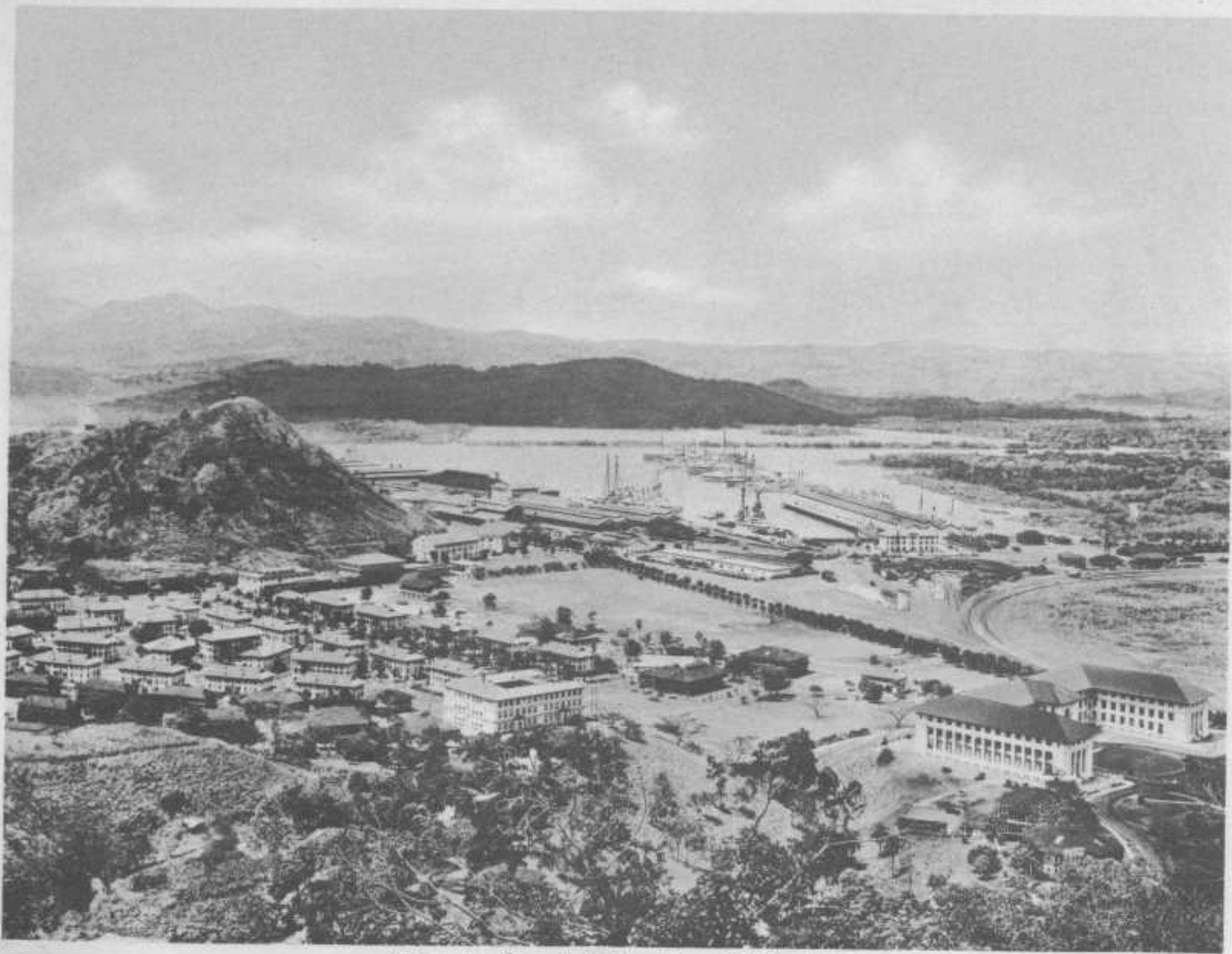
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El vapor H. M. S. "Renown" en el Corte de Gaillard, Canal de Panamá
H. M. S. "Renown" in Gaillard Cut, Panama Canal

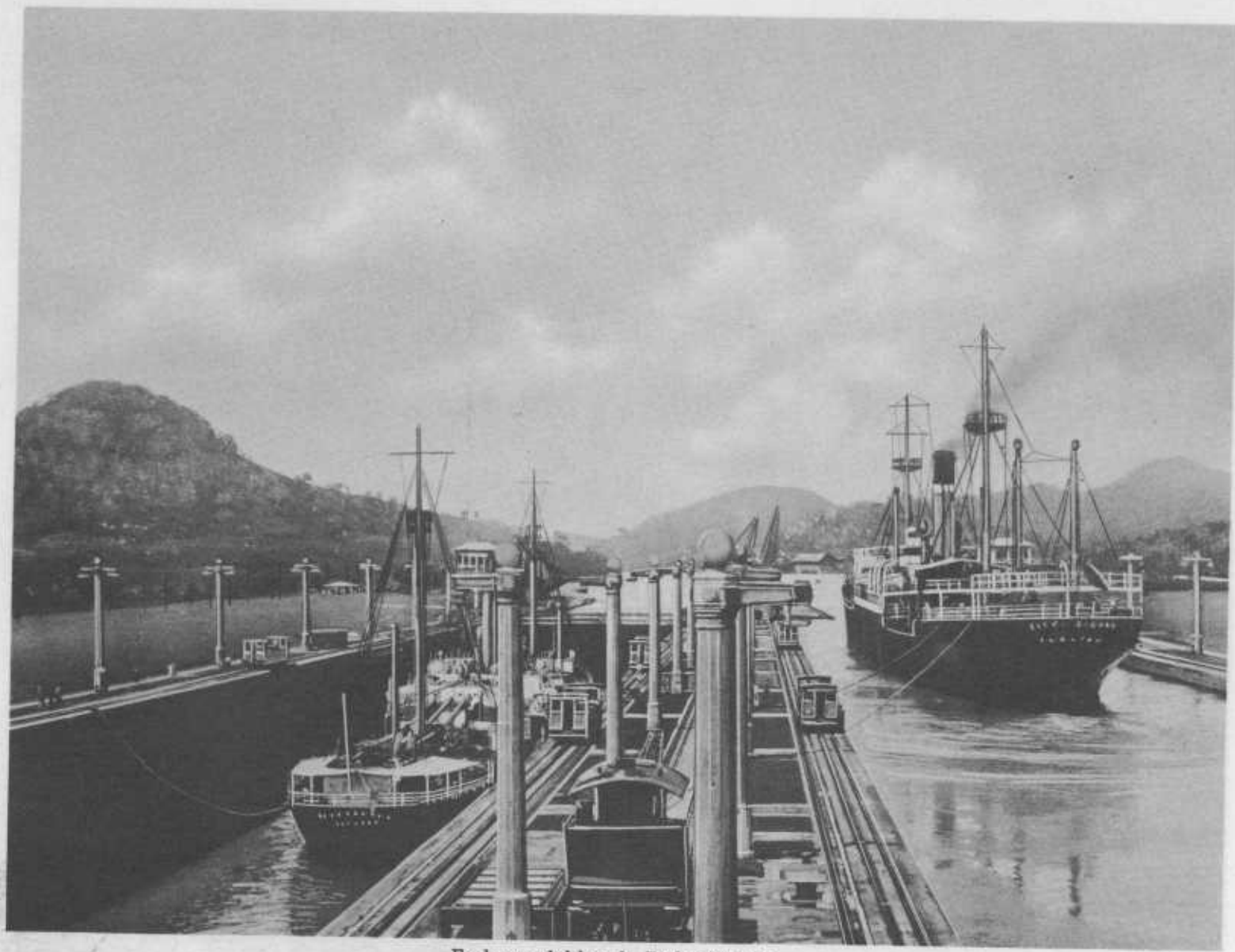


Vista de pájaro de Balboa, Zona del Canal
Bird's-Eye View of Balboa, Canal Zone

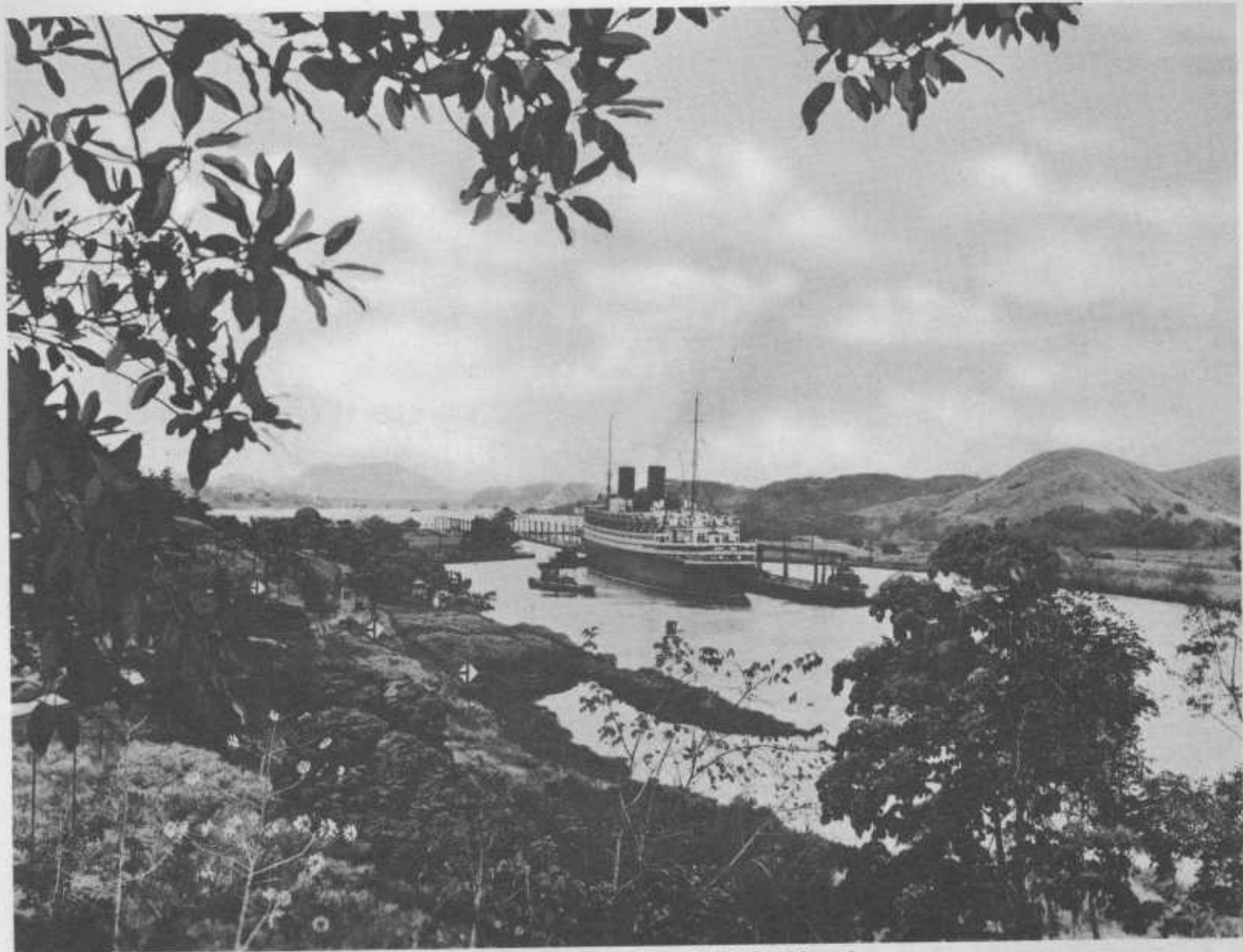


Vista general de las esclusas de Miraflores, mirando hacia el sur, Canal de Panamá
General View, Miraflores Locks, Looking South, Panama Canal

BIBLIOTECA NACIO
PANAMA



Esclusas dobles de Pedro Miguel
Double Lockage, Pedro Miguel Locks



Vapor pasando las esclusas de Pedro Miguel
Vessel clearing Pedro Miguel Locks



El "Lexington," Porta-Aeroplanos de 33,000 Toneladas de la Escuadra de EE. UU. pasando las esclusas de Miraflores, Canal de Panamá

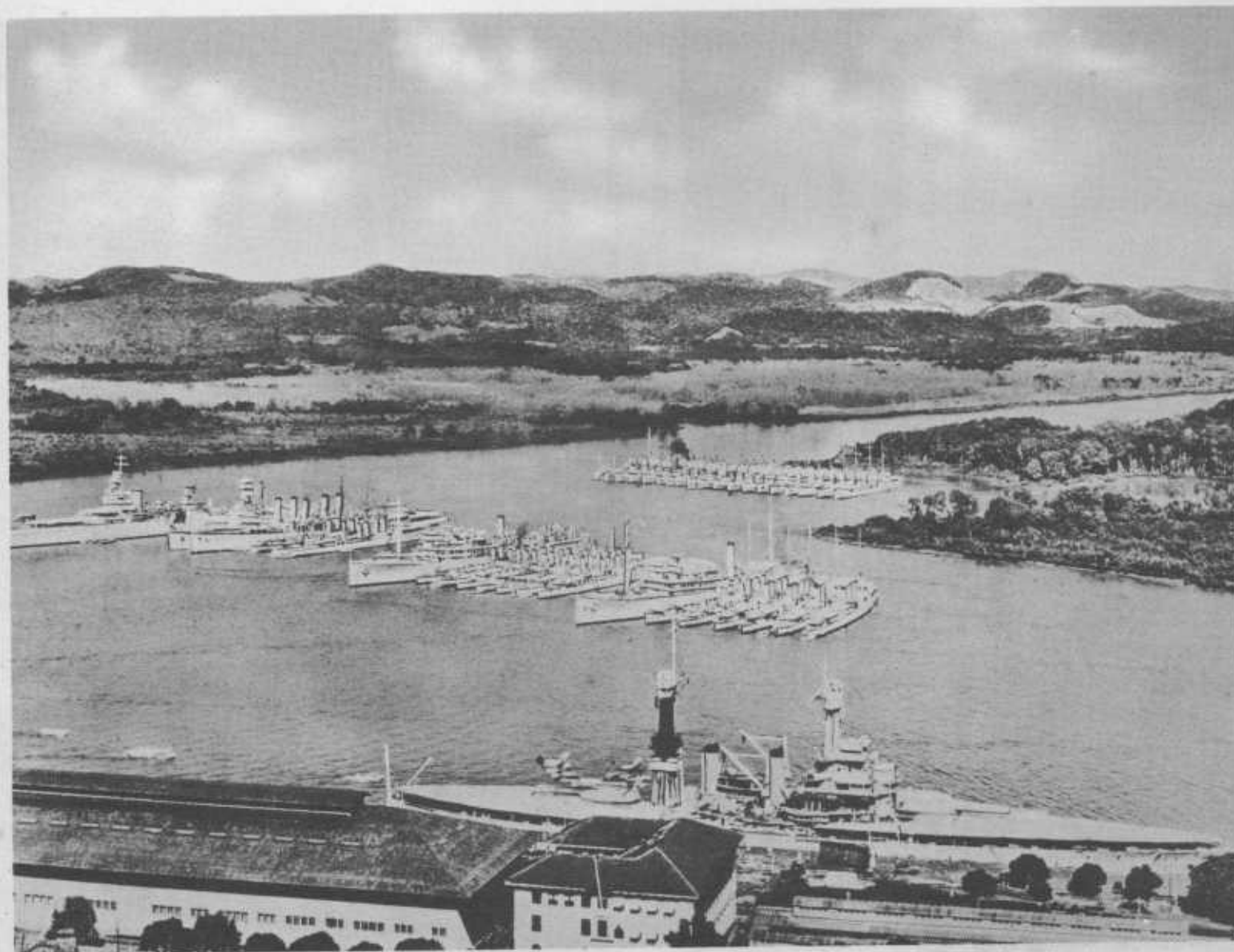
"A Close Squeeze," U. S. S. "Lexington," 33,000 Ton Aeroplane Carrier, going through Miraflores Locks, Panama Canal



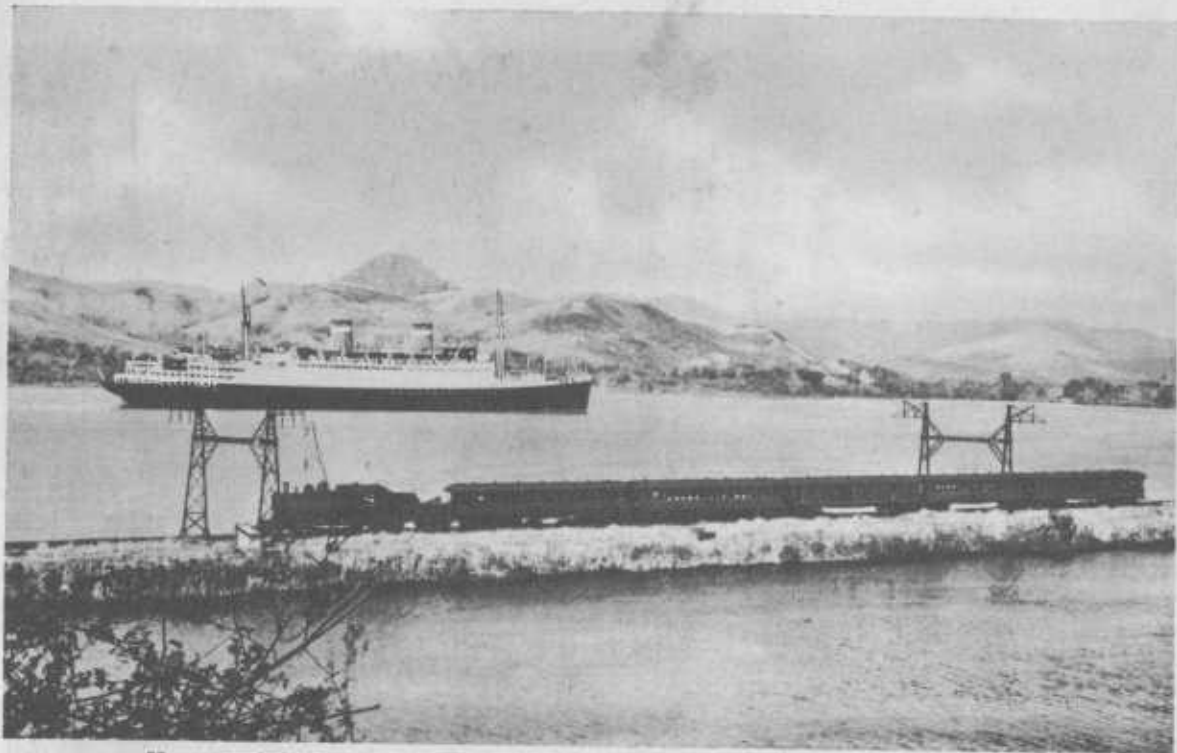
Vista general de la Ciudad de Panamá
General View of Panama City, R. P.



El vapor "Talamanca" de "La Gran Flota Blanca" en las esclusas de Gatún
S. S. "Talamanca" of "The Great White Fleet" in Gatun Locks



Entrada del Canal lado del Pacífico, mostrando caza submarinos de la Escuadra Americana
Pacific Entrance to the Panama Canal, showing Destroyers of U. S. Navy



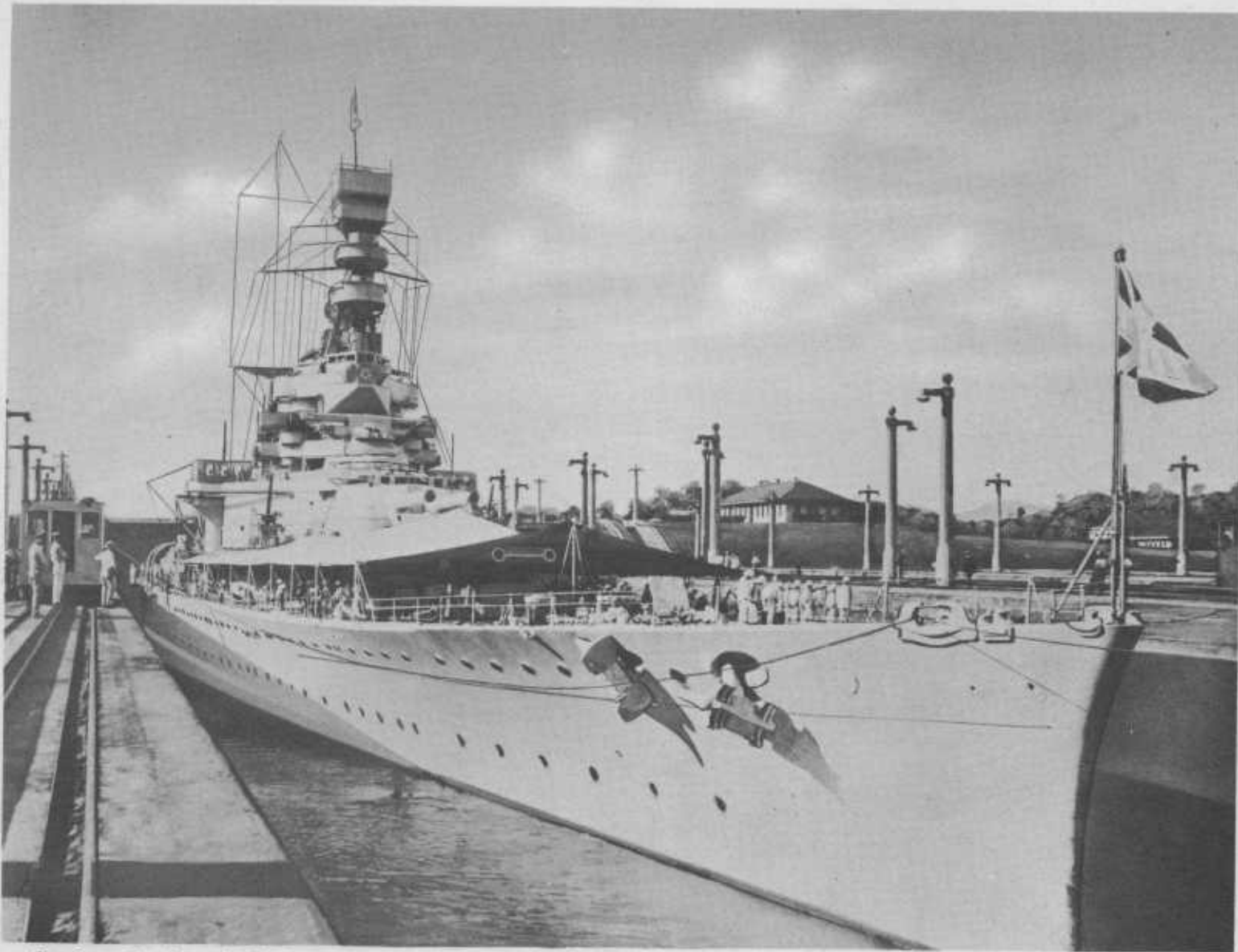
Un tren del Ferrocarril de Panamá enfrentando un vapor de pasajeros
en un viaje hacia la ciudad, Canal de Panamá
Panama Railroad Train passing a Passenger Vessel going through Panama Canal



Esclusas de Gatún, mirando hacia el sur, Canal de Panamá
Gatun Locks, looking South, Panama Canal



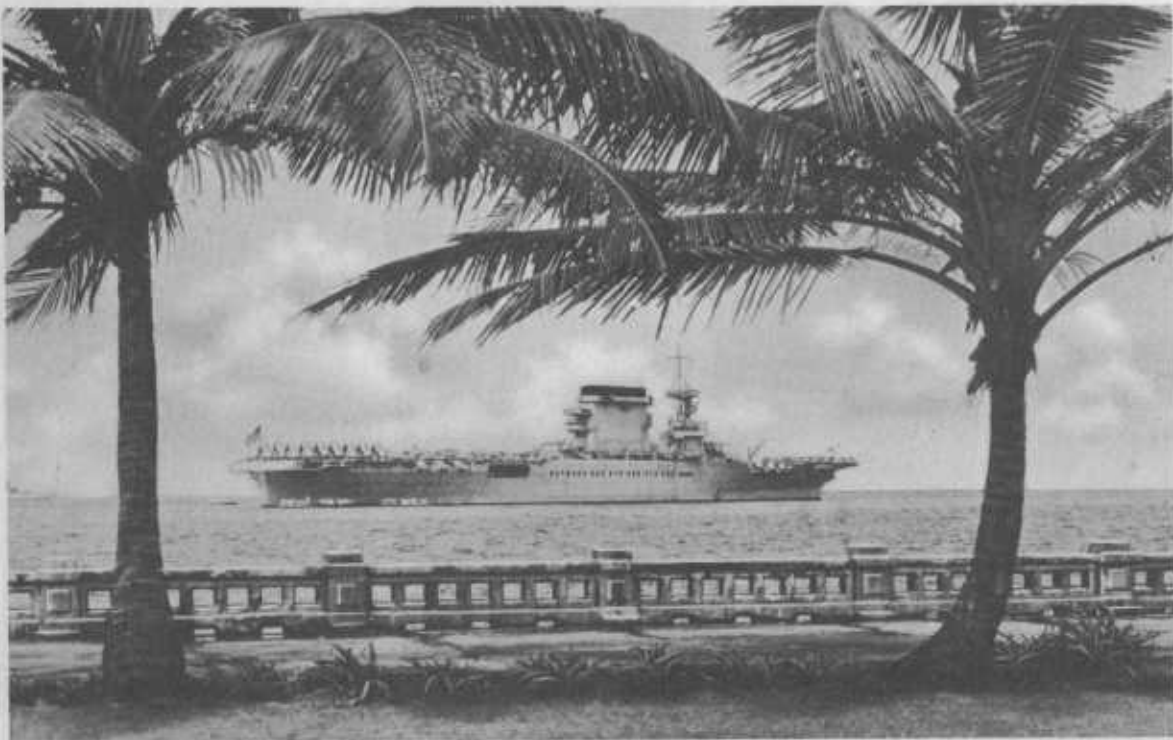
El vapor U. S. S. "West Virginia" pasando por el Corte de Gaillard
U. S. S. "West Virginia" clearing Gaillard Cut



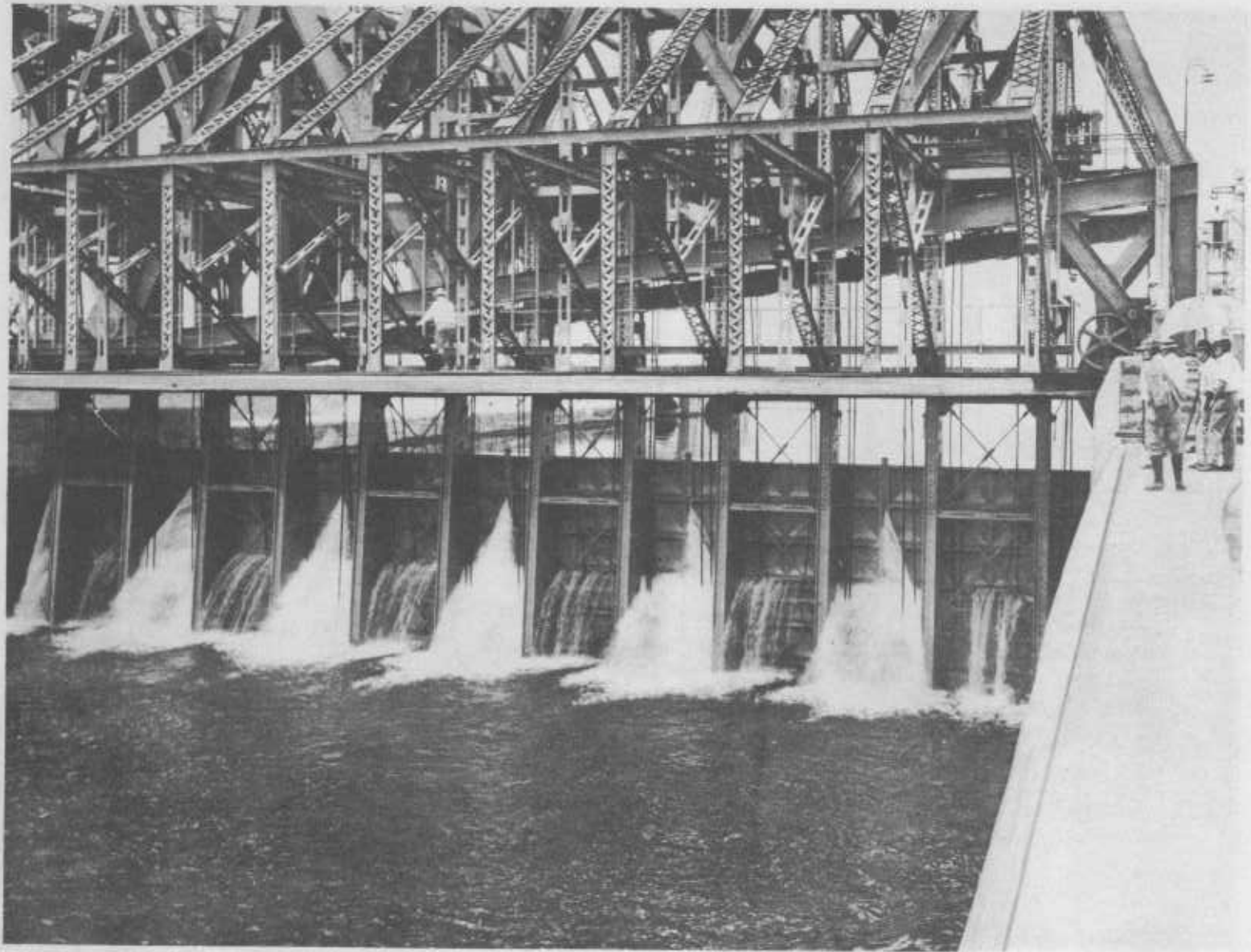
Conde y Condesa de York, ahora rey y reina de Inglaterra, llegando a las esclusas de Miraflores, Canal de Panamá,
en el H. M. S. "Renown"
Duke and Duchess of York, now the King and Queen of England, arriving at Miraflores Locks, Panama Canal,
on H. M. S. "Renown"



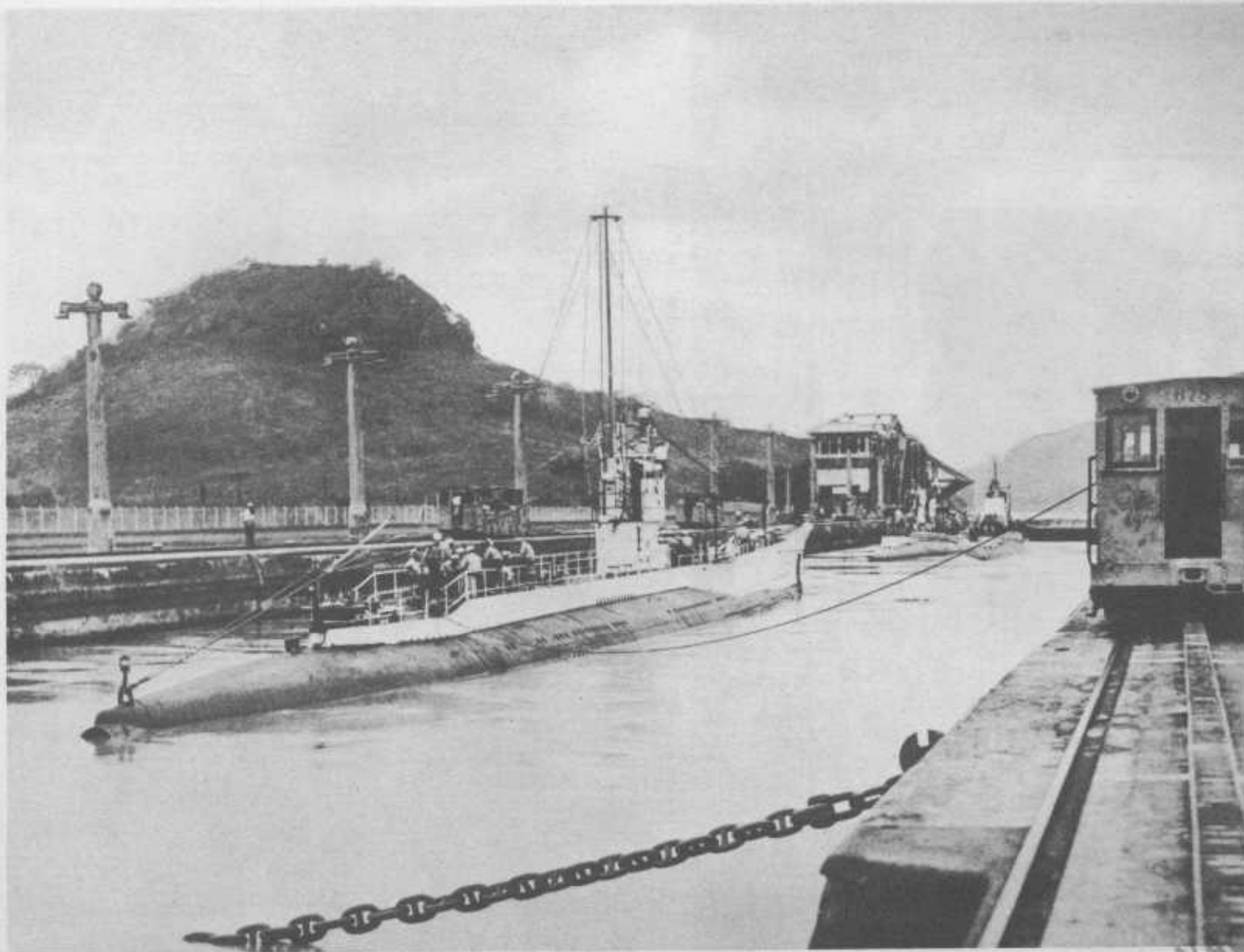
Thatcher Ferry, donde cruzan el canal cientos de carros diariamente hacia el interior de la República de Panamá
Thatcher Ferry, where hundreds of cars cross the Canal daily to and from the Interior of the Republic of Panama



Porta Aeroplano en Cristobal, Zona del Canal
Aeroplane Carrier in Cristobal Bay



Funcionando la represa de emergencia, esclusas de Gatún, Canal de Panamá
Operating Emergency Dam, Gatun Locks, Panama Canal

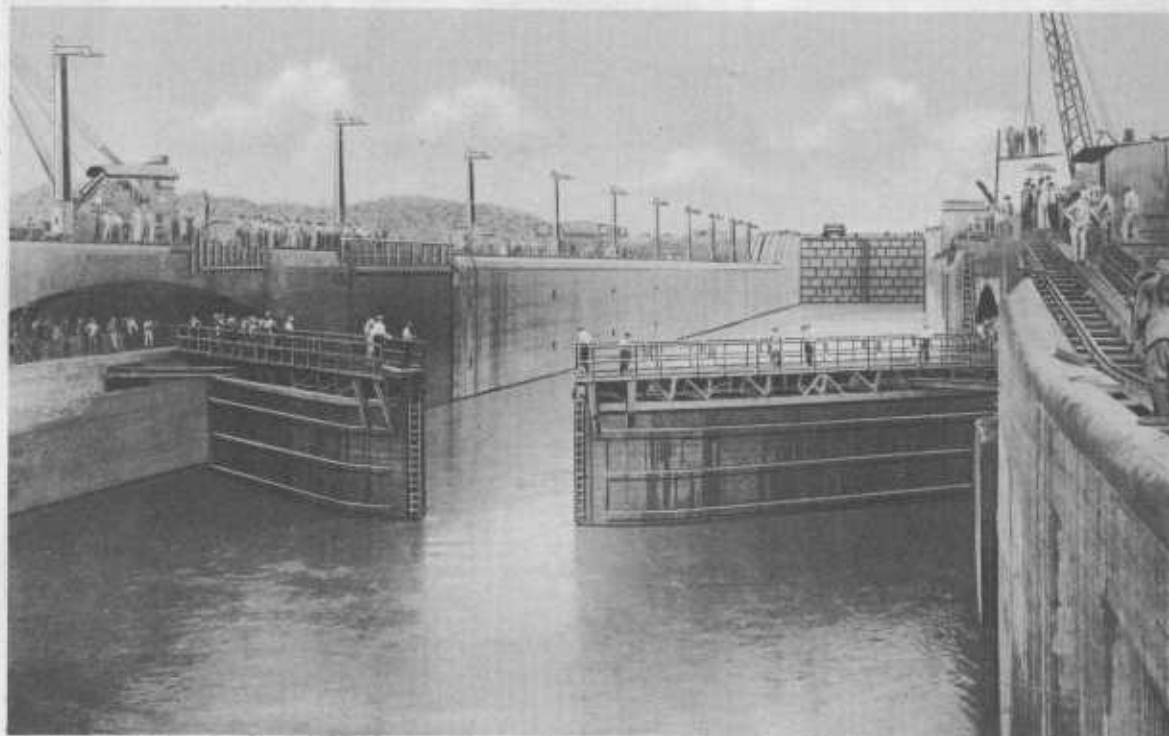


Submarino de los EE. UU. pasando por las esclusas de Miraflores
U. S. Submarine passing through Miraflores Locks

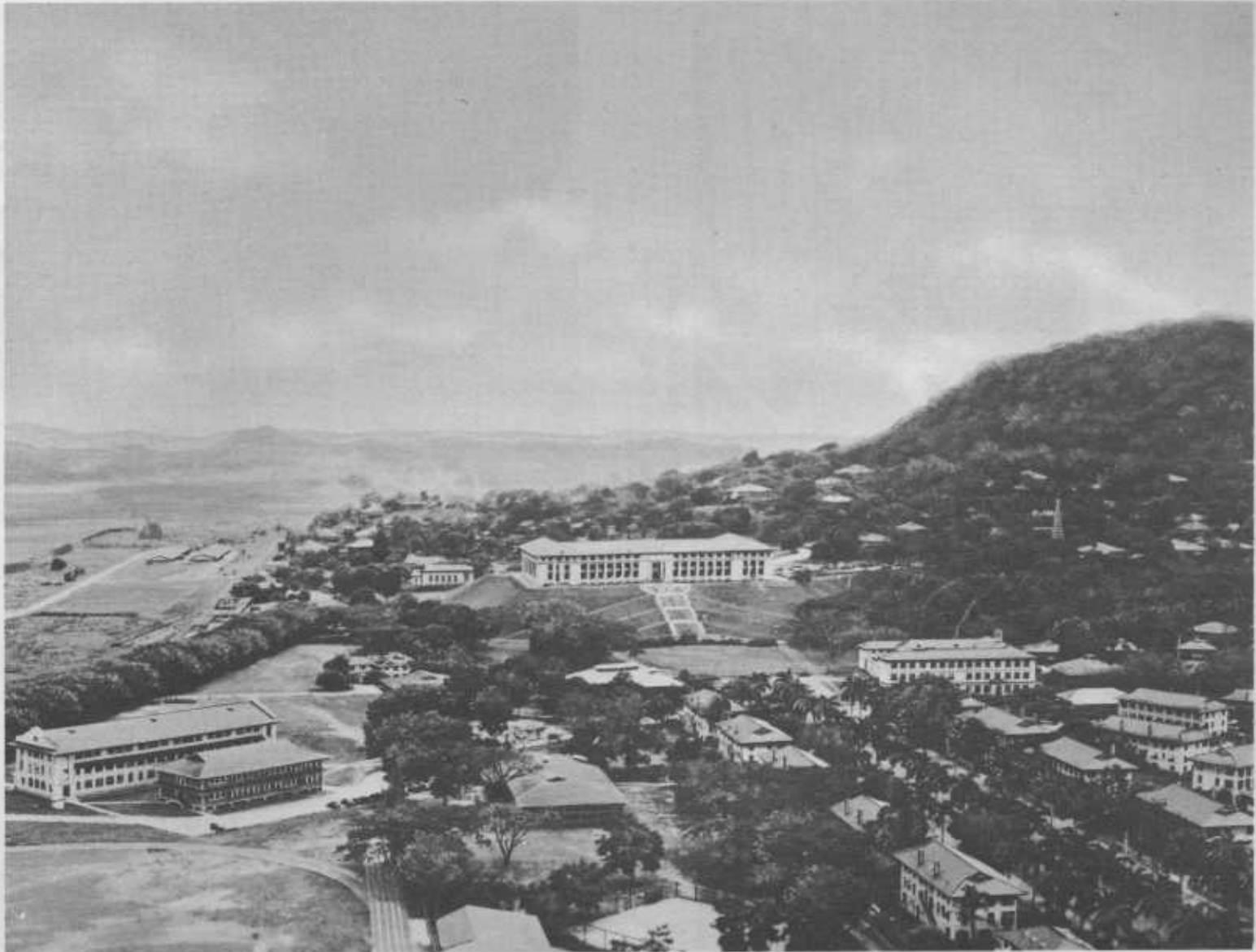
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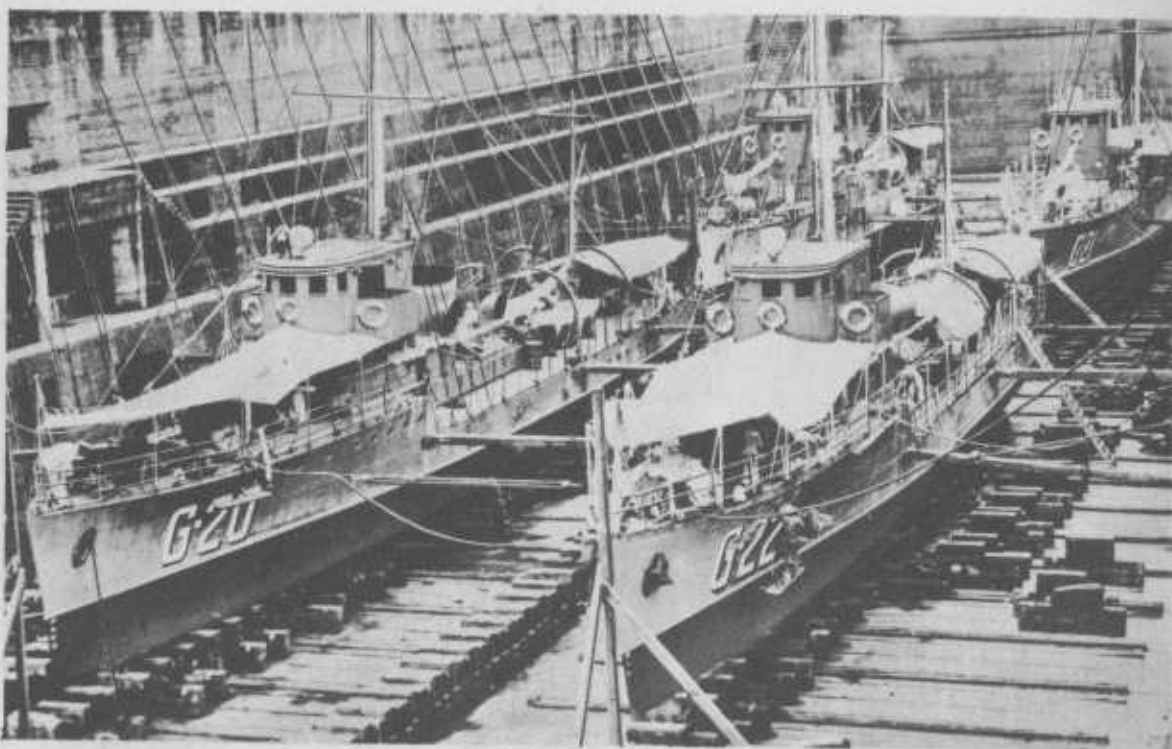
Llenando la esclusa superior de Miraflores, Canal de Panamá
Filling upper Miraflores Lock, Panama Canal



Abriendo las Compuertas de guardia inferiores, esclusas de Miraflores, Canal de Panamá
Opening Lower Guard Gates, Miraflores Locks, Panama Canal



Edificio de Administración de Balboa, Zona del Canal, visto desde un aeroplano
Aerial View showing the Administration Building, Balboa, C. Z.



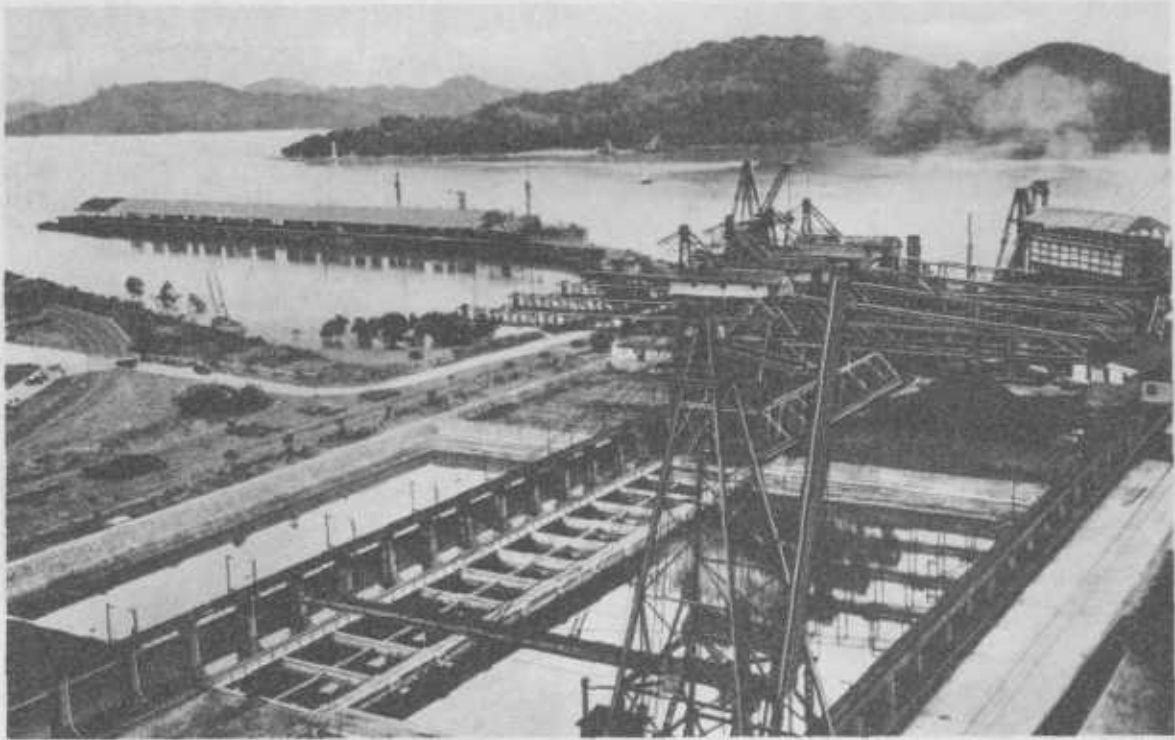
Dique seco de Balboa, Zona del Canal
Dry Docks, Balboa, C. Z.



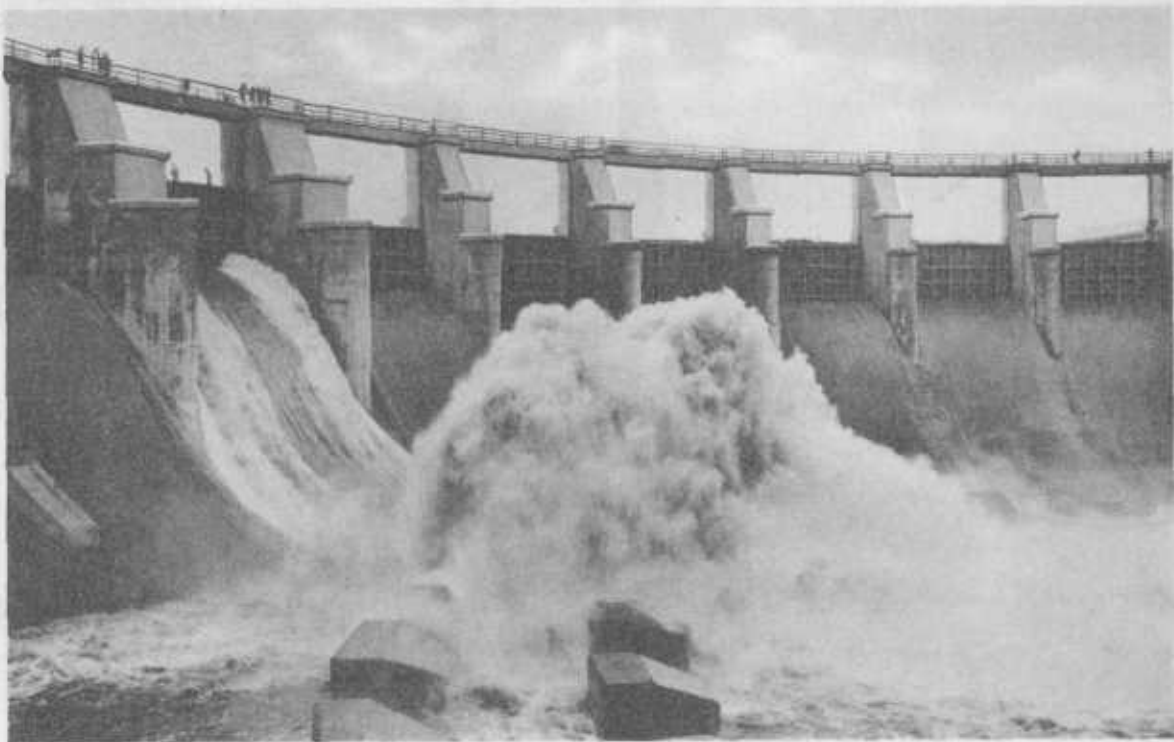
Motoveleros en la Bahía de Panamá
Sailing Boats in the Panama Harbor



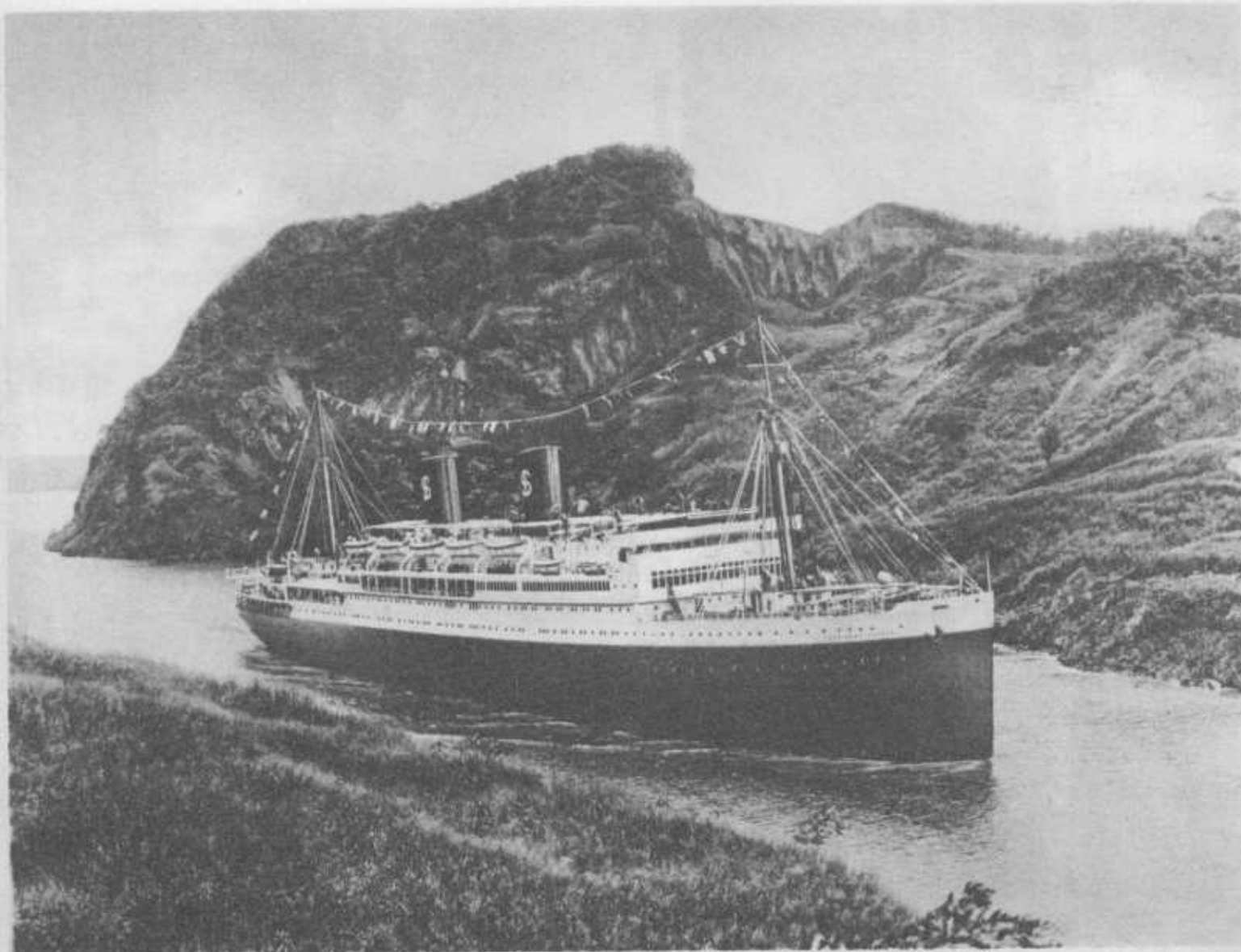
Vista crepuscular del Lago de Miraflores, Canal de Panamá
Scenic View of Miraflores Lake, Panama Canal



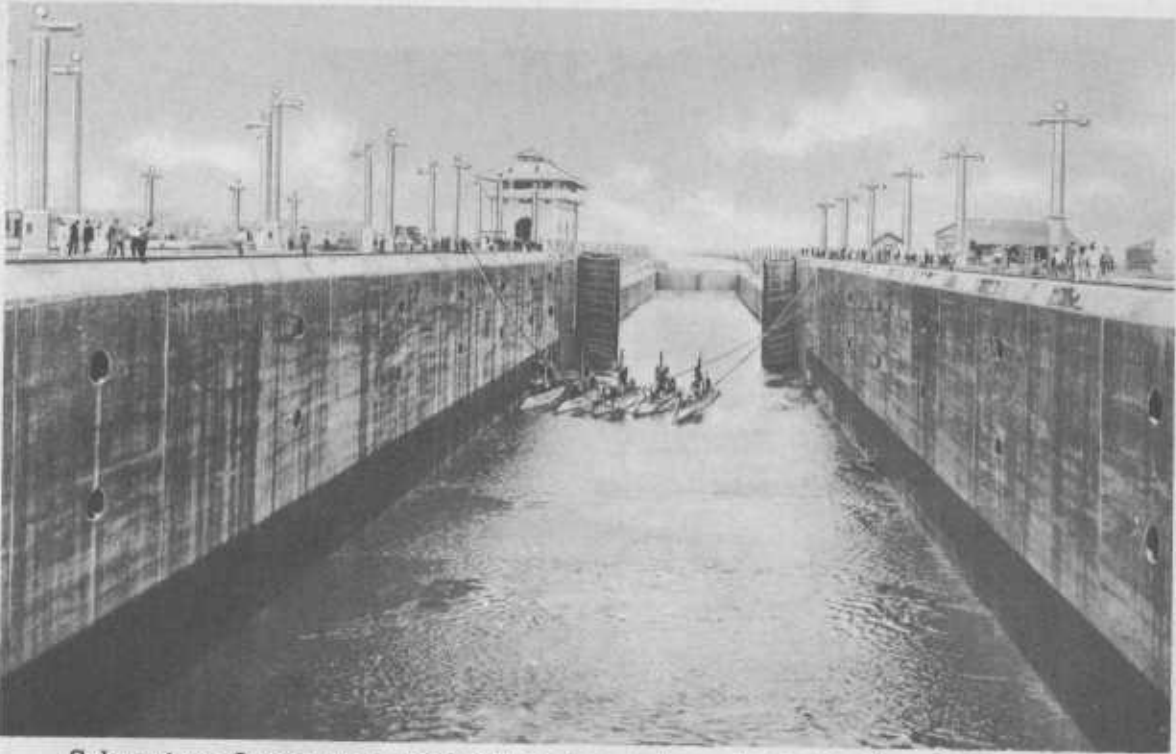
Planta Carbonera del Pacifico, mostrando entrada al Canal de Panamá
Pacific Coaling Station, showing entrance to the Panama Canal



Desague de Gatún funcionando, Canal de Panamá
Gatun Spillway in Operation, Panama Canal



Nuevo Barco de la Dollar Line en el Corte de Gaillard, Canal de Panamá
New Dollar Line Steamer in Gaillard Cut, Panama Canal



Submarinos Americanos clase "C" en las esclusas de Gatún, Canal de Panamá
U. S. "C" Class Submarines in Gatun Locks, Panama Canal



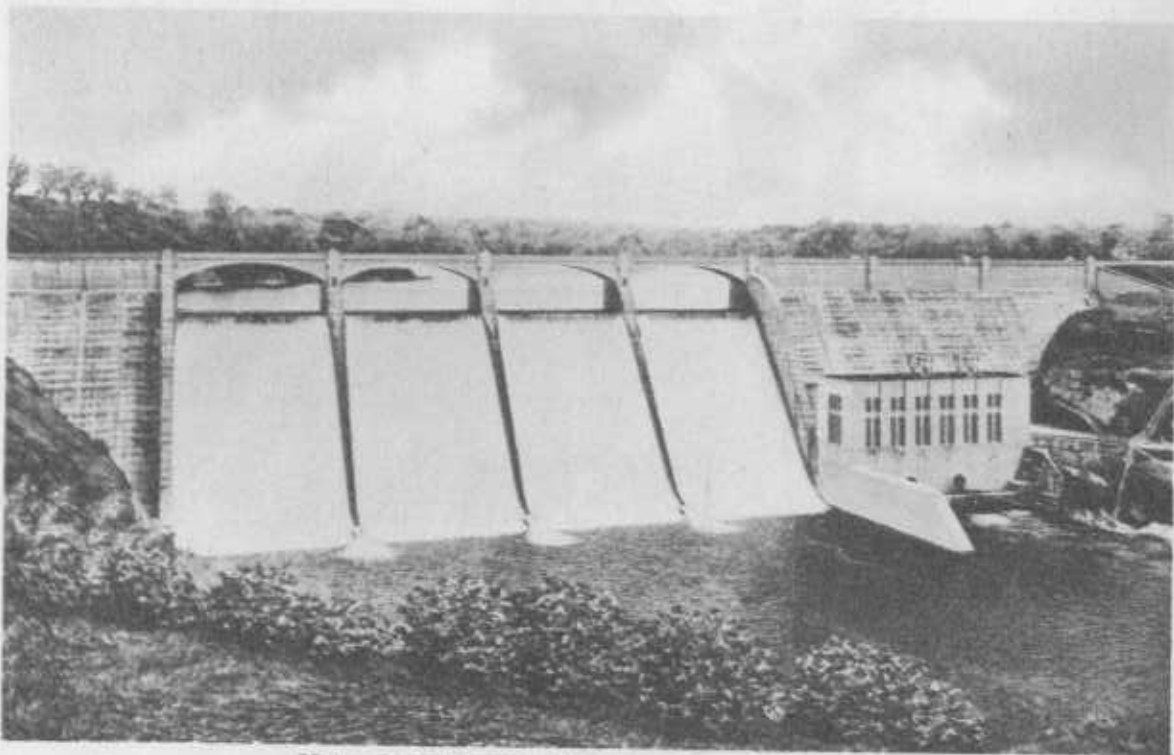
Vista tropical de Fuerte Amador, Zona del Canal
Tropical View of Fort Amador, Canal Zone



Vista general de las esclusas de Gatún, mirando hacia el sur, Canal de Panamá
General View of Gatun Locks, looking South, Panama Canal



Preparando para la nueva represa llamada Madden Dam
Preparing for elaborate work at Madden Dam



Vista de la Represa Madden, Zona del Canal
View of Madden Dam, Canal Zone



Diablo Heights Club House, Zona del Canal
Diablo Heights Club House, Canal Zone



Muelle 7, Cristóbal, Zona del Canal
Pier No. 7, Cristobal, Canal Zone