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THE PANAMA CANAL
REVIEW



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1972

David S. Parker
Governor-President
Charles R. Clark
Lieutenant Governor
Frank A. Baldwin
Panama Canal Information Officer

THE PANAMA CANAL
REVIEW

Official Panama Canal Publication

Morgan E. Goadwin, Press Officer
Publications Editors
Willie K. Friar, Tomás A. Cupas
Writers
Eunice Richard, Fannie P. Hernández,
José T. Tuñán and Luis C. Noli

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Sketches in this issue by Carlos Méndez and cartoons by Peter Gurney.

EVERYONE HAS HEARD OF the wicked Captain Fokke who cursed the Almighty one day 300 years ago while beating against the wind as he tried to round Cape Horn. He and his phantom ship have sailed the seas ever since haunting all honest mariners.

While assembling pictures of interesting ships using the Panama Canal for the 6-page feature that appears in this issue, it was found that nearly every unusual ship, except the *Flying Dutchman*, has been here at least once.

The *Tusitala* of New York was no *Flying Dutchman* but she was almost as interesting. In 1929 when she was still making transits of the Panama Canal, she was the only United States flag sailing ship remaining in the trade between Atlantic and Pacific ports of the United States. In the picture taken in 1927 showing her in Gatun Locks, she was on a regular trade route between Seattle and Baltimore and at that time had on board a cargo of magnesite and lumber.

The *Tusitala* was built in 1883 in Greenock, Scotland, and was regarded as a good example of the fine models turned out at that time.

Painted a sparkling white and with every stitch of canvas set taut, the vessel presented a yacht-like appearance which inspired pride in the hearts of old sailors.

She was purchased by a group of men in New York in 1923 and her name changed to *Tusitala* or "Story Teller," a name conferred by Samoans upon Robert Louis Stevenson, who spent the last years of his life in the South Seas. The formal change of flags was marked in New York by a ceremony befitting the occasion, according to an account of the event. A bottle of champagne was broken on the bell by Will H. Low, artist, and old friend of "R. L. S.," and a few words of benediction were spoken. Christopher Morley, who was at the helm, read a letter from Joseph Conrad addressed to the new owners.

With Bold Strokes And Bright Colors



A Fresh New Look at the Building of the Canal

KIDS ARE FUNNY PEOPLE. And their imagination, when stirred only slightly, can produce some pretty fantastic ideas. THE PANAMA CANAL REVIEW set out to prove this point by sponsoring a contest among fifth and sixth grade students in Canal Zone Schools.

The children were provided statistics on such things as the amount of concrete used to build the locks, the volume of material excavated from Gaillard Cut and the number of holes perforated to sink dynamite charges during the construction of the Canal. Then they were asked to use their imagination.

The results were just short of overwhelming, despite the fact that classes in the Latin American schools were nearly over and there was not time to obtain entries from them.

Renderings came in crayon, pen and ink, oils and water colors, bright colors and bold strokes. Many showed amazing ingenuity and quite a few revealed a keen sense of humor in the young artists. One child, obviously feeling that President Theodore Roosevelt had adequately summed up the story of the Canal, painstakingly copied one of

Teddy's better-known quotations and sent that along as her entry.

On the Covers

The work of the two first-place winners appears on the front and back covers. Author of the watercolor on the front cover is 10-year-old Laura Otter, daughter of Maj. and Mrs. Jason I. Otter, of Howard AFB. The back cover is a crayon drawing by Ted Osborne, 11, son of Mr. and Mrs. Theodore M. Osborne of Panama City. Ted's father is employed at Fort Amador. Though both children have been on the Isthmus less than a year, they have already learned much about the Canal and its history in school and through their own research.

The first-place winners received a plaque on which is mounted a piece of rock from Gaillard Cut, a 3-month pass to any Panama Canal movie theater, and were taken on a comprehensive tour of the printing plant, where they learned about offset printing from real experts.

Veteran lithographer Juan Fernández V. explained to the children how their original artwork was photo-

graphed, color separations and plates made, before the printing process actually began. Laura and Ted were given proofs of each of the four colors used in printing the cover—red, yellow, blue, and black—to show their classmates at school.

The workings of the offset press, where the final product rolls off, were explained by Mario B. Rivera.

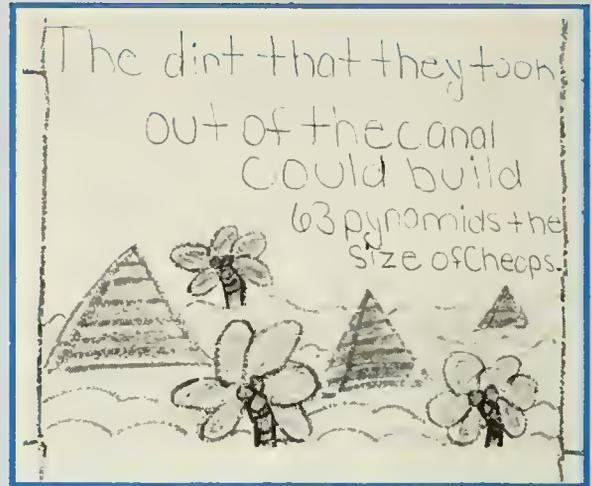
Drawings and paintings selected for second prize and those chosen for honorable mention are reproduced on the next two pages. Two hundred and fifty-two students from both sides of the Isthmus entered the contest. V. C.



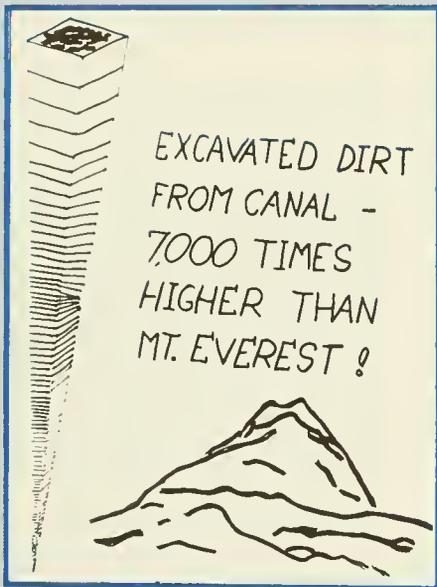
Dedicated To The
Builders Of The
Panama Canal

" You, Here, Who Do Your Work
Well In Bringing To Completion
This Great Enterprise Will Stand
Exactly As The Soldiers Of A
Few And Only A Few Of The
Most Famous Armies In All The
Nations Stand In History. This Is
One Of The Great Works Of The World."
Theodore Roosevelt 1906

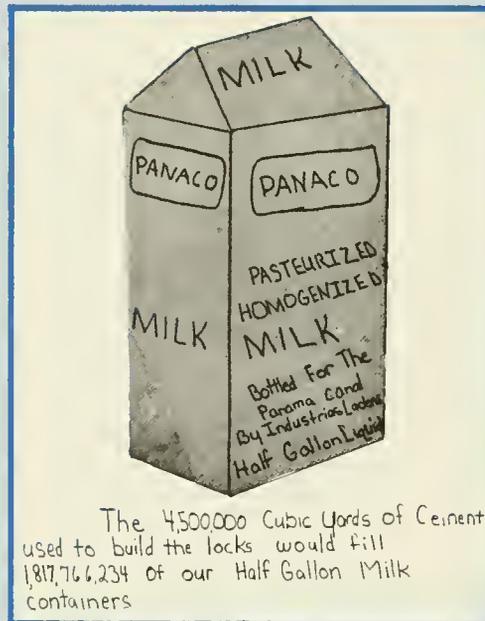
Mary E. Cronan
Grade 6, Margarita



Nancy Rodriguez
Grade 6, Ancon



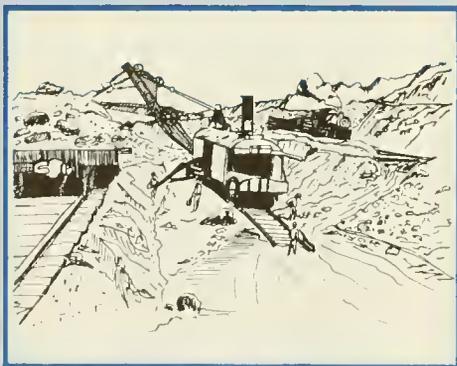
Jerri Love, Second Prize
Grade 5, Fort Gulick



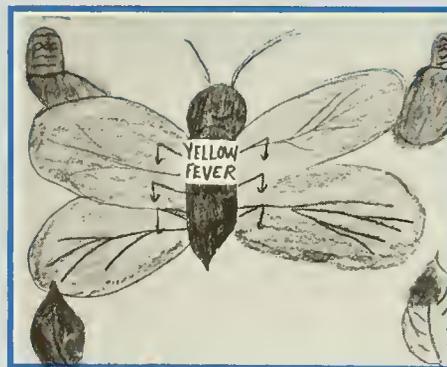
Mary Kelleher, Second Prize
Grade 6, Balboa



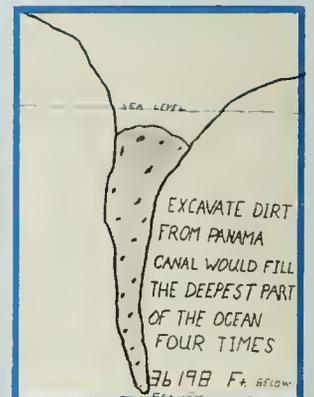
Daphne Downing
Grade 6, Margarita



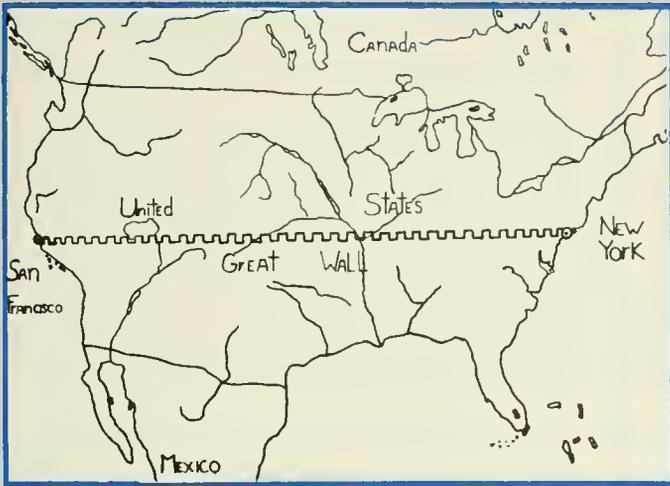
Rodolfo Mon
Grade 5, Margarita



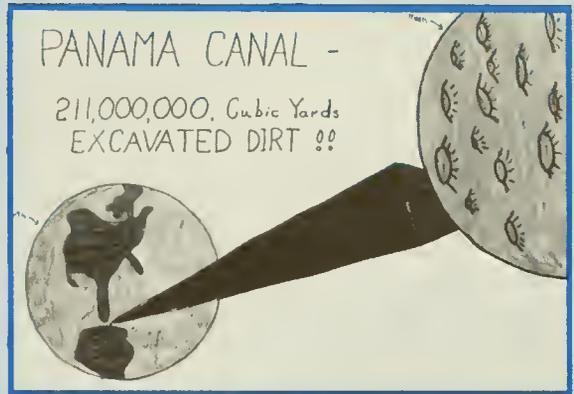
Connie Hallada
Grade 6, Diablo Heights



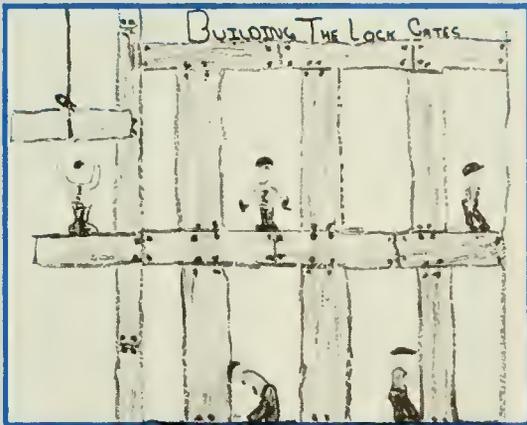
Kevin Brookhart
Grade 5, Fort Gulick



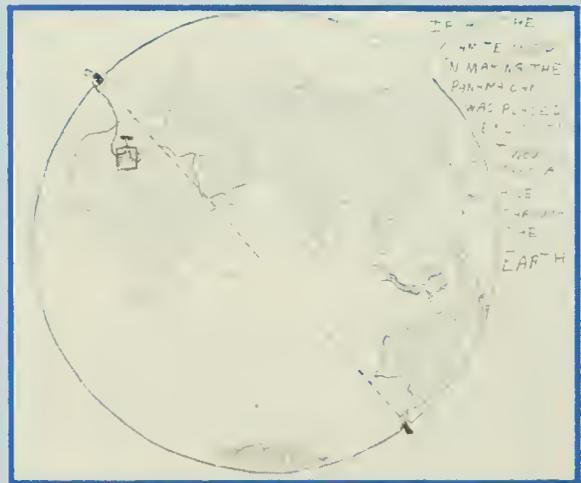
Johnny Tate
Grade 6, Margarita



Manny Olivaz
Grade 5, Fort Gulick



Charles Bowen
Grade 6, Gamboa



Teddy Haff
Grade 6, Los Rios



Gilbert Corrigan
Grade 5, Margarita



Karen Dyson
Grade 6, Balboa



Taboga

By José T. Tuñón

CLOSELY LINKED TO THE colorful history of Panama, the picturesque island of Taboga has known the fury of marauding pirates, the intolerance of the Conquistadores, the boldness of the Gold Rush adventurers, and the glory of producing a saint. Through it all the island has remained unsullied.

An idyllic hilly island in Panama Bay, reminiscent of Capri, Taboga is only about 12 nautical miles, or an hour by launch, from Panama City. Its proximity and its white sand beaches have made it a prime candidate for further development by the Republic of Panama Tourist Bureau.

Plans are now afoot to build a hotel complex which would include the present Hotel Taboga and 55 modern cabins to be constructed on El Morro, a small adjacent island. It would be administered by the Hyatt International Hotel chain.

Balboa

Although Vasco Núñez de Balboa, the first Spaniard to set foot on the small dot of land, called it St. Peter's Island, the Indian name of the ruling cacique prevailed and nearly 450 years after its founding, the island still maintains the simplicity and flavor of bygone days.

Typical of the Spanish colonial settlements in the New World, the little town of Taboga sprang up around the church. Its narrow streets, now paved,



Architectural drawing showing some of the 55 modern cabins to be constructed on the adjacent island of El Morro as a part of the hotel complex that will include the Taboga Hotel.



are barely wide enough for the passage of the few vehicles on the island.

The absence of traffic noises and exhaust fumes to pollute the clean sea breezes and the magnificent view of velvet sea and ships from far-off lands waiting to enter the Canal have made Taboga a favorite weekend retreat for Panama and Canal Zone residents and a year-round tourist attraction.

Quiet rural lanes fully skirted by a profusion of bougainvillea and hibiscus blooms in red, white, and pink, accentuated by the fragrance of roses and sweet jasmine, give Taboga the atmosphere of an eternal garden and the name "Island of Flowers."

Spanish Conquest

During the Spanish conquest, Taboga's inhabitants were virtually eliminated. When a decree by Charles V put an end to slavery, only about 700 slaves remained in Panama and its environs; the majority of these had been brought from Venezuela and Nicaragua. Among them were a handful of native slaves who became the settlers of Taboga.

A new village was founded in 1524 by Padre Hernando de Luque, dean of the Panama cathedral. He built a comfortable house on the island and remained there most of the time. It was Padre Luque who provided funds and blessed Francisco Pizarro and Diego de

No traffic noises disturb the quiet of Panama's historic "Island of Flowers"



El Morro played an important role in world shipping a little over 100 years ago when the Pacific Steamship Navigation Co. established its Panama headquarters there. Many forty-niners en route to California spent their "waiting" days in Taboga boarding houses.



Taking advantage of low tide, visitors walk over to the island of El Morro, where the U.S. Navy had a "mosquito boat" training base during World War II.



An ancient anchor frames a scene of narrow flower-bordered lanes curving past small white houses and Tahoga's historic church, where the little town sprang up during the Colonial era.

Almagro before they set off from Taboga on their conquest of the flourishing Inca Empire.

In addition to his church duties, he raised fruits and vegetables on the fertile soil of Taboga, devoting much of his time to his pineapple plantations. Padre Luque's pineapples could well be the progenitors of the pineapple patches that pepper the island today.

Taboganos still recall the venerable priest by referring to a crystalline pool in the folds of Picacho del Vigía, the highest point on the island, as the "Bishop's Pool."

Santa Rosa de Lima

They remember, too, that Santa Rosa de Lima, the first saint of this hemisphere, was conceived in Taboga. According to Don Manuel Peñuela, for many years a municipal official in Taboga, the parents of the young girl who was later to be canonized, had lived in a charming house on the beach, now owned by Señora Abigail Pacheco de Diez.

Taboga's wholesome, healthy atmosphere has been recognized since colonial days when Panama City residents flocked to the island during epidemics or for a respite from the city heat. On several occasions, Taboga has been unofficially the summer capital of Panama, especially during the terms of President Belisario Porras.

The Panama Tourist Bureau operates a modern hotel on the island, which is the headquarters of numerous water

sports activities held during the year. Pleasure boats from Panama and yachts from all parts of the world may be seen anchored in front of the hotel throughout the year.

Hotel Chu, a two-story wooden structure built on the beach after the turn of the century, offers adequate but not luxurious comfort and spectacular vistas of Panama Bay.

Facing Hotel Taboga and linked to the island at low tide by a sandbar, is El Morro, a small rocky islet, where at the end of the 17th century the Spaniards established a fort to defend Taboga.

Three Cannons

During the wars of Independence in Latin America, it was the three cannons on El Morro, manned by 10 Spanish soldiers, that fought off the attacks of John Illingworth, in 1819. During a second attack, however, the invaders took Taboga, the inhabitants fleeing to the hills. Three of the invaders were killed and buried by the villagers, who marked their graves with wooden crosses. With the passing of the years, cast iron crosses embedded in a mortar base, replaced the wooden markers. To this day, Taboganos in the vicinity of "Las Tres Cruces" never fail to light a candle in memory of the three who dared to disturb the peace of their little island.

A little over 100 years ago, El Morro played an important role in world shipping. The Pacific Steamship Navigation Co., an English company with ships plying between England and the Pacific ports of South America, extended its route to include Panama. Aware of the abundance of supplies and potable water and general healthy conditions on the islet, the company purchased El Morro. They built workshops, a ship repair facility, supply stores and a coal-ing station and brought over hundreds of Irishmen to work in the supply base. It was at about this time, too, that the 49'ers discovered the healthy aspects of Taboga, many of them spending their "waiting" days in boarding houses there. A trace of Anglo-Saxon names can still be seen on sparkling white tombstones in the cemetery.

The Golden Age

Taboga was the seat of government for all the islands in the Gulf of Panama, including the Perlas Islands. Islanders prospered and it was the Golden Age of Taboga. Prosperity continued until several years later when the Pacific Steam transferred its shops to Callao, Peru.

Taboga Island had an important role

in the construction of the Canal. In 1883, during the French effort to construct a Panama Canal, they built a 25-bed sanatorium on Taboga for ailing and convalescing employees of the company. A few years later, in the grim battle with disease, the French built a 50-bed, \$400,000 sanatorium on the island.

This building was taken over by the United States in 1905 as a rest and recuperation center for Canal construction workers. It served this purpose until January 1915, when it became a vacation resort for employees and their families and was known as Hotel Aspinwall.

The Aspinwall was converted into an internment camp for German prisoners during World War I. After the war it was once again a hotel and recreation center and was the hub of Taboga's social life until 1945. The Aspinwall is gone but many an Isthmian still recalls this hotel on the beach at Taboga and the part it played in social activities of that bygone era.

Mosquito Boats

During World War II, the U.S. Navy had a "mosquito boat" training base on El Morro. The heroic record of these boats in the Pacific theater of war proved the efficiency of the officers and sailors on El Morro.

Today, a modern aid to aerial navigation, at the top of Picacho del Vigía, guides all aircraft to the Isthmus.

Numerous legends and romantic myths have been woven into the traditions and folklore of the island. Among these is the celebration of a water festival on July 16 in honor of the Virgin of El Carmen, the patron saint of Taboga. A number of boats, usually led by the most luxurious yacht of the Panama Yacht and Fishing Club carrying a statue of the Virgin, sail in a procession around the island. The procession includes pleasure boats of all types and sizes and pangas, the flat-bottom canoes used by the fishermen, all beautifully decorated for the occasion with the occupants singing praises to their patron saint.

According to Taboga lore, many years ago, a pirate ship attempted to attack the island and as the invaders neared the beach, an enormous army headed by a beautiful woman appeared, ready to meet the onset. The pirates were terrorized by the vision and fled back to their boat. One who did make it to the beach was even more mortified when he learned that there was no such army, much less a beautiful woman leading it. To this day, Taboganos are convinced that it was the Virgin of El Carmen who saved them.

A popular swimming hole is the "Bishop's Pool," named for Father Luque, the founder of Taboga.



Taboganos often light candles before the three crosses which mark the graves of invaders who attacked the island in the early 19th century.

What's In a Name?

By Willie K. Friar

THE ROOSEVELT CANAL, HAN-na Locks I, II, and III, the Sea of Hanna and Hanna Dam. Ever hear of these places?

They might well have been the names of the Panama Canal, Miraflores, Gatun, and Pedro Miguel Locks, and Gatun Lake and Dam, except for the consistent spirited resistance of Gov. George W. Davis, Gov. M. L. Walker, and others who followed after them.

From the time the first shovelful of dirt was turned, the Canal administration maintained a resolute policy of preserving historic geographical names despite repeated efforts to change them to honor various individuals.

As early as June 28, 1904, John Bigelow, of New York, in a letter carefully written in Spencerian script, suggested to President Theodore Roosevelt, that all of the locks of the Canal be named for "the late Senator Hanna, a statesman and friend of the Isthmian Canal." He also suggested that Gatun Lake be called the Hanna Sea, and the port city of Cristobal be known "simply as Hanna."

The letter was forwarded to Gov. George W. Davis, who, though at that time much more concerned with the building than with the naming of locks

and towns, made it quite clear that he was not in favor of changing well-known local names. Expressing his opinion in a letter to the President, he added, "After the greatest engineering work of the world is accomplished there will be time enough, it seems to me, to decide upon the names of the ports at its principal entrances; the course that was followed in respect to the Suez Canal."

But this was only the beginning of efforts to rename the locks and Canal Zone towns that continued until recent years.

In April 1928, a joint resolution was introduced in the House of Representatives that Gatun Locks be named to honor Maj. Gen. George W. Goethals, chief engineer of the Panama Canal from 1907 to 1912 and former Governor of the Canal Zone; that Pedro Miguel be named for John F. Stevens, chief engineer from 1905 to 1907; and Miraflores be changed to Sibert to honor Brig. Gen. William L. Sibert, division engineer of the Atlantic Division, 1907 to 1914.

Little Jewel

The resolution also called for the naming of the dam which was known as "Alhajuela" for Congressman Martin B. Madden, chairman of the Appropriations Committee, which obtained the funds for building it.

Local sentiment was against all of the proposals and the names of the locks remained the same, but the name of the dam was changed to Madden even though a local newspaper conducted a campaign for retaining the historic name, "Alhajuela" which means little jewel.

In resisting the changes, Gov. M. L. Walker pointed out "It is proposed to name Gatun Locks, which were built by Sibert, after General Goethals, and Miraflores Locks, which were built by Mr. S. B. Williamson, after General Sibert. General H. F. Hodges, who was largely responsible for the design of all the Locks is neglected."

Governor Walker recommended instead of the suggested change of names that a Panama Canal Memorial Hall be

built in the Canal Zone containing tablets which would give the full history of American achievement on the Isthmus and set forth the part played by every individual prominently connected with the work.

It was proposed in 1928 that the name of the Canal be changed to honor President Theodore Roosevelt. Governor Walker expressed his disapproval of this also and said, "The Panama Canal has been so called since the French Company first started work. The Canal is so known throughout the world. To change its name now will prove very confusing and for many years, even if the change of name is made, the world will continue to refer to it as the Panama Canal."

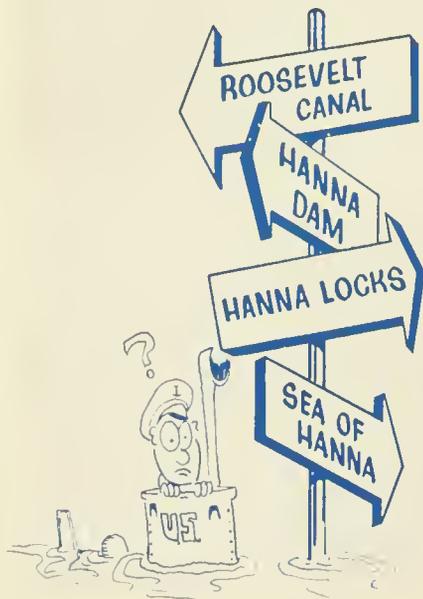
Culebra Cut

He mentioned as proof that names are not easily changed that in 1915, President Wilson signed an Executive Order changing the name of Culebra Cut, the excavation through the Continental Divide, to Gaillard Cut to honor Lt. Col. David Gaillard, who was in charge of the work there from 1907 to 1913. He pointed out that the name, Culebra, which means snake, has persisted. It is still used today by many residents of the Canal Zone and Panama.

The Spanish names of the locks are geographic ones, already in common usage for these sites before the locks were built, and looking into how the areas happened to get their names leads one far back into Isthmian history. In the case of Gatun, on the Atlantic side of the Isthmus evidence indicates that it took its name from the river which appears on Spanish maps as early as 1750.

On the Isthmus, as in other places, it appears that names were first applied to rivers and streams, often with a descriptive adjective to characterize a particular body of water.

This seems true with the Gatun River which some believe was named for "el gato," the cat, because of its smooth running feline quality. (Records show that beginning about 1882 the river was called the Gatuncillo.) There are



still some local people, however, who insist that the name came from "gatu-nero," seller of smuggled meat, since the area around Gatun was once known as a place where stolen cattle were brought for sale to travelers.

Of the three locks, the name of Pedro Miguel, pronounced "Peter Magill" by most Americans living in the Canal Zone, arouses the most curiosity and provokes numerous arguments and discussions.

Pedro Miguel's Cabin

One oldtimer reports that he remembers well the story he heard while still a boy that Pedro Miguel was the name of a railroad section foreman. There was no town there in the old days and the stop on the Panama Railroad was known simply as "Pedro Miguel's Cabin." Others insist that the name was originally San Pedro Miguel—St. Peter Michael—the name the Spanish gave the river which is near the town.

An 1867 history of the Panama Railroad refers to the river as "a narrow tidewater tributary of the Rio Grande" which the railroad crossed on an iron bridge. Others say that the area was named by the French to honor a saint and then translated into Spanish.

But further research indicates that the name goes back still farther in history. Early accounts of the conquistadores in Panama mention a soldier named Pedro Miguel, a contemporary of De Soto, and a 1729 Spanish map shows a hill named Cerro Pedro Miguel as well as the river, Rio Miguel.

Miraflores, which means "look at flowers" was not chosen because flowers were growing where the Pacific side locks are located. It was actually a desolate swampland.

The name dates far back in Isthmian history but a check of old records gives no clue as to how, why, or when the name was first applied to this area. It is a common Spanish surname and chances are that Miraflores was named for an individual during Spanish colonial days. There are several South American countries with towns of this name.

Canal Builders

Many other place names date far back in the history of the Isthmus and retaining them in the face of campaigns by congressmen and others bent on honoring builders of the Canal has not been an easy task.

Most Canal Zone towns are still called by their original names. There was an attempt by a congressman to change the historic name of Gamboa to Goethals.



Lynn Niswander, student assistant with the Canal organization, points out a river named Miguel on a 1729 map in a book of Spanish maps at the Canal Zone Library. Early Spanish maps of Panama show that many local geographic names can be traced far back in the history of the Isthmus. A hill named Cerro Pedro Miguel also appears on this map.



Miraflores

Gatun

La Boca

Darien

Cristobal

Diablo

Pedro Miguel

Gamboa

Gamboa, the home of the Canal's Dredging Division, which first came to prominence when the French Company began excavation, is the Spanish name of a fruit tree of the quince family. It is also a well-known surname still found today in Panama and Spain. Since the tree is not native to Panama, it seems likely that the name goes back to some of the early Spanish explorers.

Ancon, an old Pacific side settlement, is considered by many to be the most sonorous of Canal Zone names. The name, which goes back hundreds of years in Isthmian history, means anchorage. In 1545, Pizarro, seeking to control the Isthmus of Panama and its rich ports, sent two expeditions from Peru. The first pillaged the old city of Panama before it was recalled. The second was divided into forces, one of which, under Rodrigo de Carbajal, landed at "Ancon, a small cove 2 leagues from Panama." Later, Ancon was particularly known for the French hospital located there.

Margarita, on the Atlantic side of

the Isthmus, got its name from the little island which is now Fort Randolph, but where the island originally got its name is lost in history.

Next to Colon, on a coral reef, the French dumped spoil from their canal and on this artificial plateau they built warehouses, shops, round houses, office buildings, and quarters. They named this section Christophe Colomb, or Christopher Columbus. It was an easy step from the French "Christophe" to the Spanish "Cristobal."

The Pacific terminus of the Canal was not called Balboa until 1909. The name was suggested by the Peruvian Minister to Panama, who advanced the idea that the southern terminal of the Panama Canal should honor the discoverer of the Pacific Ocean, just as the northern terminal honored the discoverer of the new world. Up to that time, the two Pacific side settlements at the southern end of the Canal were known as Old La Boca and New La Boca, which means the mouth.

Some of the new Canal Zone towns

got their names by popular vote. Among these are Curundu, Rainbow City, and Los Rios.

The area now known as Curundu was once called Skunk Hollow. But some residents decided that it should be changed and suggested Jungle Glen as a more fitting name. Others were for keeping the name of Skunk Hollow.

Skunk Glen

An editorial in The Star & Herald of March 18, 1943, was in favor of retaining the name stating: "Friends of tradition and Skunk Hollow need to arouse themselves if they want to save the name. They deserve encouragement. This world tends to become a dreary and orthodox place. Whatever piquancy and humor is inherent in the name of Skunk Hollow should be preserved for the coming generations. They, to whom the old place has the associations of home and friends, cling to the old name. They might agree that a rose by any other name would smell as sweet but not Skunk Hollow."

A letter to the Panama American urged compromise. The writer said: "We do not suggest that the warring factions compromise by agreeing to such a name as Jungle Hollow, although something might be said for such a name. But we see no reason why everyone could not at once agree to the adoption of the name Skunk Glen. This would retain the saltiness of the original name and would preserve the memories of the oldtimers. At the same time it would constitute a decided concession to the aesthetes. Let's make it Skunk Glen and return to the business of winning the war."

The problem was solved by ballot and a headline announced the result, "Skunk Glenners Vote Overwhelmingly for Name Curundu." Curundu was the name of the little river nearby. It is a historic name, which has been spelled a variety of ways, but the exact meaning is not known.

By Popular Ballot

The new town of Los Rios was named by popular ballot in 1954 with Sibert and Alhajuella being considered also as



possible choices. The streets had already been named for local rivers and it was decided that it would be fitting to call the town, "the rivers."

Rainbow City was named following a contest, sponsored by the PANAMA CANAL REVIEW. The name was suggested because of the pastel or rainbow colors of the houses. Even the sewage disposal plant is a cheerful pale green.

Paraiso, near Pedro Miguel Locks, which means paradise, was a stop on the "dry season trail" between the Atlantic and Pacific and early Canal Zone legend has it that Sir Henry Morgan first saw Old Panama from a hilltop near Paraiso. It was also a headquarters for one of the working sections of the French Canal Company.

During the 1850's when surveyors and engineers were laying out the railroad line, they found a pass which led into what F. N. Otis, a few years later, described as "the beautiful undulating valley of Paraiso, or Paradise, surrounded by high conical hills where Nature in weird profusion seems to have expended her choicest wealth."

Middle of 16th Century

The Pacific side community of Diablo Heights can be traced as far back as the middle of the 16th century. According to Isthmian histories, the narrow Isthmus of Panama was terrorized by bands of Cimarrones, runaway Negro slaves, who preyed upon the treasure trains on the Camino Real. They became such a threat to life and property that the Spanish viceroy sent expeditions to clean them out. They managed to evade their attackers and in 1552 were granted recognition by the Governor of the Province.

At that time, they had three main villages, one of which was called Diablo or Devil. It was located near the present site of Diablo Heights. In 1940, the Canal Zone director of posts objected to the decision to name the post office, which was located there until March 31, 1961, Diablo Heights pointing out there was already considerable confusion over Balboa and Quarry Heights which were often written as "Q Heights" and "B Heights." He suggested Cerro Diablo which would retain the name but put it all in Spanish, but the Governor decided to keep the name and Diablo Heights it remains.

Mapmaker's Mistake

Names sometimes are the result of mistakes or misunderstandings. A good example of this in the United States is Nome, Alaska, which received its name because a mapmaker misunder-

stood the note his supervisor had placed on the map. Not knowing the name of the place, he had written the question, "Name?" and the mapmaker misread it and wrote in Nome.

Darien, which once was the name of the entire Isthmus, but now identifies a province of the Republic of Panama, was an Indian word misunderstood by Balboa. When Balboa arrived at the coast of the Isthmus he came upon a river whose name the Spaniards phonetically translated as "Tarona." The tendency to change the letter "T" to "D" changed the name to Dariena and Daryen. Due to the consistent substitution of the letter "i" for the letter "y" in words which have the latter in their center, it finally became Darien. The incorrect name was immortalized in the famous although historically inaccurate stanza of Keats "Endymion" . . . "Cortez with eagle eyes . . . silent on a peak in Darien."

There are still sporadic attempts to change the names of the locks, town-sites, and streets of the Canal Zone but chances seem good that the long-time policy of the Canal Zone to maintain historical place names will continue.

Spirited Arguments

And it is likely that there will still be spirited arguments concerning such place names as Red Tank, Empire, Tabernilla (little tavern), Ahorca Lagarto (hang an alligator), and Matachin.

Matachin had already become such a subject of discussion that Governor Davis took time out from the business of running the Canal Zone to discuss it in the Canal Record of December 25, 1907.

He wrote: "It may seem almost heartless to shatter and destroy the beliefs of the oldest as well as the youngest Isth-



mian inhabitants respecting the history of the name of Matachin, which is known to all Panamanians as that of a station on the line of the Panama Railroad."

Although many local people insisted that it meant "Kill a Chinaman," the Governor went on to debunk the story, still told today, that the name denoted the site of a camp for Chinese railroad workers who committed suicide by drowning, hanging and throwing themselves in front of passing locomotives.

Then referring to a map published in 1684 "more than 200 years before the Chinese tired of life on the Isthmus (if they ever did)," he pointed out that a place of that name was known to the Buccaneers. It may have been the stopping place where the butcher, whose occupation it designates, supplied the weary travelers with fresh meat.

It has been said of Panama that there are few other places on earth where so much of the history of the civilized world has been enacted with so little trace of it remaining. But clues are there, for the observant, in the names of places along the Canal and throughout the Isthmus where historical names abound.



HIGH OVER THE PANAMA CANAL



By Vic Canel

OUR PHOTOGRAPHER GOT HIGH recently. High on the Thatcher Ferry Bridge to get some dramatic pictures of painting crews as they tackled the annual dry season project.

More than 300 feet above the Canal's Pacific entrance, he walked the 12-inch-wide beams without a hint of acrophobia, as painters worked on the second half of the cantilever arch to complete the last phase of the 5-year painting cycle.

The bridge is painted in sections: First the underside from the east embankment to the center span; then the underside from the west embankment to the center span; then the trolley under the bridge; and finally the cantilever arch is painted in two installments.

Each section is given two coats of aluminum paint and it takes about 1,050 gallons—enough to paint about 1,400 average size bedrooms—should anyone

be interested in an aluminum bedroom. In addition, about 750 gallons of red lead are used each year to prevent rusting.

Preparations for the dry season paint job begin in December, when 20 men are hired on a temporary basis to prepare the rigging and scaffolding. Then, in January, another 30 men are hired to do the chipping, scraping and actual painting, which usually is completed about the end of April. Annual cost of the bridge maintenance is close to a quarter of a million dollars.

Strict safety rules are enforced and each workday starts with a safety meeting. "You only make one mistake up there," says Robert E. Budreau, general foreman, buildings, who has been responsible for the job from the start of the present 5-year cycle.

Despite 25- to 35-mile-an-hour winds, no worker has ever fallen from the bridge, Budreau says—not even a photographer.

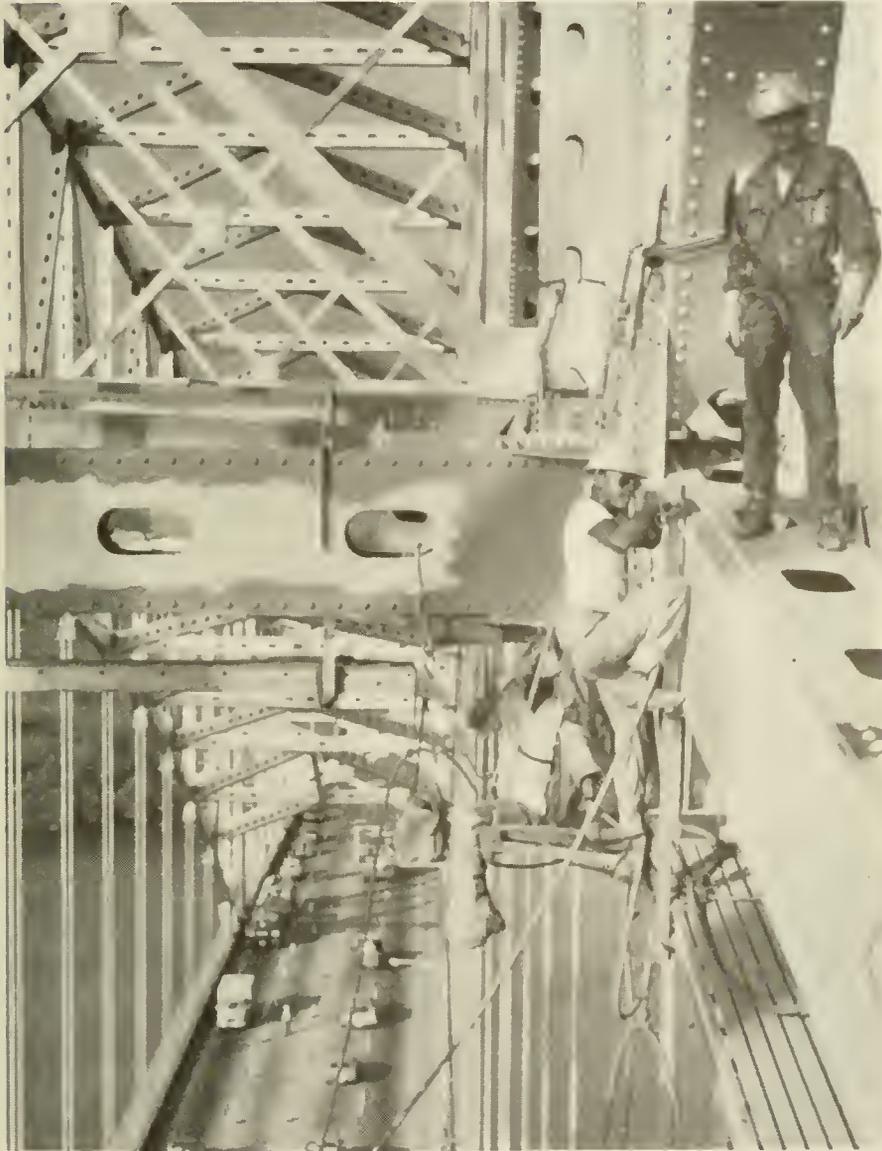


Up for a breath of fresh air—or to enjoy the spectacular view, painter Alberto Caballero takes a short break from his chore of painting the inside of this steel beam on the Thatcher Ferry Bridge.

Tied in a boatswain's chair, a painter works on one of the upright steel beams high above the Pacific entrance of the Canal.



Painters Make Striking Pictures



Traffic across Thatcher Ferry Bridge moves along in two lanes nearly 200 feet below as workmen Alvin J. Staples, in white T-shirt, and José G. González proceed with dry season painting.

These two men are responsible for keeping the bridge shipshape. They are veteran Canal employees Robert E. Budreau, left, general foreman, buildings, and Dallas Thornton, lead foreman, painter.



The dramatic photos on these pages are the work of Arthur L. Pollack, who was snapped by a coworker as he walked the beams high atop the Thatcher Ferry Bridge in search of unusual camera angles.



Silhouetted against a clear dry season sky, workers apply aluminum paint to a “forty five”—the big 45-degree steel beams in the bridge superstructure.



Passing Parade of Ships

From Steam

GRACEFUL SAILING SHIPS NO longer transit the Panama Canal with the frequency they did in 1914. The little plodding tankers and cargo ships that took on coal at Cristobal, and made their way stolidly across the Pacific, have been replaced by 825-foot tankers and container ships that travel at more than 25 knots.

Ship traffic through the Panama Canal has reflected the progress of the world from the horse and buggy age, when ships sailed with the wind, to the atomic age, when a nuclear power plant may be the source of energy.

Sailing vessels, palatial yachts, sturdy tugs, whaling fleets, offshore oil drilling rigs and ships on scientific expeditions all have been a part of the great stream of traffic which has moved through the Panama Canal or visited the terminal ports during the 57 years that the Canal has been opened to world traffic. During that time there have been more than 458,000 transits.

The war "to make the world safe for democracy" was just beginning in 1914 when the SS *Ancon* made her initial transit through the newly opened waterway at Panama. The huge cranes *Ajax* and *Hercules*, manufactured in Germany, barely made their way across the Atlantic before Germany and Britain closed the sea to shipping. Transports filled with British troops from down under came north as the war began and returned as the war ended.

The Pacific Fleet returned through the Canal at the end of hostilities and an expedition led by Rear Adm. Richard E. Byrd came south on its way to discover the frozen Antarctic. The U.S. Navy frigate *Constitution*, launched in 1797 and famed in history as "Old Ironsides," arrived at Cristobal in 1932 on a public inspection trip to the West Coast. Old Ironsides was towed through the Canal in 9 hours and 23 minutes and spent time in drydock in Balboa in

preparation for the trip to California.

As the traffic through the Canal grew during the years before and after World War II, improvements in the Canal facilities resulted in channel lighting, widening in the Gaillard Cut area, and new towing locomotives.

Almost as important as the first full transit of the Canal in 1914 was the first nighttime transit of the 665-foot bulk carrier *Allen D. Christensen* early in 1966. This was the largest commercial vessel ever to make the complete transit after dark.

The longest ship to transit the Canal was the old German American Line cruise ship *Bremen* that passed through the Canal southbound in February 1939. Her overall length of 936.8 feet has never been surpassed. The widest ship was the U.S. *Missouri* which transited in September 1952. Her measurements were 888 feet in length with beam of 108 feet.

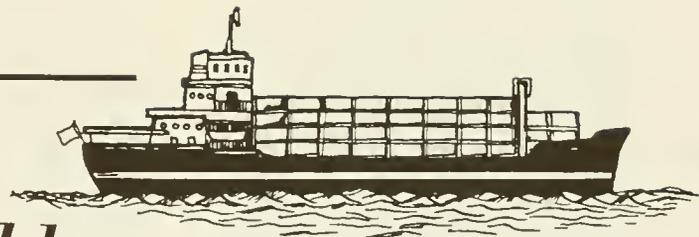
From "Tin Cans" to Catamarans



The passage of 33 vessels of the Pacific Fleet, 30 of them in only 2 days, July 24 and 25, 1919, constituted the largest operation in the Canal up to that date. The ships, many recently from the war zone, were handled in groups with a Canal pilot in charge of three destroyers. Before transit, they took on large orders of coal and fuel oil.



The USN "Hayes," one of the first catamarans operated by the U.S. Navy Sealift Command under the sponsorship of the Naval Research Laboratory, passes through en route from California in September 1971. Constructed specifically to conduct acoustic research for anti-submarine warfare application, it has space for bulky equipment.



Reflects Progress of World

Atomic Energy



One of the most complicated and costly transits was made by a fleet of inactive floating U.S. Navy drydocks moving from the Pacific to the Atlantic. Since they were too wide to fit the locks they were turned on their sides at the former Mechanical Division in Balboa and towed through the Canal by Panama Canal tugs. Even on their sides, the drydocks got a clearance in the locks chambers of only 6 feet 9 inches. All of the five drydocks had to be returned to a horizontal position in Cristobal and prepared for sea.

In recent years, the Panama Canal has made efforts to accommodate almost any type of vessel that can be fitted into or over the locks. Plans were made last November to take care of a proposed catamaran drilling rig so large that it would fit in two lock lanes simultaneously and straddle the control houses as it was locked through. The Canal authorities were game and gave the

green light to a U.S. west coast ship building corporation that had made plans to build the gargantuan vessel. The builders, however, have postponed plans for the time being.

Already beginning service are a fleet of container ships, some up to 950 feet in length that will travel between Europe and the Far East at a service speed of 26 knots. The first, the *Kamakura Maru* of the NYK Line, went through in January.

Not all ships that pass through the Panama Canal these days are outsized. Recently a whole fleet of mini-freighters, newest of the growing number of small highly automated cargo ships, started passing through the waterway from Corinto, Nicaragua to New Orleans by way of Turbo, Colombia and Pensacola, Fla. They measure in at 215 feet in length and have a cargo capacity of 3,000 tons in containers or bulk cargo.

Quite a contrast to the record cargo of 60,391 long tons on board the *Arctic* transiting March 1970.

Then there was the smallest boat ever to transit. Appropriately named *Ancon II*, a shipshape 3-foot-long model cruiser went northbound May 23, 1970. The radio-controlled craft was guided by a chase boat manned by Air Force Maj. Kenneth Thomas, her owner-builder, and veteran Panama Canal Pilot Capt. William T. Lyons. The passage through the Canal was guided at all times by the Marine Traffic controllers in Balboa. The Canal's smallest customer took more than 12 hours to transit and paid 72 cents in tolls.

Of the world fleet of ships, which numbers over 19,000 vessels of 1,000 gross tons and over, more than 800 are too wide to fit into the locks and over 500 more oversize ships are under construction or on order. E. R.

From the Ancon to the Astronaut



Officially opening the Panama Canal, August 15, 1914, the old SS "Ancon" nears midway point in her 50-mile journey. The ship had been used as a cement carrier during construction days and after the Canal was opened was converted into a transport for Canal employees. It ran between Cristobal and New York via Haiti.



United States Lines' Lancer class "American Astronaut," one of 16 mammoth high-speed container ships in the company's fastest tri-continent services returns from the Far East to the Port of New York. The trim giant transports her full share of the line's inventory of over 20,000 freight containers filled with general cargo.

The Canal Takes All Types

Round-shaped or egg-shaped As long as they are shipshape



A strange craft named "Sea Egg" by its owner-skipper John C. Riding, went through the Canal in September 1967 on its way around the world. The "Sea Egg" has an overall length of only 11.9 feet and a 5.3-foot beam.



The amphibious jeep "Tortuga" is dwarfed by the tanker "Cristobal" as it is locked through Pedro Miguel in May 1955. The "Tortuga," owned by Frank and Helen Schreider of Alaska, was en route to the southern tip of South America via highway and sea. The jeep was given the same service as a full fledged commercial ship up to and including a pilot. Capt. Robert Rennie sits on top of the small seagoing vehicle for lack of a bridge.



Assisted by a Panama Canal tug, a large Coast Guard navigational buoy known as a LNB, moves through Miraflores Locks. It represents a new generation of highway markers for marine traffic. The hull supports a 38-foot tower which has a 7,500 candlepower light.



One of the most complicated transits was made by a fleet of floating U.S. Navy drydocks moving from the Pacific to the Atlantic. Too wide to fit in the locks, they were turned on their sides and towed through the Canal. When they reached Cristobal, they were righted and again made ready to put out to sea and continue their journey.



Dwarfed by merchant ship "Neder Elbe," the 36-inch SS "Ancon II" chugs north through Miraflores Locks. The radio controlled 3-foot model cruiser is the smallest vessel to transit.



Three pieces of floating equipment—one drilling rig and two deep sea drilling ships with rigs towering from 204 to 208 feet above the waterline arrived here in February 1970. They were the "Glomar Challenger," one of the newest and largest of the vessels conducting ocean bottom research; the "Big John," an oil drilling rig being towed to Borneo from Texas; and the giant deep water drilling vessel "Navigator," which was en route from Texas to Australia.



Under tow of a seagoing tug, the derrick barge "Choctaw" squeezes through Miraflores Locks with only 2 feet to spare. It made its first transit August 9, 1969, on its way to a drilling project near Australia.



One of the most unusual ships to transit the Canal was the American flag cable ship "Long Lines," the largest cable laying and repair ship in the world. It is the first commercially owned and operated cable laying ship sailing under the flag of the United States.



Chugging along through Gaillard Cut is the side paddlewheel steam tug "Eppleton Hall," one of the last survivors of her type.



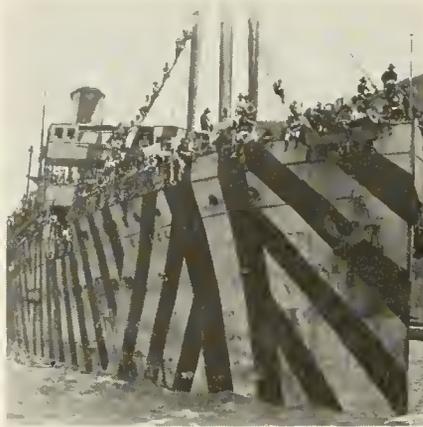
A Russian cruise liner "Shota Rustaveli" ties up at Balboa with British cruise passengers aboard. The vessel was one of five Soviet ships that transited the Canal one weekend early in March of this year. She has made several trips through the waterway in recent months.



The Spanish training ship "Juan Sebastián Elcano" with more than 100 cadets aboard, moves north through Miraflores Locks.



The U.S. Navy frigate "Constitution," launched in 1797 and famed in the history of the United States as "Old Ironsides," arrived at Cristobal the evening of December 22, 1932, from Washington, D.C., via Guantanamo. After a 4-day stay at Cristobal, the vessel transited on December 27.



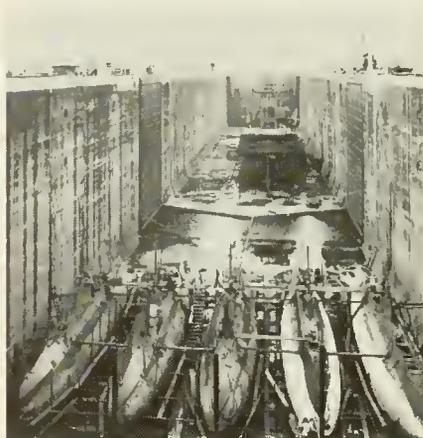
The New Zealand transport "Willoera" displayed this strange zebra-like camouflage when it went through Gaillard Cut in 1919 with a load of New Zealand troops. This type of protective painting seems strange today as methods of camouflage have changed radically since World War I.



Four catchers of the Norwegian whaling fleet that transited in 1951, lock down together in Pedro Miguel. The 14 catchers and their 22,000-ton mother ship, "Thorshovi," transited October 17. They carried 565 men. The mother ship with a crew of 285 and each catcher a crew of 20.



Lashed to the U.S. "Bittern," the German Submarine U-88 moves through Pedro Miguel Locks. One of five surrendered submarines taken to the United States for exhibition, it arrived at Cristobal August 6, 1919, en route to San Diego for display.



Submarines C-1 to C-5 comprising the First Division of the U.S. Navy submarine flotilla which had been stationed at Cristobal since December 12, 1913, were placed in drydock in the east chamber of the upper level of Gatun Locks Monday, March 9, 1914.



U.S. Naval personnel and a number of their dependents perch on the deck of the U.S. Navy's newest Polaris Missile submarine "Daniel Boone" as it passes through Miraflores Locks. The nuclear powered sub was the first of its type to use the Panama Canal.



The NS "Savannah," the world's first nuclear powered merchant ship, arrived at Cristobal September 16, 1962, for a history-making transit of the Canal en route to the Seattle World's Fair. Her nuclear reactor has the capacity to take her around the world 14 times without re-fueling. She was built by the United States to demonstrate peaceful use of atomic energy.



The "La Valley," the first steam vessel to pass from ocean to ocean through the Canal leaves Miraflores lower chamber January 7, 1914, before the Canal was officially opened.



The Belgian flag ship "Temse," the largest commercial vessel to transit since the passenger liner "Bremen," which still holds the record, moves on her way from Rotterdam to Chile in December 1971. She measures 875 feet in length and has a beam of 104 feet. Traveling in ballast, she paid only \$22,333.68 in tolls. She was en route to Peru to pick up bulk ore.

The North German Lloyd trans-Atlantic liner "Bremen," the largest commercial vessel to transit, moves through Pedro Miguel Locks. Tolls were \$15,243.



Two Italian passenger liners pass in Gatun Lake. The Lloyd Triestino Line "Galileo Galilei," in the foreground, is a 27,906-ton ship that makes regular transits through the Canal carrying about 1,500 passengers on round-the-world voyages. The Italian Line "Leonardo da Vinci," in the background, has made only one transit.

Breaking the Canal cargo record for the second time, the super carrier "Arctic" moves south through Miraflores Locks with a cargo of 60,391 long tons of coal. The "Arctic" measures 848.8 feet in length and 105.85 in beam and used the maximum draft allowance of 39 feet 6 inches on this trip. She was carrying coal to Japan.



Looking like a ship without a superstructure, the "St. John Carrier," one of the world's largest newsprint barges, lies at dock at Balboa.

The British flag ship "Diklara," a new type container ship, made her first trip through the Canal last November on her maiden voyage.

Shipping Notes

Cruise Ship "Hamburg"

THE NEWEST WEST GERMAN passenger liner *TS Hamburg* has made five trips through the Panama Canal this year and will make one more at the end of June before her present cruise season is completed. She is the fourth German flag vessel to carry the name Hamburg since the turn of the century.

The 24-million dollar luxury liner, the flagship of the German Atlantic Line, was launched at the Howaldts-werke-Deutsche Werft AG shipyard in Hamburg in 1968.

Known for the amount of space set aside for both public and private rooms, she has 319 spacious cabins including 20 deluxe apartments for a full complement of cruise passengers totaling some 600.

The sleek vessel has a cruising speed of 23 knots. Her unusual funnel supports a 32-foot diameter circular plate designed to lift fumes and smoke up and away from the sun and sports decks.

The "Other Woman"

When the winter winds blow up north and the trade winds blow in the tropics, yachts and other small boats converge by the dozens on the Panama Canal. There have been an unusual number of pleasure craft through the Canal this year, some of them in the million dollar class and others strictly on a shoestring. Some are being used just to transport their owners from here to there, and it is a good way to go if one happens to like the open sea in a small boat.

One of these was the *Other Woman*, a fitting name for a sailing craft being used by her owner for a 2-year trip around the world without wife and family. Canadian Douglas Reed, with a crew of four, arrived at the Canal in February from the Bahamas aboard the 39-foot auxiliary sailing yacht. The craft made the transit and continued on her 28,000-mile journey by way of the Galapagos and the South Seas. It is the

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	First Half Fiscal Year					
	1972		1971		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	86	241,539	52	148,539	22	77,724
British	708	5,653,964	768	7,210,259	632	4,124,334
Chilean	63	499,369	82	770,444	64	451,191
Chinese, Nat'l.	78	723,690	75	696,617	41	301,600
Colombian	121	262,830	107	280,146	129	209,189
Cypriot	47	328,429	108	746,285	-----	-----
Danish	199	1,012,236	233	1,058,567	154	725,383
French	94	418,361	124	518,233	66	364,357
German, West	458	2,003,169	520	2,453,782	558	1,687,827
Greek	382	4,120,243	274	3,751,158	316	3,077,249
Italian	135	922,839	112	717,665	97	561,167
Japanese	791	5,284,992	710	6,745,230	433	2,542,668
Liberian	827	10,930,306	751	12,614,997	458	4,416,239
Netherlands	239	1,423,289	240	1,365,557	294	1,346,865
Nicaraguan	57	106,793	52	92,391	28	41,772
Norwegian	594	7,201,090	589	7,990,290	695	5,078,587
Panamanian	454	1,981,516	423	1,912,895	221	959,816
Peruvian	87	588,082	87	578,220	58	296,697
Philippine	44	332,415	52	451,528	33	135,090
South Korean	42	231,575	34	248,259	4	24,027
Soviet	65	422,459	50	320,642	6	48,219
Swedish	193	1,327,234	234	1,625,259	181	1,026,269
United States	519	3,649,546	680	4,267,046	877	5,259,746
Yugoslavian	43	352,896	44	619,868	7	53,543
All others	311	1,534,717	390	2,525,306	257	608,595
Total	6,637	51,553,579	6,791	59,709,183	5,631	33,418,154

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

Trade routes—(Large commercial vessels, 300 net tons or over)	First Half Fiscal Year		
	1972	1971	Avg. No. transits 1961-65
United States Intercoastal	145	156	231
East coast of United States and South America	452	566	1,208
East coast of United States and Central America	311	330	241
East coast of United States and Far East	1,433	1,706	1,133
United States/Canada east coast and Australasia	187	217	171
Europe and west coast of United States/Canada	399	484	459
Europe and South America	629	594	592
Europe and Australasia	234	249	176
All other routes	2,847	2,489	1,420
Total traffic	6,637	6,791	5,631

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Month	Vessels of 300 net tons or over—(Fiscal years)					
	Transits			Tolls (In thousands of dollars)		
	First Half 1972	1971	Avg. No. transits 1961-65	First Half 1972	1971	Average tolls 1961-65
July	1,194	1,174	960	8,016	8,118	4,929
August	1,197	1,176	949	8,513	8,221	4,920
September	1,191	1,108	908	8,418	7,979	4,697
October	1,068	1,167	946	7,242	8,095	4,838
November	964	1,064	922	6,645	7,362	4,748
December	1,023	1,102	946	7,267	7,690	4,955
January	-----	1,119	903	-----	8,157	4,635
February	-----	1,144	868	-----	7,815	4,506
March	-----	1,295	1,014	-----	8,929	5,325
April	-----	1,214	966	-----	8,349	5,067
May	-----	1,237	999	-----	8,422	5,232
June	-----	1,220	954	-----	8,243	5,013
Totals for fiscal year	-----	-----	14,020	-----	97,380	58,865

¹ Before deduction of any operating expenses.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	First Half Fiscal Year		
	1972	1971	5-Yr. Avg. 1961-65
Manufactures of iron and steel	4,348,321	3,122,147	466,312
Lumber and products	2,459,417	2,249,879	1,785,375
Sugar	2,049,777	2,056,415	1,235,175
Ores, various	1,904,119	3,227,970	519,996
Petroleum and products	1,731,721	1,030,230	1,024,347
Fishmeal	883,880	680,844	N.A.
Metals, various	661,657	794,595	566,481
Food in refrigeration (excluding bananas)	582,861	587,121	394,842
Pulpwood	528,071	590,363	249,504
Bananas	524,546	505,408	565,876
Sulfur	405,538	206,373	35,897
Autos, trucks, accessories and parts	374,115	244,603	8,147
Molasses	347,556	246,515	80,782
Canned food products	321,705	330,968	517,232
Salt	317,247	164,864	1,645
All other	4,979,364	5,349,853	7,381,658
Total	22,429,895	21,388,148	14,883,269

Atlantic to Pacific

Commodity	First Half Fiscal Year		
	1972	1971	5-Yr. Avg. 1961-65
Petroleum and products	6,756,597	6,222,106	5,484,146
Coal and coke	6,145,377	11,618,552	2,925,019
Soybeans	1,950,607	2,140,465	735,645
Phosphate	1,936,286	1,997,012	1,046,645
Ores, various	1,515,296	1,275,943	147,988
Corn	1,382,153	2,269,647	636,706
Wheat	960,417	626,096	335,771
Sugar	709,746	1,359,027	516,556
Metal, scrap	675,010	1,771,295	1,527,264
Manufactures of iron and steel	600,334	965,651	737,644
Sorghum	455,315	1,352,348	N.A.
Chemicals, miscellaneous	422,509	466,818	318,745
Paper and products	381,768	435,345	225,987
Autos, trucks, accessories, and parts	303,992	314,744	160,582
Caustic soda	303,082	176,850	N.A.
All other	4,625,195	5,329,136	3,736,187
Total	29,123,684	38,321,035	18,534,885

CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

	First Half Fiscal Year					
	1972			1971		Avg. No. transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total	
Commercial vessels:						
Oceangoing	3,316	3,321	6,637	6,791	5,631	
Small ¹	190	137	327	247	286	
Total Commercial	3,506	3,458	6,964	7,038	5,917	
U.S. Government vessels:²						
Oceangoing	106	100	206	311	124	
Small ¹	34	53	87	67	82	
Total commercial and U.S. Government	3,646	3,611	7,257	7,416	6,123	

¹ Vessels under 300 net tons or 500 displacement tons.

² Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PANAMA CANAL TRAFFIC STATISTICS FOR 6 MONTHS OF FISCAL YEAR 1972

	TRANSITS (Oceangoing Vessels)	
	1972	1971
Commercial	6,637	6,791
U.S. Government	206	311
Free	31	60
Total	6,874	7,162

TOLLS *

Commercial	\$46,133,275	\$47,483,685
U.S. Government	1,343,557	1,886,257
Total	\$47,476,832	\$49,369,942

CARGO** (Oceangoing)

Commercial	51,553,579	59,709,183
U.S. Government	821,399	1,345,737
Free	41,532	90,215
Total	52,416,510	61,145,135

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

first attempt by a Canadian registered yacht with a Canadian captain to circle the globe.

Soviet Vessels

Russian flagships are not new to the Panama Canal but there was a surge of them early in March when three freighters, one scientific trawler, and a cruise ship with more than 600 passengers passed through the waterway.

The passenger vessel *Shota Rustaveli*, owned by the Black Sea Steamship Co. and chartered by the Charter Travel Club of London, arrived in Balboa March 11 with a crew of 354 and 665 passengers who had boarded the ship in Australia. The vessel tied up in Balboa in the morning and the passengers went sightseeing. The ship transited northbound in the afternoon en route to Southampton via Curacao.

Also transiting northbound the same day was the *Vysokogorsk*, a cargo ship traveling from Manchurian ports to Cuba.

Three of the vessels went through the Canal almost at the same time March 11. In fact they met in Miraflores Locks. They were the freighter *Novovolynsk* traveling from New Zealand to Dunkirk with wool and general cargo; the *Akademik Knipovich*, a Soviet government-owned scientific fishing trawler en route from Valparaiso, Chile, to Las Palmas, Canary Islands; and the *Parkhomenko*, southbound from New York to Guayaquil.

C. Fernie & Co. represents all the vessels except the *Parkhomenko* which was handled on this transit by Pacific Ford.

Culinary Capers

By Eunice Richard

AS THE U.S. ARMY TROPICAL Survival School in the Canal Zone has learned, there is very little growing or living in the jungles of Panama that cannot be used as food.

Some of the animals, vegetables, and fruits may even be used to make gourmet dishes, Mrs. Gladys R. Graham, an enterprising young American housewife discovered some 25 years ago when she came to the Isthmus and spent several years living in the Interior of Panama.

She learned to prepare a number of succulent dishes with native foods and before she left the Isthmus, wrote and published a cookbook, "Tropical Cooking," which, sadly, is no longer in circulation. The Canal Zone Library has only one copy left and it is dog-eared, worn, and stained from years of use by curious cooks. But it is to be published again soon by the Isthmian Anthropological Society and will be on sale later this year.

Meanwhile, Culinary Capers offers a few of Mrs. Graham's more unusual recipes. Perhaps some Isthmian housewife will look for the ingredients in the local Panama market or have her husband go hunting in the jungle if only to give her family a change from frozen foods.

As Mrs. Graham says, one day someone will bring home a freshly killed armadillo and swear that he has heard it is edible. It is!

ARMADILLO

In Brazil the armadillo is often cleaned, seasoned, and baked in his own shell with a generous portion of minced parsley added to the rest of the seasoning. In the southwest of the United States the meat, at its best during the winter months, is treated much the same as raccoon and opossum. It can be successfully fried like chicken or roasted. In any event BE SURE to remove the kernels (glands) from under the forelegs and in the fleshy part of the hindlegs and back. There are seven of them. Do it as soon as possible.

ROAST ARMADILLO

- 1 armadillo
- 2 tablespoons salt
- ½ teaspoon black pepper
- 1 onion
- 3 carrots
- 1 cup broth or bouillon

Clean armadillo and remove fat. Parboil 1 hour in water with other ingredients, except the broth. Place in a roasting pan, add the broth and roast uncovered 2 hours at 375 degrees. Serves eight.

CONEJO

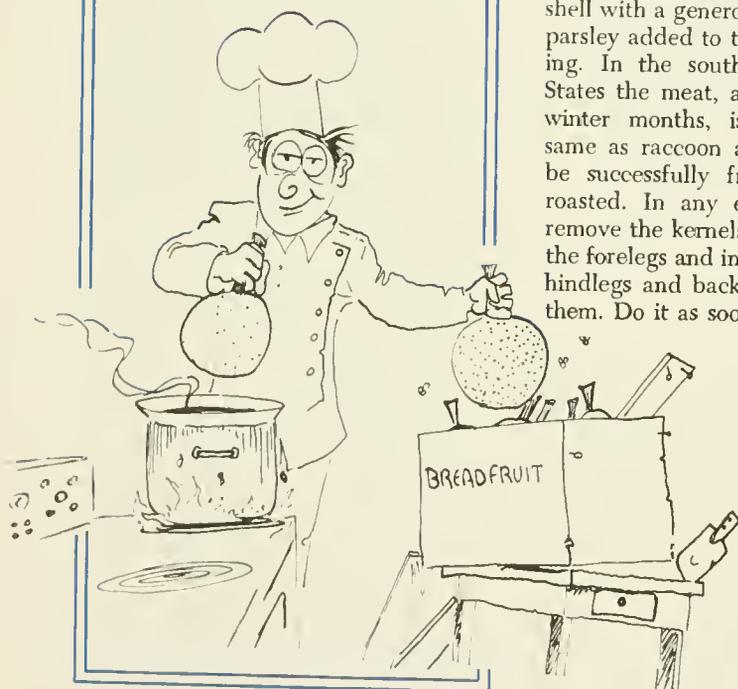
If there are no hunters in the family, most people can get this excellent meat in the Panama market if one talks to a butcher and places an order. Conejo means rabbit in English. But the Panamanian conejo is more of a rodent, with longer hairless tail, head like a rat and small ears. He is a member of the kangaroo family and grows up to 30 or 40 pounds. The tender white meat is somewhat dry and should be larded or roasted in the skin to preserve the juices. Clean the conejo and stuff with apple or sausage and apple dressing. Roast at 350 degrees until tender. Baste with orange juice or wine.

CONEJO PINTADO

Mrs. Graham says that the conejo pintado is not the same animal as conejo for it refers to the South American Paca. The meat is white and sweet. Roast him whole, stuck with cloves and basted with orange juice and your family and guests will want to desert the meat markets and take to the woods for provender.

BREADFRUIT

This delicious fruit or vegetable is plentiful in Panama but few people seem to use it. Mrs. Graham says it is more popular in song and story than it is on tables in Central America, but that may be the loss of those who do not



Tropical Treats

eat it. If potato is not available, breadfruit is a delightful substitute. Some oldtimers prefer it to potatoes. It has a tangy, tantalizing piney fragrance.

She says there are several ways to prepare breadfruit. Some insist it should be boiled when it is mature but still green. They prefer it either hot, mashed like potatoes, or boiled, sliced, dipped in beaten egg, and fried. Others insist it should be allowed to ripen until it is a rich brown and just turning soft. Then they bake it whole, exactly like potato, and remove the seed before bringing it steaming hot to the table. There its sweet balsam flavor calls only for a little salt and pepper and lots of butter. Cooked this way, the breadfruit should be put into an oven at 375 to 400 degrees for 45 minutes to an hour. The next day it can be diced and used in stews or soups.

CHAYOTE

One of the most versatile of the Isthmian fruits and vegetables is the chayote also known as chocho. Mrs. Graham says it is the answer to a cook's prayer. If one wants a root to serve instead of potatoes, boil it. If one needs a green salad, peel the fruit and shred it with other green stuff. If you want a substitute for spinach, strip the leaves from the vine. The entire chayote plant can be used in one way or another.

The fruit, something like summer squash in flavor, is slightly pear-shaped and a delicate green, with slight grooves along the sides. Some are spiny, and some, when past the youngest stages of tenderness, have a bit of a center seed and a few root sprouts showing at the bottom. They run from the size of a fist to half again as large and all parts are edible except the skin.

FRIED CHAYOTE

Peel three chayotes and cut in ½-inch slices crosswise. Dip in beaten egg, then in cracker crumbs and fry to a golden brown in hot fat. Drain on paper, then sprinkle salt and pepper and keep in the oven until time to serve. Serve as soon as possible. It is superior to eggplant.

Mrs. Graham said that it is excellent stuffed also and gave this recipe.

Wash and simmer three large chayotes till tender (about 40 minutes). Cut in half, scoop out the pulp and mash it with salt, pepper, grated cheese and a small amount of grated onion. Top with more grated cheese or buttered toasted crumbs. Pop into the oven for 10 or 15 minutes and serve.



Breadfruit has been a popular food in the Western Hemisphere ever since 1793 when breadfruit trees were brought from Tahiti to the West Indies by Captain Bligh of "Mutiny on the Bounty" fame. The breadfruit is one of the many trees introduced to the Isthmus from the West Indies. A large specimen of the tree is located on Gorgas Road in the Canal Zone.



These delicate green chayotes are among the many tropical vegetables and fruits found at Chinese gardens in the Canal Zone. All parts of the chayote are edible except the skin.

HOW TO OPEN A COCONUT

Those who are new to the tropics will find there are two kinds of coconuts in the markets. In addition to the ripe coconut well known in the north, there is the green coconut, which in Panama is called a "pipa." Mrs. Graham recommends whacking off the top with a machete and drinking the clear water inside with a straw. One can pour it into a pitcher and serve it as a beverage. It is the purest beverage available and always cool. If the pipa is green, one can scoop out some of the soft rich meat just developing inside the shell. As the meat hardens, the water takes on more of a coconut flavor and by the time the thick husk is golden brown on the outside, the water has become milk.

Mrs. Graham had no problem removing the meat from a ripe coconut. She said to punch the eyes in with an ice pick or similar tool, drain off the liquid and then tap briskly around and around the shell with a hammer. It will split approximately in half. Another way is to put the whole coconut in a hot oven for 10 minutes, tap with the hammer and the meat will all come out in one or two pieces, ready to use. Be careful not to lose the liquid.

COCONUT CREAM

Grate all the meat from one whole coconut into a pan or bowl and pour about a quart of hot water over the pulp. When the liquid has cooled just a little, stir it and mash against the sides of the bowl with a spoon or your hands. The pulp may be squeezed out by hand or the whole thing strained through a cloth. After it has been cooled and possibly chilled overnight in the refrigerator, the top cream can be whipped and used instead of whipped cream.

CHICKEN IN COCONUT

Mrs. Graham says this is a Philippine dish and it sounds wonderful for a tropical treat, glamorous and tasty.

1 young chicken

salt, pepper

1 large or several small coconuts

Biscuit dough

Parboil the chicken about 25 minutes, then disjoint it. With a sharp heavy knife or small saw, cut off the top of the coconut neatly. Pour the milk into a bowl and with a fork score and partially shred the meat that clings to the shell. Salt and pepper the chicken heavily, rubbing the seasonings into the flesh; pack the pieces tightly into the coconut shell. Add the shreds of meat and milk. Replace the top and seal it with biscuit



dough. Bake in a moderate oven 1 hour. Instead of one large coconut, several small ones can be used to serve each guest individually.

PEJIBAYE OR PIVA

This is another good thing that grows on a palm tree in the tropics. In the local markets or along the side of the road to the Interior are found huge clusters of red and yellow fruits in bunches like grapes, each fruit about an inch and a half through. They are the fruit of a palm tree growing fairly commonly throughout Central America. Mrs. Graham recommends that they be boiled for 30 minutes in sea water or salted water. They are as good as sweet potatoes or chestnuts and are well adapted to meat and poultry stuffings and as snacks with cold drinks.

PAPAYA

Mrs. Graham says that most people have to develop a taste for papaya, a most healthful fruit, which also is used as a meat tenderizer. She says that many people prefer the red or pink papaya to the yellow. There are some more strongly flavored with pepsin than others. If you get the fruit while it is still half-green, "score" it lengthwise in a half dozen places using the tines of a fork. The strong tasting milk will ooze right out and leave the bled fruit much milder. But remember that the milk is a stomach aid and if there is a dyspeptic in the house, give it to him with all the healing pepsin in his portion.

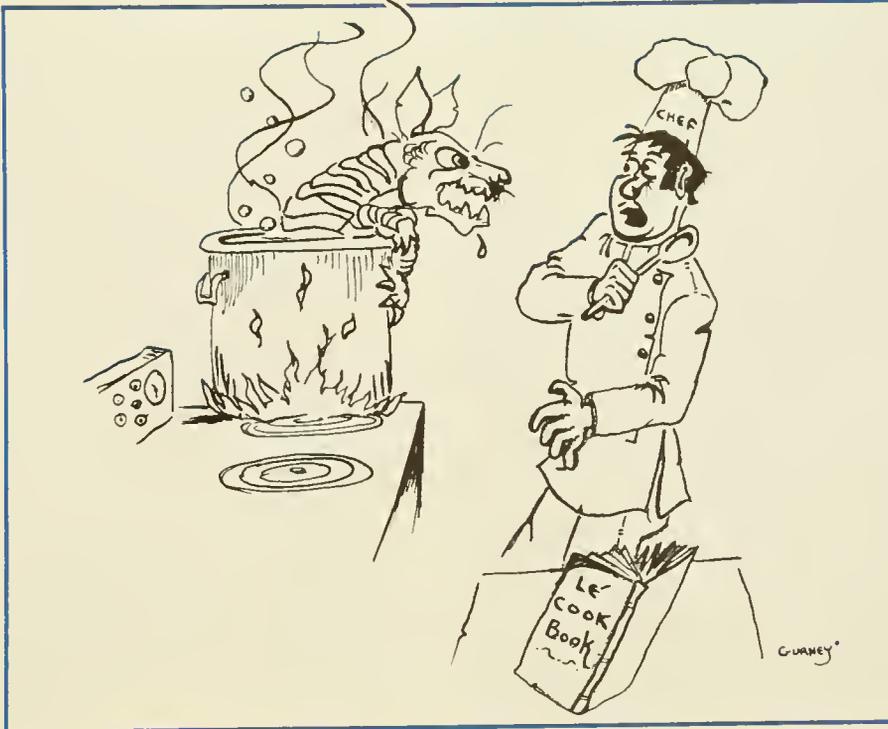
If there is an unusually tough piece of meat to stew or pot roast, dice a couple of 2-inch pieces of green or nearly ripe papaya or a portion of a large leaf right in with the meat and seasonings. It won't flavor anything but it will take the toughness and determination right out of the meat fibers. Or wrap the meat in a couple of washed green papaya leaves and leave it in the refrigerator for a few hours.

BAKED PAPAYA

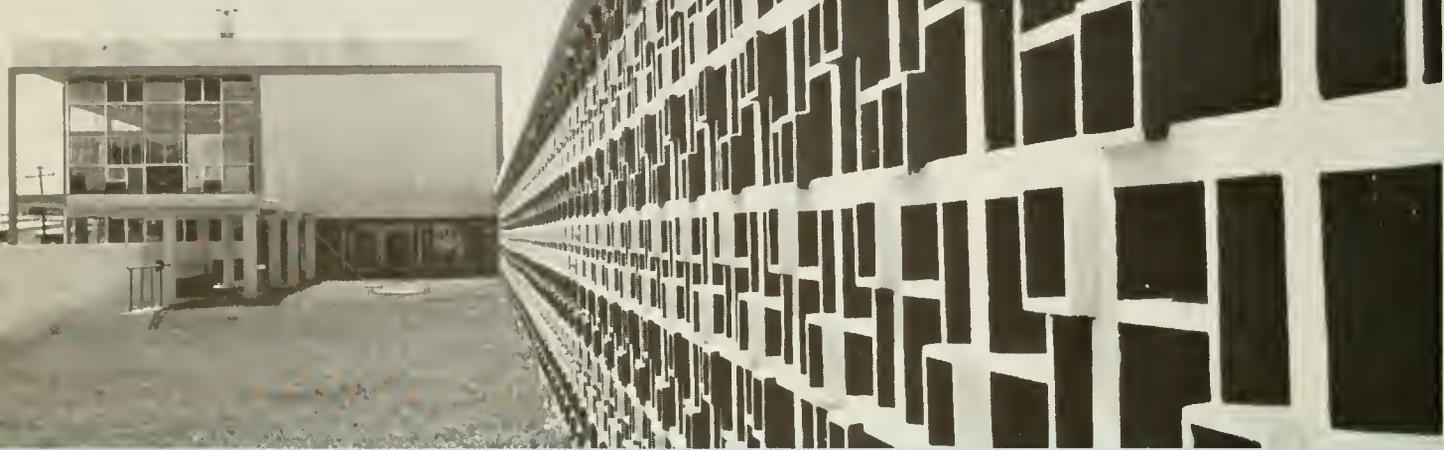
Papaya is great just as it is served cold like a melon but it also is good as a vegetable. Mrs. Graham says to cut mature but green papaya into individual portions. Take out the seeds but don't peel it. Dot with butter, sprinkle with sugar and cinnamon, bake in a casserole or pan with 1/2 inch of water in the bottom for 35 minutes in a moderate oven. Some people substitute lemon juice and salt for sugar and spice. Others insist that a sprinkle of grated cheese adds zest and sparkle.



Chayote, pineapple, yucca, coconut, and many other familiar and not so familiar vegetables and fruits are available for the creative cook to adapt to her favorite recipe.



Beer



More Than Nine Million Gallons of Suds Stream From Panama Breweries Each Year

By Luis C. Noli



A KEEN TASTE FOR FOAMY beer has made brewing one of Panama's largest industries.

Two official statistics suffice to provide an indication of the size of the beer industry and its role in the national economy:

In 1970, beer sales in the Republic, which has a population of 1.4 million inhabitants, amounted to 36,099,190 liters (approximately 9.5 million gallons). That same year, the industry paid \$2,913,500 into the National Treasury in production taxes alone. Ten years ago, the figure was 20,270,358 liters (just over 5 million gallons).

Four breweries, two of which are subsidiaries, account for Panama's beer production. The oldest and largest is Cervecería Nacional, S.A. (National Brewery, Inc.), whose subsidiary, Cervecería Chiricana, S.A., operates in David, Chiriquí Province. The other parent brewery is Cervecería del Barú, S.A. (Barú Brewery, Inc.), which was established in David and subsequently set up a subsidiary in Panama City, Cervecería Panamá, S.A., that operates the company's main plant.

It may come as a surprise to many people that the brewing industry in

Panama will mark its 63d anniversary this year.

Thirty-five Panamanian and American investors joined in launching the country's first brewery—the Panama Brewing and Refrigerating Company—on October 15, 1909. The first Panamamade beer, named for Balboa, the discoverer of the Pacific Ocean, was put on the market on September 1, 1910.

Some of the country's most prominent names—Duque, Preciado, de Obarrio, Espinosa—were associated with that first brewery. An American, Theodore McGinnis, was appointed general manager—and he proved the company's best public relations man. He became so identified with the new beer, that he came to be known as the Duke of Balboa. There is a story that he and his wife went on a European tour in the early 1930's and everywhere were received with special deference—he was signing the hotel registers as the Duke and Duchess of Balboa.

The Balboa Brewery, as the pioneer company became popularly known, was alone in the field until 1926, when the Atlantic Brewing and Refrigerating Company was founded in Colon by another group of Panamanian and Amer-

ican investors. The new company, too, got its popular name from its product brand—Atlas beer. It soon shifted operations to Panama City.

The man in the forefront was Henri DeJan, a former employee of United Fruit Co. With him were such prominent Panamanian businessmen as Carlos Eleta and Pedro J. Ameglio as well as some well-known Americans, Ernest C. Fearon, Bert L. Atwater and Theodore A. Aanstoos.

A third brewery—the German Pacific Brewery—appeared on the scene in 1927. Its beer was named Milwaukee. Again, popular usage of the name was such that the company eventually changed its corporate designation to Milwaukee Brewery. Oscar Terán was the first chairman of the board. Among the company's founders were members of the Herbruger family.

The three breweries competed fiercely. So fiercely, in fact, that by 1938 it became evident to the directors of the three companies that there was only one way out—a merger. Negotiations were completed and on March 7, 1939, the Cervecería Nacional, S.A., came into being. The merger brought together the country's most powerful businessmen, making the new company one of the most solid firms in the Republic.

One prominent Panamanian name—Duque—has been associated through three generations with the country's brewing industry since its start. José Gabriel Duque was among the founders of the first brewery, the Panama Brewing and Refrigerating Company and, in fact, was its first president; his eldest son, T. Gabriel Duque, served as President of the Cervecería Nacional from 1943 until his death in 1965; another son, Alejandro A. Duque, Sr., is the incumbent Vice President of the Board of Directors; and a grandson, Alejandro A. Duque, Jr., is the incumbent Assistant General Manager.

In 1957, Cervecería Nacional completed construction of a new plant at what is now the intersection of Vía Bolívar (the downtown portion of the Transisthmian Highway) and the recently opened Vía Ricardo J. Alfaro. With a production capacity of 30 million liters a year, Cervecería Nacional manufactures Balboa, Atlas and Tap beers; it also manufactures Canada Dry beverages, soft drinks and Malta Vigor, a malt extract.

The present officers of Cervecería Nacional are Dr. Roberto Alemán, President; Alejandro A. Duque, Sr., Vice President; Rodolfo F. Herbruger, Treas-



Above: The National Brewery's plant on the Transisthmian Highway. On opposite page: Panama Brewery in San Cristobal Industrial Park.

urer; Alfredo Alemán, Jr., Secretary; Alberto Arias E., Assistant Treasurer; and Samuel Lewis Galindo, General Manager. Other members of the board are Raúl Arias, Antonio Zubieta, Juan B. Arias, Roberto Heurtematte and Enrique Jiménez, Jr.

Cervecería del Barú, S.A., manufacturers of Panama and Cristal beers, was founded in David in 1958 and began operations in that city in July 1959. A year ago, the bulk of its operations was transferred to its handsome new plant at San Cristobal Industrial Park, off the Transisthmian Highway, and its subsidiary, Cervecería Panamá, S.A., was organized. The production capacity of the new plant is 10 million liters a year. Besides beer, Cervecería del Barú, S.A., manufactures Polaris beverages.

The company's board of officers includes Harry Strunz, Jr., President;

Eduardo González, First Vice President; Raúl G. Paredes, Second Vice President; J. J. Vallarino, Jr., Treasurer; Aristides Abadía, Secretary; and Bolívar Vallarino and Carlos Eleta, Directors. J. J. Vallarino, Jr., is also the General Manager.

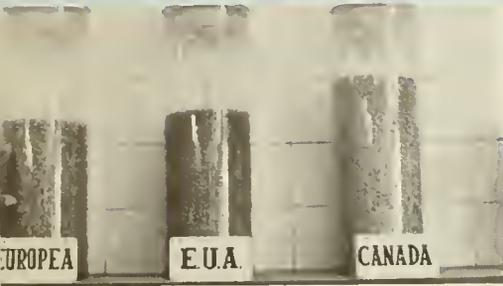
Man's taste for beer dates back to earliest history. There is recorded evidence that in Mesopotamia 6,000 years ago, beer was made with a specially-baked bread which was mashed with a barley malt and allowed to ferment. Beer also was drunk in ancient Egypt, Greece and Rome. Cuneiform writings on a clay tablet found in ancient Nineveh indicate that beer was among the provisions on Noah's Ark.

Today, the popularity of beer is enhanced by improved brewing processes. Consumption figures are evidence that Panama's product is no exception.



Chemists test every step of the brewing process. Some 350 tests are carried out before the beer reaches the consumer.

Panama Beer Industry In Sixty-third Year



Malting barley, the basic ingredient of beer, is imported from Europe, Canada and the United States. A special type of rice grown in Panama is used as a cereal adjunct.



In the brewhouse, the ground malt and rice are first cooked separately in huge kettles. The malt mash is known as wort, which after mixing with the cooked rice, is boiled with hops. After the boiling process, the hopped wort goes through a strainer to separate the hops from the wort which is transferred immediately to coolers. The next step is fermentation.



Yeast is to beer what oxygen is to man—a vital element. Its digestive enzymes convert the malt sugars into alcohol and carbon dioxide gas.



The wort ferments in huge tanks for at least a week. The brew is then transferred to storage or aging tanks and after about 8 weeks to finishing tanks, ready for bottling and barreling. All of the equipment, tanks and kettles are subject to the most rigorous sanitary standards. Well trained employees carefully monitor each phase of the brewing process.



A fully automatic bottling set-up fills and caps hundreds of bottles per minute. Every step of the process is inspected.



A young couple samples the local product at the Pub, a popular gathering spot for the Canal Zone's college students.

50 Years Ago

TERRIBLY SHAKEN UP AS A result of the beastly condition of the cow trail, footpath, towpath or whatever name could be used to describe the only means of communication between Panama City and the Interior, members of the Panama Rotary Club returned from their trip to La Chorrera satisfied with the experience and more than ever resolved to keep hammering away on the fact that a central road should and must be constructed from Panama City out to the Interior." This was the report in the English language *Star & Herald* in April 1922 after a group of Panama Rotarians attended the annual fair in the town of La Chorrera. The report said that the members of the club started at 9:35 a.m. in a truck furnished by Harry Nichols and made the 29-mile trip to Chorrera after 2½ hours of body racking jolts.

The Panama Metal Trades Council joined the fight against the plan for Canal employees to pay rent for their housing. But it was a losing battle after the U.S. Circuit Court of Appeals in New Orleans denied the petition sent by H. A. McConaughy, president of the Council, for an injunction restraining the U.S. Government from collecting rents.

The cornerstone for St. Luke's Cathedral in Ancon was laid April 23, 1922, in a ceremony led by the Masonic organizations in the Canal Zone and attended by President Porras, the Governor of the Canal Zone, U.S. Ambassador South and many other prominent residents.

25 Years Ago

HOUSING WAS THE CONCERN OF the 12 members of the House Merchant Marine and Fisheries Committee who spent several days in the Canal Zone in May 1947 looking into Zone affairs "as a prelude to enactment of legislation for Canal improvement and expansion." Upon their return to Washington, they announced that housing improvement was needed but that in order to do so rents must be increased.

With the Panama Line ships loaded with Canal employees who had not had a real vacation since the beginning of World War II, the AFGE started a move to charter planes to fly employees to the United States. In the spring of 1947 some 1,300 persons were waiting passage on the Panama Line ships.

The Board of Consultants for the Isthmian Canal Studies, composed of eminent engineers in several different fields, met for a week at Diablo Heights early in 1947 to discuss work progress. Reports were heard from a party of 19 engineers who had spent 17 days in the Darien jungle making surveys along the proposed Caledonia route.

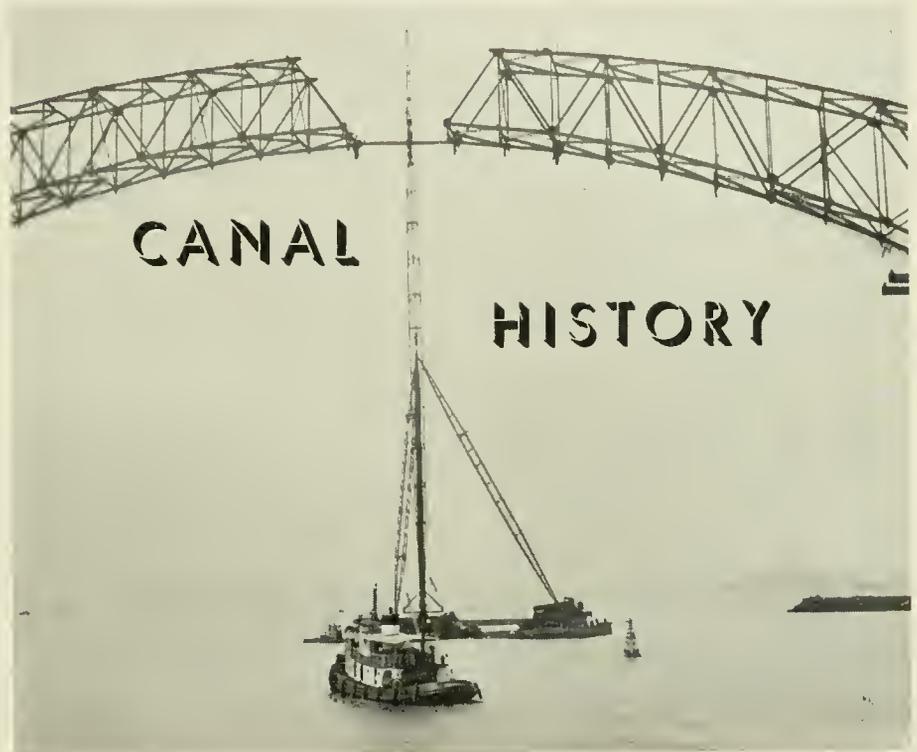
10 Years Ago

A 70-FOOT STEEL BEAM, THE connecting link joining the two sections of Thatcher Ferry Bridge, was bolted into place temporarily May 16, 1962 as work on the bridge across the Canal

for their task of towing ships through the locks, a training program was started for all employees operating and maintaining the new mules.

One Year Ago

THE TIVOLI GUEST HOUSE, ONE of the landmarks of the Isthmus, quietly closed its doors last year after more than a half century of service. Its guests departed, the furniture was put up for sale, and Gov. David S. Parker pulled the newly installed security doors together at 5 p.m., April 15, officially closing the famous old hotel. The only event scheduled after the closing was a



neared completion. The placing of the connecting steel beam was accompanied by the cheers of Canal and bridge workmen and the tooting of Panama Canal tugs. The bridge was opened formally in October of that year.

In February 1962 the first six new Japanese built towing locomotives were delivered to Gatun Locks for tests. More than twice as powerful as the old locomotives, they also are faster, an important factor in increasing the number of lockages. The first three were shipped to the Canal aboard the *Pioneer Myth* and unloaded directly onto the east wall return tracks at Gatun Locks. The second three arrived 2 weeks later and were set up on the center wall at Gatun. While the engineers and Japanese inspectors prepared the new locomotives

party for the staff, some of whom had worked 30 to 40 years at the Tivoli.

There was a change in personnel in the Canal Zone's top level job last year. Gov. and Mrs. W. P. Leber bid farewell to the Canal Zone and the new Governor, Maj. Gen. David S. Parker, and Mrs. Parker arrived. This is Governor Parker's third tour of duty in the Canal Zone. He has served as Military Assistant to the Governor and Lieutenant Governor.

Last year marked the end of service as a passenger vessel for the venerable SS *Cristobal* which was converted to a 12-passenger freighter. Arrangements were made with Braniff International for charter flights to provide transportation for Panama Canal employees during the summer months.



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