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THE
PANAMA CANAL
REVIEW

Official Panama Canal Publication

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Contents

The Golden Huacas of Panama	3
<i>Treasures of a forgotten people arouse the curiosity of archeologists around the world.</i>	
Snoopy Speaks Spanish	8
<i>In the phonetics of the funnies, a Spanish-speaking dog doesn't say "bow wow."</i>	
Balsería	11
<i>Broken legs are the name of the game when the Guaymís get together for this unique contest.</i>	
Bicycling on the Isthmus	15
<i>The unicycle may be the best answer for complete equality in the age of unisex.</i>	
To Russia with the Russians	17
<i>From New York to Leningrad with ballet, balalaikas and borscht.</i>	
Shipping Notes	22
<i>The style in cruising this year is to the exotic and unusual spot.</i>	
When Left Was Right	25
<i>Driving rules were reversed with hardly a hitch—except for the horses.</i>	
Salsipuedes	28
<i>Everything from lizards to love potions is sold in Panama's legend-shrouded street.</i>	
Culinary Capers	32
History	35

Artwork—Carlos Mendez, page 14, 32, 34;
Hector Sinclair, page 22; Peter Gurney,
page 25.



Our Cover

Huaca fanciers will find their favorites among the symbolic characters of the warrior, rainbow, condor god, eagle and alligator in this display of Panama's famous golden artifacts.

The huacas, copied from those recovered from the graves of pre-Columbian Carib Indians, were loaned to THE REVIEW by Neville Harte. The well known local archeologist also provided much of the information for the article from his unrivaled knowledge of the subject—the fruit of a 26-year-long love affair with the huaca, and the country and people of Panama, past and present.

Harte has made replicas of 109 different huacas—many from originals he recovered himself—using the lost-wax process of casting metal.

Because huacas are beautiful, rare, valuable, or a combination of all three, they are a major attraction for tourists and residents who visit the Panama Museum to see the originals, or jewelry and antique shops to buy the reproductions.

Two often asked questions about the golden huaca are who discovered the ancient lost-wax process and how did the Indians mine gold. The explanations are simple: The lost-wax process was never lost and the Indians did not mine gold.

The phrase "lost-wax process" does not mean the technique was lost and rediscovered; it simply means the wax is lost in the process.

Gold in a relatively pure state was plentiful in stream beds. It was bright and shiny and caught the sun's rays and thus the Indians' eyes. And they panned rather than mined their gold.

Arthur L. Pollack produced the unusual three-dimensional effect necessary to appreciate the intricate beauty of the huacas by photographing them on a sheet of plate glass suspended 3 inches above a piece of red satin material.

A CLUE TO THE MYSTERIES OF a vanished people who inhabited Panama during pre-Columbian times is found in the “golden huacas,” the precious artifacts which were buried with them 1,000 years ago.

These people left no written history. But the objects they made—jewelry, weapons, tools and ornaments—give a clue to their great culture and the skill of their artisans.

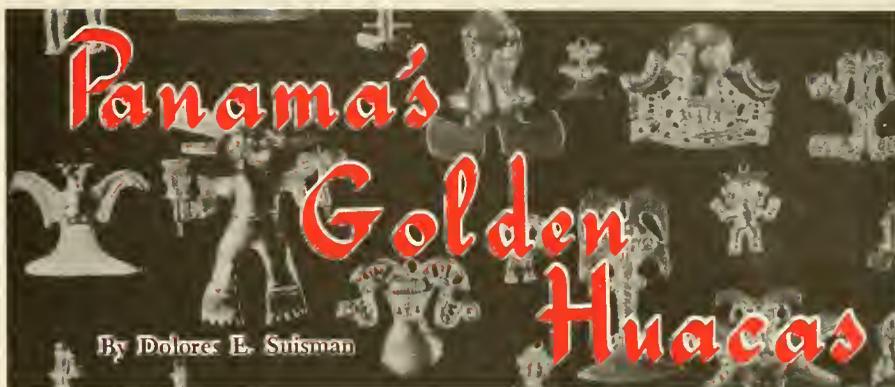
In these archeological finds lies the history of a great nation obscured by time. Many facts are known, but even they change according to the books read or experts consulted. What is a huaca? Is a huaca a tomb and a huaco an artifact recovered from the tomb? Or is it the other way around? Were huacas ornaments, offerings to the gods, good luck charms, battle armor, coats of arms? Is the word itself spelled huacal or guacal or huaca or guaca? It matters little. Here in Panama, “huacas” have come to mean the artifacts removed from the graves of the Indian tribes who prospered on the rich and lovely lands of the Isthmus until the Spaniards came to plunder, kill and drive them from their homes.

The golden huaca has traveled a long journey over many lands. It was created by the hands of the skilled Caribbean goldsmith who fashioned a breast ornament for a warrior and a strand of gold beads for his lady. Placed in the tomb with other items chosen to accompany him on his journey to another life, the gold ornaments remained sunbright for hundreds of years.

Today, a replica of the golden huaca is a small part of pre-Columbian history that can be worn around the neck or on the ears. Satisfying the current craving for the unique and exotic, huacas are growing in popularity as the gift that everyone wants to own or to give. Fashioned into pendants, bracelets, earrings, even wedding rings—by jewelers in Panama and other countries of Central and South America—they are favored as gifts and cherished as souvenirs.

And the spell of the huaca is such that it never becomes just a piece of jewelry. Always its owner is aware of its impenetrable secrets . . . of the stories it would tell if it could.

In the late 1920's, following floods that changed the river's course, natives traveling along the Río Grande de Coelé, just 100 miles from the Canal Zone,



had one of modern man's earliest glimpses of this reminder of Panama's ancient civilization. A glimmer that proved to be the golden treasure of a forgotten people that had been buried with their dead.

The gold ornaments the natives uncovered, along with bone fragments and pottery, made their way from hand to hand until they arrived in a Panama City antique shop, and eventually aroused the curiosity of archeologists around the world.

Following the accidental discovery and the verification of its importance, an expedition, led by the famed archeologist Samuel K. Lothrop, was sent to the site by the Peabody Museum of Harvard University.

In one of his reports, Dr. Lothrop tells of the complex story that began to unfold when, while digging beneath the top layer of pasture land, he brought to light signs of ancient habitation. One grave, only 12 feet by 14 feet in size, yielded more than 2,000 objects. Ninety-six of these were gold. There were pendants set with semiprecious stones, ornamental breast plates, necklaces of

thousands of beads, heavily embossed gold disks, wrist and ankle cuffs, and earrings.

His studies during this and later expeditions to Cocle Province convinced Dr. Lothrop that the “civilization represented by these finds belonged to tribes practically unknown today . . . rich and industrious peoples, skilled in working clay, stone and metals.”

The gold artifacts uncovered in these ancient sites and at others in the provinces of Chiriqui and Veraguas, and also at Venado Beach in the Canal Zone, are displayed in the Panama Museum and in many museums in the United States and Europe—a silent tribute to the master craftsmen who reached a pinnacle of artistry more than 1,000 years ago in Panama.

Fashioned by a curious technique, the gold figures portray stylized human and animal forms or a combination of the two. There are snakes with two legs, men with crocodile heads, and figures with a human head and shoulders attached to the body of a snake, with the projecting eyes of a crab, and the recurring images of the alligator and

Elsa Fifer, a student assistant in the General Audit Division, wears a replica of an Indian headband that is adorned with a golden alligator.





Huaca rings, earrings, a pin, and a necklace from Neville Harte's collection, are modeled by Dolores Fitch, of the Office of the Youth Advisor.

Harte, a retired employee of the U.S. Army, has devoted weekends and vacations in search of pre-Columbian history. Since 1968 when he retired, he has devoted most of his time to the study of the golden huacas. After finding the goldsmith's grave, he spent 3 years on a successful project to reproduce these golden relics using the techniques he believes the ancient Carib craftsmen used to produce the originals, and another 17 years to perfect his methods. Only recently has he created what he considers satisfactory reproductions.

In reproducing replicas of the original huacas, Harte makes a wax model of the object he will cast in precious metal. He adds long, thin threads of wax as decorative details, and affixes a cone of wax to the model's base which will serve as a funnel-shaped pouring channel for the molten metal. When the wax model is complete, he covers it with powdered charcoal to insure a smooth casting surface. Then the model is covered with an outer shell made of a mixture of moist clay and crushed charcoal. After the outer shell dries, the entire assembly is fired to strengthen the mold and burn out the wax to leave a cavity of the same shape as the now-lost wax model. The mold is then brought to red

heat and the molten metal poured in. When the metal solidifies, the mold is broken away to expose the golden huaca.

Many people have the idea that the lost-wax process means the process was lost and rediscovered. Rather it simply means that the wax is lost in the process.

"The huaca and I are one," Harte says, but it is neither the search for, nor the finding of the golden treasures, nor the scientist's successful pursuit of knowledge, that challenges and gratifies him most. It is telling the story of the "golden huaca" of Panama to school children.

In his introduction, he presents a challenge: "The mythology of these golden artifacts will test your skill and imagination. For what man living today can understand their meaning, and how many conclusions can be drawn from these golden effigies of over 1,000 years ago?" The huacas that were buried in Indian graves to accompany the dead on their journey to another life are the characters in a tale Harte weaves for the children. The warrior, the storm god, the north wind, the frog, alligator and eagle all take part in the adventures of a brave warrior who receives a mortal wound in combat and must make the long and dangerous journey to the valley of the gods. The warrior's spirit is given seven tests to complete within 28 days if he is to gain entrance into the land of the rainbow, eternal wine and honey. He must conquer by wit or battle the alligator god, tiger god, the gods of hunger, fever, sickness and the storm. He is guided and aided by the gods of the winds and the golden frog and the great white crane. Finally, his perilous journey over, he is welcomed by the Great North Wind to the land of everlasting happiness.

These mythological stories over, Harte tells real adventure stories—his own.

The letters he receives from the young students amaze him with their insight and understanding.

One little fourth-grade girl saw beyond the folk story. She summed up in her letter: "I'm glad you kept some things secret and encouraged us to be archeologists. But I don't think you kept too many things secret. I think you gave away just enough to make it kind of mysterious. I think that huacas are like a big mystery just sitting there waiting to be solved."

eagle which many believe have religious significance.

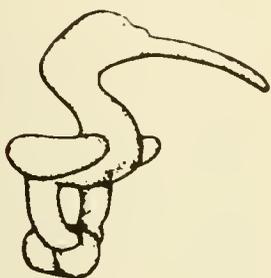
There is agreement among archeologists that the superb gold relics interred in the ancient graves represent high aesthetic and technical achievement, and that the Cocle goldsmiths were among the few in ancient America sufficiently skilled to make hollow castings. There agreement ends. No one seems sure how they were able to cast these fabulous artifacts.

In a 1,200-year-old grave of a Carib Indian goldsmith, Neville Harte, one of the foremost local experts on the golden huaca, believes he found the ancient melting secret of what is called the lost-wax method of casting.

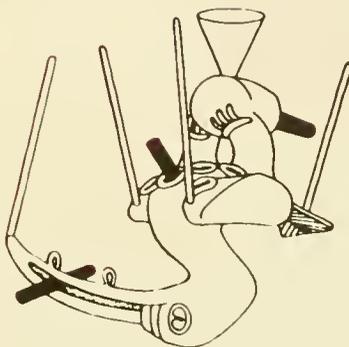
Neville Harte heats the tip of a welding instrument as he prepares to attach a pin to a huaca.



Reconstruction of steps followed in casting a bird huaca by Dudley T. Easby, Jr. Drawings by Elizabeth K. Easby, reprinted from "Natural History Magazine."



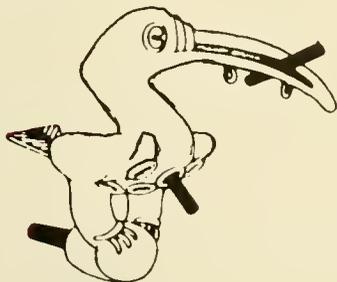
A. This rough core, made of clay mixed with charcoal, will be broken up and removed after casting, leaving the piece hollow inside. This saves gold and also permits the making of hollow vessels.



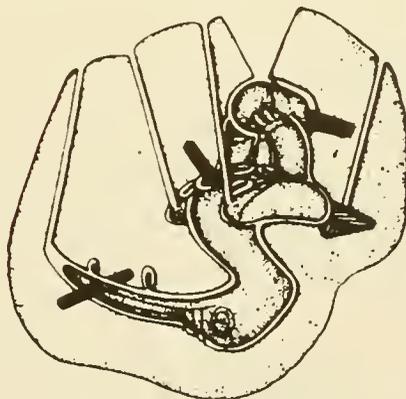
C. The casting will be done in an inverted position. Before enveloping the model in clay, a cone of wax is added to provide a pouring channel. And four wax rods have been added to provide air vents when the metal is poured in.



Trimming the wax mold before it is cast is one of the many steps necessary in producing a huaca.



B. The rough core is first covered with a uniform coating of wax. The eyes, talons, suspension rings under the bill, and decorative holes have been added in the form of wax threads. The founder finishes the details on the wax model with sharp tools. The three black bars are the pegs to keep the core from slipping out of position during the work.



D. This drawing represents a section through the mold after the wax model has been melted out. The colored portion shows where the gold will flow between the shell and the core. It will rise into the air vents to form rods that will be later cut off and burnished. The core is finally broken and removed through the hollow bill and the holes in the breast and the back of the perch.



Spencer Winstead, of Ancon, one of nine apprentices trained by Harte, learns how to attach wax filigree work to the main mold.



*"Good Grief, Carlitos,
Snoopy Speaks Spanish!"*



By Vic Canel

© United Feature Syndicate

EVER HEARD OF A LORENZO sandwich or a Pilon hamburger, or seen Ramona's rolling pin bounce off Pancho's head?

Sure you have, if you've ever followed the funnies. But you probably know the characters as Dagwood, Wimpy, Maggie and Jiggs.

In the Spanish version, not only the names, but the onomatopoeia of the comics is different. Maggie's rolling pin goes PUM instead of CONK and the THUD of Jiggs hitting the deck is CATAPLUM!

In the phonetics of the funnies, a Spanish-speaking dog says GUAU GUAU, while in English it's ARF ARF. When the doorbell or phone rings, it's TIN TIN or TILIN TILIN. An especially prolonged ring would be TIN-TIRINTIN.

In many of the strips, however, where

the onomatopoeia is an integral part of the overall design of the panel, it is not translated. As a result, comic book aficionados, who read Batman, Superman and many of the other adventure comics in Spanish have added to their vocabulary such words as ZONK, ZOOM, BLAM AND BOOM.

Though comics as such originated in Europe some 80 years ago, development of many of the techniques, such as the "balloon" and much of the particular symbolism of the comics, took place in the United States.

Children almost everywhere know that a saw cutting through a log over a character's head, or a series of Z's mean that he's asleep. A swirl of stars and other celestial bodies about his head means he has just received a blow and is seeing stars, while a picture of an electric light bulb signifies that the

character has just seen the light or thought of a brilliant idea.

A series of exclamation and interrogation marks interspersed with ampersands, asterisks, stars and other assorted symbols indicates profanity in any language. The reader is expected to use his imagination in filling in the unprintable words in his own tongue and his own choice of epithets.

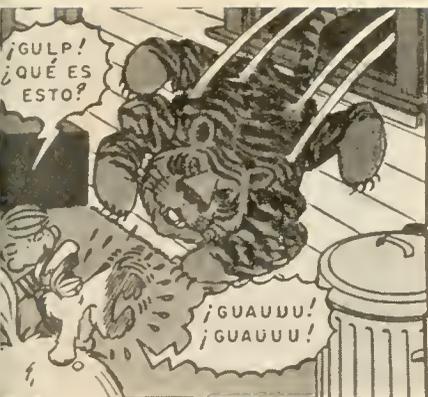
Such symbolism is very much in evidence in comic strips such as the Katzenjammer Kids, originally published December 12, 1897, in the New York Journal. Later named Los Pilluelos (The Little Rascals) in Spanish, the strip was the creation of Rudolph Dirks.

When Dirks left Randolph Hearst's paper and tried to take the strip with him, the case was taken to court. The final settlement did not come until 1912, when the court ruled that Dirks had a

PEPITA



© King Features Syndicate



© Hall Syndicate

In Spanish when the Cap'n of the Katzenjammer Kids snoozes, it is not "z-z-z" but "b-z-z" and Dennis' dog never says "bow wow."



right to draw the characters he had created, but the title of the strip remained Hearst property. Hearst promptly hired Harold Knerr to draw the Katzenjammer Kids, while Dirks continued using the same format and characters under the new title, The Captain and the Kids. So far as is known, this is the only comic strip ever to have been published in two separate versions.

There is an interesting sociological phenomenon in the fact that Blondie (Pepita in Spanish) and Dagwood, a typically middle class American couple are at the top of the popularity scale in Latin America, where life styles are so very different. One cannot help but wonder how a character like Dagwood, abused by his boss, Mr. Dithers (Señor Fernández in Spanish), henpecked and outsmarted by his wife Blondie, has managed to be a success in a land where "machismo" is the thing.

Dagwood was not always middle class. His father, a railroad tycoon, was a billionaire. But Dagwood was cut off without a penny of the Bumstead

billions because he married the flighty Blondie despite family opposition. Of course, that was before the strip, which appeared for the first time in the New York American on September 15, 1930, was widely syndicated and became popular in Latin America. So, for Spanish-speaking readers, Chic Young's character Lorenzo has always been a working class family man. Incidentally, Bumstead in Spanish is "Parachoques" which means bumper.

The first American comic strip to appear in Spanish, according to the records, is George McManus' creation, Bringing up Father (Educando a Papá). King Features sold it to papers in Buenos Aires, Havana and Mexico about 50 years ago. Pancho and Ramona's dialogue was translated into Spanish by the papers that published the strip until King Features established its foreign department in 1928 and began to do all translations at its New York headquarters.

With some exceptions, the names of comic strip characters in Spanish turn

out to be entirely different from and not direct translations of English versions. A notable example is Charles M. Schultz' very popular Peanuts, distributed by United Feature Syndicate. In Spanish, the strip is not called mani (peanuts), as one might reasonably expect, but Rabanitos, which means little radishes. In Mexico and some other countries, the strip is known as "Carlitos" (obviously for Charlie Brown).

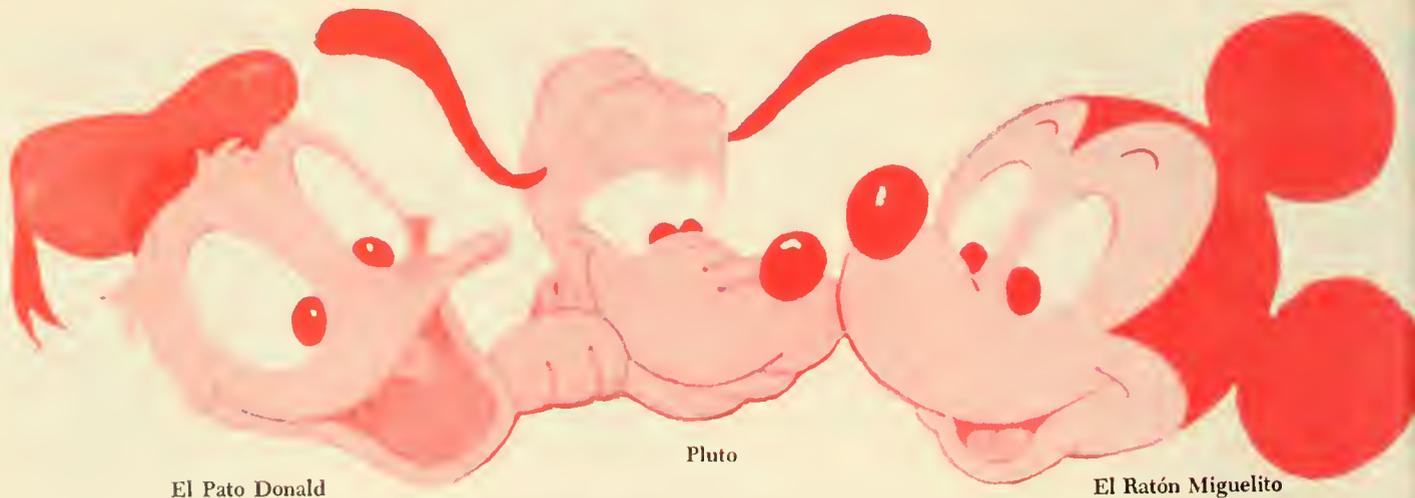
Among the pioneers of U.S. comics, and indeed the man who has been credited with developing the strip technique as it is known today, was the late H. C. (Bud) Fisher, creator of Mutt and Jeff. They are known in Latin America as Benitín (Jeff) y Eneas (Mutt). Evidently, whoever translated their names gave Jeff top billing simply because it sounds better than Eneas y Benitín. This is ironic, since Mutt started out as the solo star of the strip when it appeared for the first time in the San Francisco Chronicle of November 15, 1907.

Soon after its appearance the strip

Known as Los Pica Piedra (the stone choppers, rock splitters?), the Flintstones are popular in Panama. Fred is Pedro and Barney is Enano (midget). "Knock knock" comes out "toc toc" in Spanish.



© Hanna Barbera Productions



El Pato Donald

Pluto

El Ratón Miguelito

© Walt Disney Productions

moved to the San Francisco Examiner, where Jeff made his debut on March 29, 1908. Mr. Augustus Mutt, as he was called, was on a visit to a mental institution where the inmates were about to reenact a scene from a real life trial that was taking place in San Francisco at the time. Just then an insignificant little runt by the name of Jeffries happened to walk into the room and was promptly pinned to the wall by the inmates.

Mr. Mutt rescued him from his plight, shortened his name to Jeff and made him his protege.

Now drawn by Al Smith and distributed by McNaught Syndicate, Benitín y Eneas is still just as popular as ever.

Another of the perennially popular comic strip characters of old is Popeye, pronounced Poh-peh-yeh in Spanish. Unlike Jiggs and Dagwood, whose comic appeal lay in the area of domestic tribulations, Popeye emerged as a strong, independent he-man type.

He first appeared in the New York Evening Journal on January 27, 1929, as an additional character in the strip called "Thimble Theatre," created by Elzie Crisler Segar. Preceding Popeye

among the players of the "Theatre" were Olive Oyle, who in later years was to be known to the Spanish speaking world as Rosario, and her brother, Castor. Shortly afterward came hamburger-hound Wimpy (Pilón in Latin America), and still later came crawling across the panel Popeye's adopted baby son, little Swee'pea, known to Spanish speaking readers as Cocoliso (Smooth head).

For many years, Popeye's super-human feats after ingesting a can of strength giving spinach have been used as a shining example by mothers in many lands to induce children to eat their vegetables.

While retaining the element of humor, Popeye was probably the forerunner of the more serious adventure strips in which the featured character was a strong, intrepid hero—an image to evoke admiration and not laughter.

Among the early adventure comics—and still very popular—was Edgar Rice Burrough's Tarzan, first drawn by Harold Foster. The simultaneous appearance of Tarzan and Buck Rogers on January 7, 1929, marked the beginning of the straight adventure stories in the

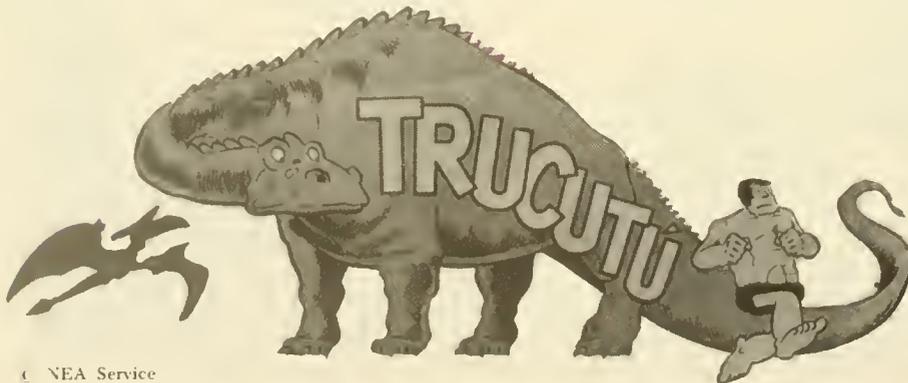
comics. Drawn by illustrators rather than cartoonists, these strips were based on stories written for the popular pulp trade. Edgar Rice Burrough's story "Tarzan of the Apes" first appeared in 1914 and was followed by many other Tarzan adventures. Buck Rogers was based on stories written for the science fiction magazines by Philip Nowlan and were drawn by Dick Calkins.

Tarzan (pronounced Tar-SAN in Spanish) still stands among the most popular adventure comics in Latin America, along with Mandrake the Magician, the Phantom and Superman. While Superman is still Superman in Spanish, the Phantom is called by the literal Spanish translation of his name, El Fantasma.

The list of adventure comics which made their debut during the 1930's is lengthy. In 1931, when the law was finally catching up with Al Capone and he was on the verge of being sent to Alcatraz, came Chester Gould's Dick Tracy, still the top crime fighter in the comic strip world.

During the month of January 1934, King Features Syndicate launched three new adventure strips in rapid succession—Secret Agent X-9, a police adventure strip; Jungle Jim, obviously designed to compete with Tarzan; and Flash Gordon, King Features' answer to Buck Rogers' space age adventures. All three were drawn by one of the most versatile artists of his time, Alex Raymond.

In October 1934, a young artist whose distinctive style was to be imitated by other comic strip authors, in the following years launched his famous Terry and the Pirates. Milton Caniff was among the first artists to introduce



© NEA Service

cinematographic composition into the comics. Working with brush and pen, he achieved striking lighting effects, made use of close-ups and violent black and white contrasts.

While many of the humorous comic characters have completely different names in Spanish, adventure comic heroes are known to Spanish speaking readers by their English names, or a rough Spanish equivalent. Thus, Milton Caniff's Terry and the Pirates translates to Terri y los Piratas, while Charles Flander's Lone Ranger is called El Llanero Solitario (The Lone Plainsman).

The demand for variety in comics during the thirties was great. Newspapers began to call on magazine cartoonists to put their characters in strip form. Among these was Otto Soglow's Little King (El Reyecito in Spanish), which had been published as a single panel feature in the New Yorker. Papers also borrowed from animated cartoons. Walt Disney's Mickey Mouse (El Ratón Miguelito), created in 1928, broke into the newspaper comic strips in 1931 and was followed later by Donald Duck, who is called El Pato Donald in Panama, but is known in some other Latin American countries as El Pato Pascual. Goofy, by the way, is known to the Spanish speaking world as Tribilín.

Another comic character who was to gain popularity in Latin America under the unlikely name of Trucutú was Vince Hamlin's prehistoric man, Alley Oop, born in 1934.

World War II brought a great change in the character of adventure comics. Nearly all of them became involved in fighting the enemy. If not as members of the Armed Forces, like Terry, who became a pilot in the Air Force, they fought enemy agents and saboteurs on the home front, like Dick Tracy.

Early in the war Milton Caniff was asked to create a comic strip designed to bolster GI morale. The result was a strip called Male Call, featuring a curvaceous, scantily clad heroine called Miss Lace.

The war also produced other new strips, such as Sad Sack, the creation of Sgt. George Baker. Sad Sack was the personification of the poor slob destined to do all the dirty details.

Another satire of military life came later with the appearance of Mort Walker's Beetle Bailey in 1950. Though also abused by his sergeant, Beetle, unlike the uncomplaining Sad Sack, is a crafty goldbricker.

Among post war comics that have gained popularity in Latin America are Dennis the Menace, by Hank Ketcham, which made its appearance in 1951. In Spanish the impish terror is called Daniel el Travieso (Daniel the naughty). A more recent addition to the comic strip scene in Latin America is Dick Browne's hard fighting Viking, Haggar the Horrible, known to his Spanish speaking fans as Olafo el Amargado (Olaf the Bitter). This strip must be a challenge to translators, since at least in one recent installment which appeared in La Estrella de Panamá, Haggar spoke all of his lines in verse.

Translators also must be careful in their choice of words, since syndicates distribute to all Spanish speaking countries and the meaning of certain words may differ from country to country. A perfectly good word in Panama, for example, may be offensive in Argentina or Uruguay.

One syndicate representative recalls

an incident which had Panama readers calling the paper to protest the use of an unprintable Spanish appellation for prostitute. In the Spanish version of Tillie the Toiler, she is Cuquita la Mecanógrafa (the typist). The strip, which used to appear in La Estrella de Panamá, one day included the word RUTA (Route). But when it appeared in the paper, the "R" had lost its descender and was converted into a "P". The newspaper relayed the protests to the syndicate and complained bitterly about the embarrassing situation in which it had found itself. But the syndicate produced proofs and tearsheets from other newspapers which had carried the same strip, showing that it had appeared correctly.

Further investigation proved that the "R" had been purposely modified as a parting shot by a disgruntled shop employee at La Estrella who had been given notice of dismissal.

Haggar the Horrible rhymes in either language when he says: "Every day seems like Sunday in July . . . and it makes the Vikings cry."



George Baker probably should have used a boa or a fer-de-lance in this Sad Sack scene, since rattlers would be a rarity in Panama.



Don Winslow Saves the Panama Canal

A COUPLE OF SINISTER SABOTEURS WORKING for an insidious enemy spy, called Scorpia, very nearly blew up the Panama Canal in 1952. But they did not reckon with the cunning of Comdr. Don Winslow, a veteran U.S. Naval Intelligence Officer.

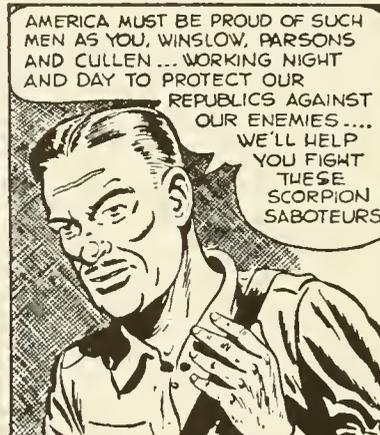
Don Winslow of the Navy was the title of a successful adventure strip created by a real life Naval Intelligence Officer called F. V. Martinek. The author served in the Navy during World War I, then spent 4 years with the FBI. So he was a stickler for authenticity.

In the Panama Canal adventure, for example, which ran for nearly 3 months in the daily strip, he included some characters from real life. One of the first contacts made by the fictional Don Winslow upon his arrival in Panama was with Capt. W. S. Parsons, USN, who actually was Captain of the Port of Cristobal at the time.

A later sequence finds Winslow greeting his old friend Luis Noli, of the Star & Herald, an English language newspaper which carried the daily strip at that time.

Noli recalls that the late President José Antonio Remón,

DON WINSLOW - Member of the Press



By Frank V. Martinek

who was a follower of adventure comics, one day greeted him at a presidential press conference with: "Hey Noli, I saw you in Don Winslow of the Navy this morning!"

Martinek had met Noli and Captain Parsons during a research trip to Panama and decided to make them a part of the sequence for added realism.

The first installment in the story of the attempted sabotage of the Panama Canal appeared in the Star & Herald on August 31, 1952. The scene opens with Winslow in a confidential conversation with his commanding officer. In the next panel an informer is caught eavesdropping at the door. Upon questioning, he reveals Scorpia's plot to sabotage the Canal and indicates that the enemy spy network extends from New Orleans to the Canal Zone.

During a brief stop in New Orleans before flying to Panama, enemy agents attacked and seriously injured Red Pennington, one of Winslow's assistants. He then decides to recruit another naval intelligence officer, Ross Pizzitola, as a replacement for Pennington in the Panama operation.

Pizzitola, it happens, is aboard a ship called the SS *Chiriquí*, which is en route to Cristobal, but still a long way from the Isthmus. So Don Winslow overtakes the ship and lands his helicopter on deck to pick up his new assistant.

In the September 24 strip the scene switches to the enemy agents in Panama with Red Hawk saying to Banana Hawk: "... we still need a short time to perfect our plans."

The next installment shows Winslow meeting with Port Captain Parsons. Their conversation is interrupted when a West Indian by the name of Reginald reports that he saw a mysterious man sending a radio message from one of the tunnels at Fort San Lorenzo. As Reginald leads the officers to the tunnel where he saw the man, he stops short of the entrance when he spots a fer-de-lance snake. Winslow immediately surmises that the snake was planted there to keep out intruders. After disposing of the snake, Winslow and his party approach the cave and eavesdrop on the saboteurs.

It is revealed that they plan to blow up Gatun Dam and the bridge at Gamboa, simultaneously. Pointing to a map, one of the enemy says "this is Gatun Dam. It spans the northern and lower end of a deep valley through which the Chagres River formerly flowed to the sea." And in the next panel: "Behind the dam is Gatun Lake, covering 165

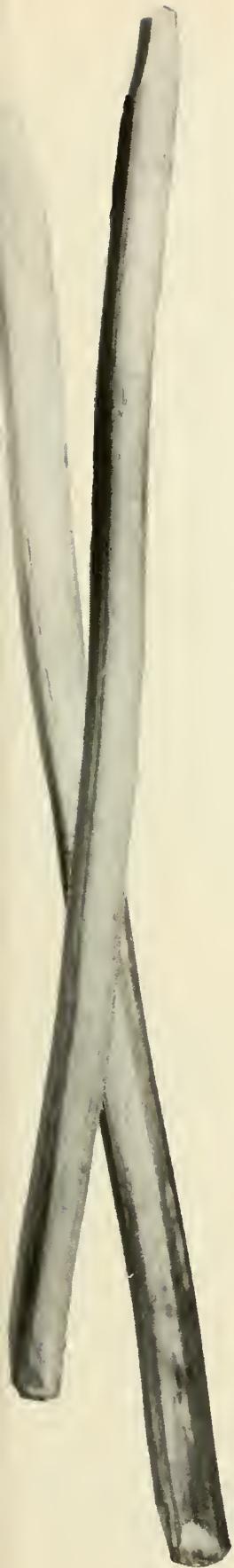
square miles. It is clear that if our plan works, all the water will pour into the sea, draining the Panama Canal."

Don Winslow reports the plot to the police commissioner, identified as Colonel Somar. As he is leaving he encounters newsman Luis Noli. (See above.)

Saboteurs in frogman suits went out in two launches and attached charges to the dam and to the bridge. Meanwhile, Winslow hovered above the launch at the dam, where he ordered the saboteurs to jump into the water or be blown up themselves. Parsons in another helicopter blew up the saboteurs' launch as it attempted to detonate the charge at the bridge.

Once the would be saboteurs were dealt with, Winslow headed back to Fort San Lorenzo to capture the ringleaders, who had heard the explosion and assumed that their nefarious mission had been a success. They were celebrating their victory with round after round of toasts when Winslow's men threw a grenade into the entrance and stormed in and arrested them.

The Panama adventure ends with a celebration dinner in Panama, where an unidentified official thanks Winslow "for saving the belt that links the Americas in their fight for peace."



B A L S E R I A



Recalling, perhaps, the grandeur of balsería in times gone by, this Guaymí in his holiday hat and tiger-tooth collar epitomizes the valor of his Indian nation that was not vanquished by the conquistadores.

IN THE THEATER, ACTORS about to go on stage are given encouragement by fellow performers with the expression "Break a leg!"

But when the Guaymí Indians of western Panama play the game of balsería—a sort of choreographed mayhem in which the players hop to the rhythm of primitive instruments while hurling balsa poles at their opponent's legs—the words are taken quite literally.

This unique game, enjoyed by the Guaymí for hundreds of years, is still the big event of the year for the present day aborigines of Panama's Chiriquí, Bocas del Toro and Veraguas provinces.

More than merely a game, the unusual contest provides participants with a 3-day festival as well as a traditional way of settling disputes. A balsería also may be organized to test the physical agility and courage of various

groups or certain individuals, or simply to enhance the prestige of the man who has organized it.

The sport was first mentioned by Friar Adrian de Santo Tomás who lived among the Guaymí between 1622 and 1637, and described it as one of the few amusements they had. More than 300 years later, Panamanian anthropologist Dr. Reina Torres de Arauz said, "Balsería continues to be played the same way as described by the missionary who saw it in action several times in the 1620's."

To better understand the role of balsería in the life of the Guaymí, one must comprehend their way of life, customs, the ruggedness of the area in which they live and their tenacious fight for freedom and superiority.

Each family, or group of families, lives in virtual isolation in large bohíos nestled in mountain clearings, protected

By José T. Tuñón

At one Balsería there were 14 broken legs, 2 men suffered fractures of both legs, and more than 40 had cuts and bruises.

However, not everyone can organize a balsería, for it is, above all, a contest of superiority and physical aptitudes. It is proof of solvency and of the respect and esteem that the majority of inhabitants have for the organizer of the balsería.

A Guaymí without these qualifications need not waste his time trying to hold a balsería. "In reality, balsería is the last in a series of steps by which a man achieves great importance in Guaymí society," said Dr. Philip Young, in his book, "Traditions and Changes of Western Guaymís of Panama."

When a man feels that he is ready to sponsor a balsería, he first makes sure that he has the full support of his family and relatives, because one man alone cannot bear the expense of food and drink that the guests will consume during the 3 days of the balsería, which could bring together as many as 2,000 persons.

Great Quantities of Food

Great quantities of food and "chicha" (a strong drink made from fermented corn), to fortify the contestants and guests, are prepared well in advance. Cattle and pigs are slaughtered; women work hard preparing mountains of rice and other treats for the big party.

Preparations begin about 4 months before the festivities. As soon as the sponsor is sure of the cooperation of his relatives, and that he really qualifies as a "balsero," he sends an invitation by messenger to an important man of another district. The messenger carries a knotted string, the knots indicating the number of days remaining before the balsería. If the opponent accepts, he sends his own messenger back to the sponsor with a similar knotted string. Each day a knot is cut from the string until it is time to travel to the area where the balsería will be held. The invitation is sent about 3 months in advance.

Members of the sponsoring side cut the balsa sticks 2 or 3 months before the event so they will be light and dry for the balsería. The sticks are 5 to 6

feet long, about 3 inches in diameter on one end, 2 inches in diameter on the other end, and rounded at both ends. The wood of the balsa tree, which is common in many parts of Panama, is used because although very heavy and spongy when wet, it is very light but tough and strong when dried.

According to Rev. Ephraim Alphonse, who is well versed on the subject, about 2 weeks before the event it is customary for the Guaymí of Bocas del Toro to blow on their conch shells, whose blasts echo through the mountains and valleys, informing the challenger, "I am ready to defeat you," and back across the mountain comes the sound of the defender's conch shell, saying "Come on, I am ready."

As often occurs at big parties, there are spectators and gate crashers, who unlike their counterparts in modern society, bring their own food and drink. Of course, the number of guests depends upon the prestige, fame, and affluence of the sponsor of the balsería. Dressed in their very best, they come from all over the mountains, the men wearing beaded collars (chaquiras), if they have them, the women in their Mother Hubbards, colored combs and ribbons in their hair and numerous strings of beads around their necks. There is an air of festivity throughout the mountains as they head for the llano, the clearing where the balsería is to be held. They bring ocarinas, flutes of bone, and other musical instruments made of steer horns, turtle shells, and various kinds of wood.

According to eyewitnesses, the first day of balsería is devoted to setting up campsites and social intermingling. The women and girls busy themselves serving food and chicha to the guests. There is much eating and drinking. Everybody is happy and the party lasts until the wee hours of the morning, when it is time to start the balsería. Meanwhile, the balsa sticks have been guarded all night to make sure they are not touched before they are used.

The game begins with the opponent leader throwing the first stick at the



Contestants take turns throwing the long thin sticks of balsa at each other's legs.

by fences of big tree trunks, which frequently root and grow into enormous trees.

As a rule, when a daughter marries, the husband comes to live with her family. Another bohío (thatched roof hut) is built near the large family bohío and as other daughters wed a "caserío" or village is formed.

The isolation of the Guaymí is more pronounced during the rainy season when the flooding rivers of Veraguas and Chiriqui make travel difficult. During this period women stay indoors and their social life is greatly restricted. They seldom leave the confines of their settlements.

But dry season is another matter. It is the season to be happy, to renew acquaintances, to visit one's neighbors. It is the time for a balsería, to get together for a good time, to catch up on all the news and to have a few drinks . . . sometimes quite a few.



A typical abode of the Guaymí in Chiriquí and Bocas del Toro provinces. When a daughter marries, the family gains a male member and another "bohío" is built close to the big family "bohío."



Bedecked in holiday finery, including a feather in his hat and a king-size chaquirá covering his shoulders, this Guaymí child watches a game of balsería.



Using a primitive mortar and pestle, a Guaymí mother and daughter remove chaff from the rice that will be consumed by those attending the balsería.



With an ocelot as proof of his hunting prowess, this Guaymí heads for a balsería.



A mannequin with painted face, bird feathers in his hat, wearing his very best and holding a balsa stick, represents a Guaymí ready to participate in balsería. The conch shell hanging at his right side is used to send blasts that echo far off through the mountains and valleys of Chiriquí.

(All photographs are from a recent display at the Panama National Museum).

sponsor, who in turn throws at the opponent. Amid the shouting and cheering of the spectators, balsería is off to a shin skinning start.

After the first two initiate the game, all the men take part, as teams or as individuals. Holding the stick near the ends at chest level, the contestant throws it at his opponent who has his back turned to the thrower, trying to look over his shoulder and guessing when to leap out of the way of the stick. If the opponent is still standing, he then throws the stick at his rival. The game goes on accompanied by music, singing and shouts of encouragement from the spectators. As many as 150 teams may be competing, throwing sticks and aiming for legs below the knee. There are hits and misses, and frequent accidents with other parts of the body receiving the brunt of the hurtling stick. The player's aim usually deteriorates in direct relation to the flow of the potent chicha, which is passed around generously. As is to be expected, there are numerous casualties. According to Dr. Luis Carlos Prieto, well known for his work among the Indians and one of the first outsiders to see a real balsería, there were 14 broken legs, 2 with fractures of both legs and more than 40 with cuts and bruises at an event he attended.

Music, Singing and Chicha

The competition continues with music, singing, and chicha for 2 days as long as there are men able to throw the sticks.

On the third day, there is visiting and bartering. If there is any chicha left, it is consumed and preparations are made for the trip back home.

Bright and early on the fourth morning, the Guaymí start the trek back to their villages taking with them food enough for the journey and the glorious memories of a great leg-smashing contest. Some men may be returning home with more women than they brought with them as some women opt to leave their mates for more valiant ones.

Composed of some 43,000 people, the Guaymí are the largest of the Panamanian Indian nations and they still maintain much of the daring and courage they were noted for during the Spanish conquest when their chiefs faced the Spaniards and beat them badly despite their horses and superior arms.

Before the discovery of America, their domain extended across the Isthmus from sea to sea but gradually they were pushed by the conquistadores, and those that followed, toward the moun-

tains which served them as fortresses.

The Guaymí have been known throughout Isthmian history for their valor and particularly well known was their famous chief, Urraca, once lord and master over all the land that is today the Province of Veraguas. After defeating the Spaniards several times, he was captured and taken in chains to Nombre de Dios and from there to Spain where he was displayed as a war prisoner. But he managed to escape and return to the Isthmus where he assembled a sizeable army and inflicted upon the invaders the greatest defeat they ever suffered in Central America.

Signed Peace Pact

After this battle, which took place near Nata de los Caballeros, Capt. Diego de Albitez signed a peace treaty with Urraca. He was the only aborigine of the New World with whom a captain of the Spanish Empire signed a peace pact.

Later betrayed by the invaders, Urraca again fought them, employing guerrilla tactics, a type of warfare unknown to the Spaniards. After suffering heavy losses, the Spaniards decided to leave him in peace and Urraca died in 1531, in his bohío, of natural causes.

Referring to the Guaymí in "An Archeological Study of Central America," Dr. Samuel K. Lothrop states, "In the opinion of many, the natives of Veraguas should be ranked with the famous Araucanians of Chile as the outstanding fighters of the New World, a judgment shared by the Spaniards who had served in both regions. The Araucanians had the advantage of rapidly mastering cavalry tactics under great leaders and learning how to make leather armor; the Indians of Veraguas, on account of their rugged country, forced the Spaniards to fight on foot."

A Cherished Tradition

A cherished tradition of the valiant Guaymí, then as now, was the fierce balsería. But in 1962, the Mama Chichi cult appeared in the mountains of Veraguas and Chiriquí, led by a "prophetess" known as Mama Chichi, bringing changes in the moral and social code of the Guaymí. Included in the quasi-mysterious new social order was the banning of balsería.

But Mama Chichi died in 1964 and her reforms were short lived. Balsería once again is a part of the Guaymí way of life and according to Dr. Reina de Arauz, "All indications are that the traditional force of balsería will triumph and it will continue to be a sport with ritual character and social importance."

Bikes Are Back

CYCLING AND RECYCLING ARE both good for the ecology.

And although air on the Isthmus is virtually pollution free, many ecology-minded residents are helping to keep it that way while pedaling pounds away.

With the price of gas going up and fuel shortages looming, many local residents are finding they can save money, lose excess weight and fight pollution if they leave their automobiles at home.

Bicycles are back and 10 speeds are all the rage. Canal Zone retail stores report that bicycle sales have increased more than six-fold in the last 2 years. In 1971, they sold 330 bikes. Last year the figure was up to 2,122 and this year's Christmas sales are expected to put the 1973 figure well above that.

Also making their appearance on the local scene are the new "trikes," the adult three-wheelers that many find ideal for shopping. And they're easy to park.

Doctors recommend bicycling for good health. Some even practice it themselves, as evidenced by one of the pictures on these pages. Even police patrols are using bicycles on their nocturnal rounds.

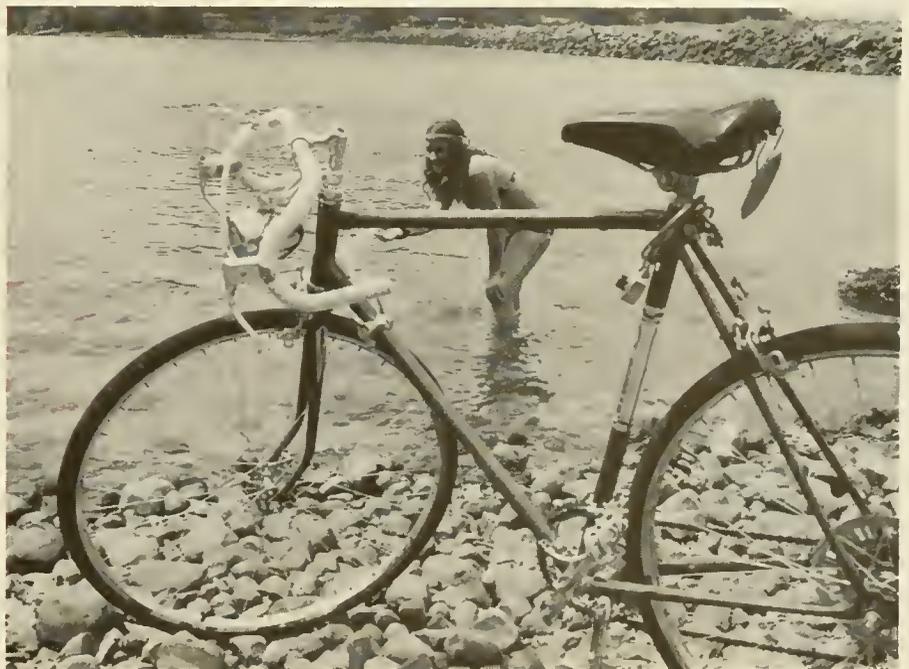
Framed by her bicycle, Wisia Kaliszczak cools off after a long ride to the end of the Fort Amador causeway.

A favorite spot for bicycle enthusiasts in the Canal Zone is the Fort Amador causeway, where serious cyclers can test their 10-speeds on a long straight-away or pause to watch the weekend fishermen wet their lines, or look at the ships as they enter or leave the Pacific end of the Canal.

And while sitting on the banks of the Canal one can even see bicycles moving about the decks of transiting ships. Deck officers on large container ships, where the space between bridge and bow is more than 2 acres, have found bikes convenient for making their rounds.

The popularity of bicycles among Americans seems to rise and fall with changing times, while remaining constant among Europeans who have always paid a higher price for fuel. In Latin America, on the other hand, few adults seem to ride bicycles except in races.

The present surge in the popularity of cycling, along with the recycling of many products is, as we have noted, closely related to the new ecology consciousness, which has caused changes in the packaging of materials, the manufacture of detergent, and changes in other areas of industry. One mail order





Bicycles have always been a favorite form of transportation with Canal Zone children, as demonstrated by these students at Los Rios Elementary School, but the recent surge in popularity is affecting all ages. Scenes around the Isthmus show Dr. Roberto Ocaña taking his young son, Roberto Jose, for a ride around Ancon; Mrs. Ella K. Beck returning home from a shopping trip on her tricycle; Dr. and Mrs. Kenneth Lake out for a ride along the Fort Amador causeway; Roseana Winford on her unicycle; and Police Officer John V. Brown taking a call on his radio as he sets out on night patrol.

company is even offering a unique calendar in which every page can be recycled in one way or another. The page corresponding to the month of January, for example, is edible.

But back to bicycles. Lately, they too have been the subject of discussion in connection with another of the great issues of our times—the fight against sexual discrimination.

In a letter to the editor in a recent issue of Ms. magazine, a male reader who also happens to be an engineer, reports that he made a study of women's bicycles and found them inferior to men's. Women's bikes have traditionally been built with an open "U" frame for the benefit of the rider who wears a skirt, the reader points out. But upon

testing women's-style bikes, he reports that he found that most were "not as certain and sure for steering as men's and not as fast, either."

The writer says he made inquiries of several of the large bicycle manufacturers and none would admit that women's bikes had a built-in putdown. Some of the engineering people did suggest, however, that men's bikes had seen many more subtle improvements over the years because 10 times as many were sold.

Happily, however, he reports that women's bikes are now being improved in the matter of balance, angle of the front wheel fork and other characteristics.

Perhaps the best answer for complete equality in the age of unisex fashions is the unicycle.

With the ever increasing number of bicycles on the road, Canal Zone Police are intensifying their safety campaigns with films and lectures on safe biking practices. They are also enforcing traffic regulations, which are the same for cyclists as for motorists.

So far, there is no record of a cyclist receiving a speeding ticket, but it can happen. Some motorists have already reported being outdistanced by a 10-speed in a 25 m.p.h. zone and even in a 40 m.p.h. zone. Of course, the motorists did not report how fast *they* were driving.



To Russia with the Russians

By Willie K. Friar

Доброе утро and До свиданья

—Just two of the words you will learn if you choose to cruise with the Russians on their new trans-Atlantic service from New York to Leningrad. These words, which are written in the cyrillic alphabet of the Russian language, are pronounced DAW-bruh-yeh OO-truh and duh sv'i-DAH-n'uh. They mean “good morning” and “so long” in English.

The language is only one of the intriguing things about the trip. Like the intricately painted wooden eggs that Russians give each other at Easter—nested inside each other and growing more interesting as they grow smaller—so each day on the Soviet ship M/S *Lermontov* revealed more and more fascinating facets of the Russian culture.

Although vessels of the Soviet Union, including passenger ships, are a familiar sight at the Panama Canal, the M/S *Lermontov*, with the hammer and sickle emblazoned on her red and white funnel, caused quite a stir when she came into port in New York this past summer.

The sleek new ship is the first Soviet cruise liner to call at a United States port in 25 years.

A result of a recent trade agreement between the United States and the Soviet Union, this new service gives Americans an opportunity to sample Russian food and culture, and, for those who go all the way to Leningrad, a chance to see the city that has been called “the Venice of the North,” take a quick side trip to Moscow to visit the historic Kremlin, and still make the return voyage on the ship.

The Russians are planning to help fill the void left by the demise of the great trans-Atlantic cruise ships, but they are not attempting to compete with the SS *France* and the Cunard's *Queen Elizabeth II*, the sole survivors of the regular trans-Atlantic service, in speed or size. They are, instead, concentrating on providing leisurely, friendly ambience, and entertainment with a Russian flavor, including nightly shows of classical ballet, Russian folk dancing, and opera, all performed by an extraordinarily talented young crew.



REGULAR CUSTOMERS—The Soviet cruise liner, “Shota Rustaveli,” sister ship of the “Lermontov,” is tied up at the Balboa pier, while two Russian cargo ships, the “Rodina” and the “Kharstal,” transit south. The “Shota Rustaveli,” which had a large group of British tourists aboard, was en route from England to Australia.

Balalaikas, Ballet, and Borscht ... But Also Bourbon and Bingo



Т.Х. „МИХАИЛ ЛЕРМОНТОВ“

M.S. MIKHAIL LERMONTOV

Capt. Aran Oganov, the 47-year-old skipper of the *Lermontov*, commenting on the opening of the Leningrad-New York route, said that it is considered a goodwill mission by the Soviet Union and is not expected to pay for itself until sometime in the future. He noted that the ship has a capacity of 700 passengers but was only half full. He said that it takes at least 450 to make a profit.

Evidence of the goodwill theme was an exhibit of photographs along one corridor showing Americans and Russians working together in such things as the space program. It was entitled, "Peace Through International Cooperation."

What is it like to cruise with the Russians?

One writer found the atmosphere aboard the *Lermontov* so typically Russian that he described it as a good way to visit Russia without setting foot on Soviet soil.

A few hours aboard the *Lermontov* and there is a feeling of being already in Russia. Someone is strumming a balalaika; a peek into the music salon reveals a ballet dancer practicing a pirouette for the nightly show; a display of classic wooden Russian dolls in one of the shops catches the eye; or one is bemused by the Cyrillic alphabet on the signs about the ship.

In the card room, chess players bend over their boards and in the Festival Lounge on the top deck, Alexander Garaburda and his Jazz Quartet are playing "Moscow Nights." (They also frequently played Lara's Theme from *Dr. Zhivago* even though the book is still banned in the Soviet Union.)

Along with the music, there's plenty to drink with six bars dispensing vodka, Scotch, Bourbon, or whatever your favorite

drink might be, as well as Danish and German beer. Though not available inside Russia, all kinds of American soft drinks are on sale on the ship. Ice cream and espresso are offered by the bar which operates in the heated, enclosed swimming pool area.

Newspapers and magazines are strictly Soviet. There is no current world news available as the small English language newspaper, which is published every four days, contains mainly biographical data on the crew and notes on tourist attractions in Russia. Some found this a relief. Others felt frustrated and cut-off from the world.

At 10 o'clock each night, waitresses, bartenders and sailors turn into beautifully costumed, skillful entertainers and put on a show of professional quality in the music salon. The ballet may be performed by your favorite bartender while the salesgirl from the boutique turns out to be an excellent harpist, or you may spot the staff captain of the ship, dressed in peasant blouse, playing the balalaika in the ship's orchestra.

All members of the crew are required to have a university education and one suspects that they are selected for assignment to the ship not only on the basis of education but for their music and dancing abilities as well.

Russian language lessons, dance lessons and lessons on the balalaika for children and adults are provided every morning.

Nightly movies feature some Russian films with English dubbed in; Russian-made Disney-style cartoon shows for the children; and documentaries on such things as the ballet, the Kremlin, and Leningrad's Hermitage Museum.

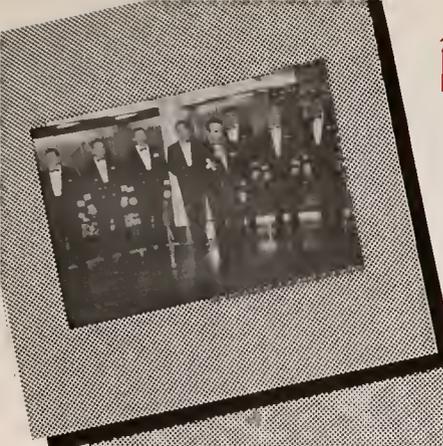
A departure from Russian entertainment was bingo, a passion with some of the passengers even though the caller frequently confused the I and the O, causing the players to ask them to be repeated. This he patiently did in French, Russian, and English before proceeding to the next number.

The laundry service, as several passengers noted, must be the fastest in the world. Not only is everything returned within a few hours, but even the socks are carefully ironed and the smallest rip sewn up by hand.

Thoughtfully, an English translation of the laundry list is provided for the benefit of passengers who have not learned enough Russian to tell their shirts from their shorts. But most are somewhat puzzled to read the strange warning at the bottom: "No responsibility is accepted for the shrinkage or damage to any article or the washing out of colors of a fugitive nature."

And for anyone who wants to sample Russian food, the menu offers dishes from all over the Soviet Union. It is not haute cuisine, by any means, and there is none of the elaborate continental service. It is, however, wholesome and good and the service is fast—too fast in fact for some tastes. It includes caviar and sturgeon and a great assortment of Russian soups. The famous borscht, with freshly baked Russian black bread, is a meal in itself. Especially popular were the pancakes accompanied by caviar. On the wine list are Georgian wines at \$1.60 a bottle and French ones at slightly higher prices. Birch juice, a clear beverage which is made from the sap of the birch trees of Russia, was available at every meal. But

Scenes aboard the "Lermontov" show Captain Oganov with his staff and on the bridge with women officers; chess players; entertainment in the Festival Lounge including male crewmembers in a take-off of Swan Lake; and classic Russian dolls in the souvenir shop.





The "Lermontov's" chef holds a recipe session for those passengers who wish to learn Russian cuisine.



The chef samples a glass of Kvass, a Russian beverage made from rye bread and yeast, after giving passengers the recipe.

This is handled at the ship's post office where one may encounter a long line of stamp collectors carefully making selections from the great variety of stamps available, some of which are reproductions of the most famous works of art in the Hermitage Museum. There was one skeptical elderly gentleman who had little faith in such beautiful stamps and asked the post office attendant, to her dismay, if she was sure "the stamps will work."

An enthusiastic group gathered for the wine and vodka tasting party where carafes of water had been placed on the table to drink after each sample had been quaffed. One American student took a sip of water, thought it over carefully, and solemnly announced that it was excellent and that he recognized it as coming from the Volga. Introducing Georgian wines, the master of ceremonies suggested that the reason the people from Georgia live so long (one man has been reported to be 168 years old) is that they drink the local wine. Still the vodka, which was served straight, the Russian way, followed by mineral water, was the most popular beverage of the evening.

Amateur night for passengers proved that there were a number of uninhibited passengers among the German, Canadian, French, English, Russians, and Americans on board, but not much talent. Members of the crew, joining in to liven up the program, stole the show when a group of sailors and one of the bar waiters, dressed in tutus, performed an outlandish Swan Lake ballet sequence.

Built in 1972 in Eastern Germany, the *Lermontov* is the newest of five sister ships. The others are the *Alexander Pushkin*, the *Shota Rustaveli*, the *Taras Shvenchenko* and the *Ivan Franko*, all of which, like the *Lermontov*, are named for famous Russian literary figures. The *Shota Rustaveli* is seen frequently at the Canal en route from England to Australia; the *Alexander Pushkin* has been providing service from Montreal to Leningrad for the past 7 years; and the *Taras Shvenchenko* will

be coming to the Canal sometime during the winter cruise season.

Flagship of the Baltic Steamship Co., the *Lermontov* is 586 feet long, has a beam of 78 feet, and a maximum draft of 26 feet. She is fitted with stabilizers (anti-rolling devices) to provide a smooth ride even in rough seas. A one-class ship, with 11 decks, 7 of them for passenger accommodations, she has a crew of 326.

Accommodations are available in 10 different types ranging from a deluxe suite on the boat deck to a four-berth cabin without bath on the third deck. All cabins have individually controlled air-conditioning and heating systems and telephones as well as comfortable modern furnishings with everything kept spic and span by an army of energetic young stewardesses.

The price is low. A two-berth cabin is about \$480 for the trip from New York to Leningrad. For similar accommodations on the *France* to Southampton only, the cost is \$803 and on the *Queen Elizabeth II*, \$870. The *Lermontov*, however, is not a luxury ship of the type to please the cruise passenger who is looking for elaborate continental food service, formal dress balls and casinos like those found on the large cruise liners. It is not a floating resort but a comfortable, practical passenger ship which can provide a cultural experience.

It takes 14 days for the *Lermontov*, which has a top speed of 20 knots, to make the trip to Leningrad, with stops in England, France and Germany. This is about half the speed of the moth-balled SS *United States*. It is enough time for passengers to relax, make friends, and learn something about the Russians while enjoying all those special pleasures which cruising offers.

Even those taking the most casual interest in things Russian were pleased to flaunt hits of knowledge acquired on the ship—such as that the Russian word for "red" also means "beautiful" and that it is from this meaning that Red Square derived its name or that Ivan the Terrible received his epithet from an English translation of the Russian word that means "awesome" not "awful."

Arrangements for travel on the *Lermontov*, which has three trips scheduled during the summer months in 1974, can be made through the Baltic Shipping Co., 19 Rector St., Suite 3304, New York, New York 10006.

A tourist must have a visa and each city to be visited must be listed on it. A visa is issued only after all hotel accommodations have been confirmed.

FAREWELL DINNER

ПРОЩАЛЬНЫЙ ОБЕД

JULY 20th, 1973

- Black Caviar on Crackers
- Shrimps Salad with Lettuce
- Tongue in Jelly with Horse-radish
- Orli Halibut, Tartare Sauce
- Chicken Shnitzel Ministersky with Fruits
- Cheese Board
- Ice-Cream Cognac Aroma
- Tea - Coffee
- Pastries
- Mineral Water
- Vodka Stolichnaya
- Dry White Wine
- Dry Red Wine

Typical of the daily dishes are these included on the menu for the farewell dinner.

for those who prefer other foods, there is also steak and French fries, and a variety of dishes from other countries.

There are no rubles aboard the ship. The currency is the U.S. dollar and all other currencies must be converted.

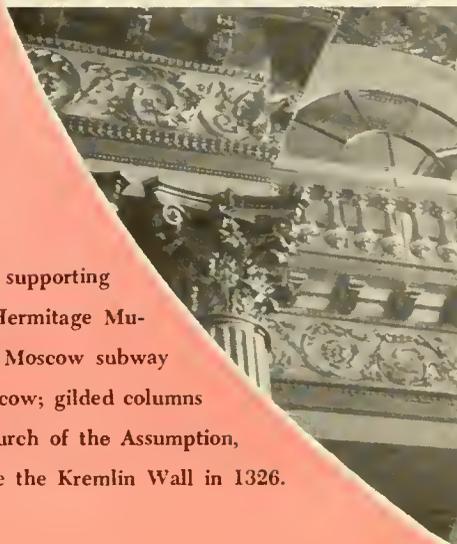
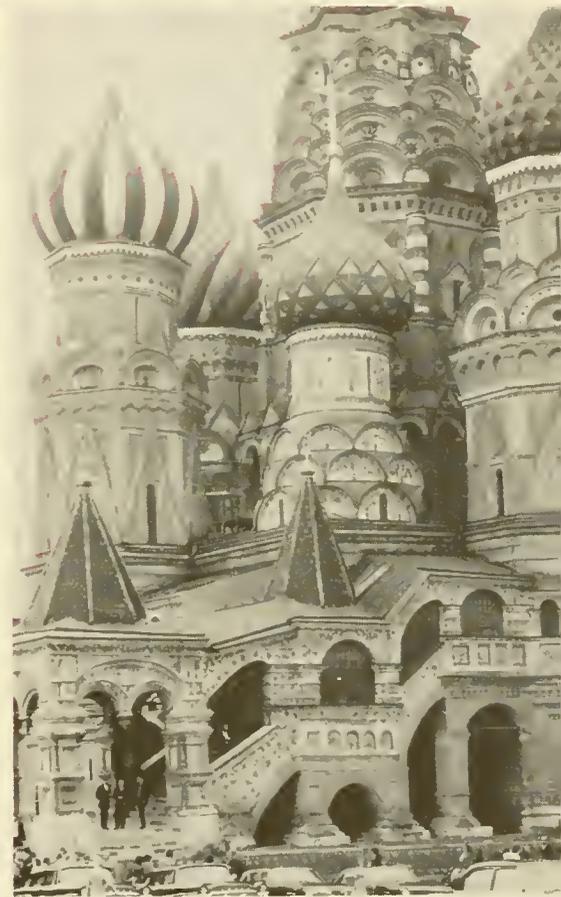
Since the Soviet Union stretches almost halfway around the earth, only a small portion can be seen in a brief visit, but the Lermontov's 4 days in port afford enough time for a look at Leningrad and Moscow.



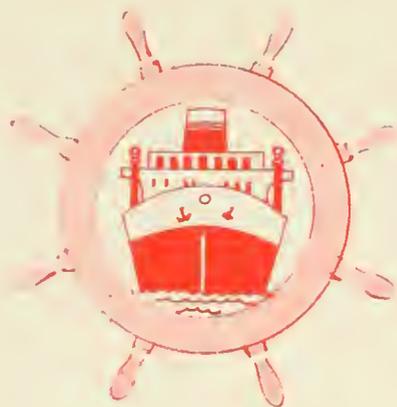
The ship's schedule provides enough time for a brief look at London, Le Havre and Bremerhaven before arriving at Leningrad, the sea gateway to Russia. There is time to see only a small part of the wealth of art in this city, which has 40 museums, including the Hermitage with its 1,020 rooms, known the world over for the masterpieces on exhibit there. It has been said that if a person spent only a few minutes in front of each painting, it would take 20 years to view every one of them.

The Hermitage collection, which is housed in five buildings including the Winter Palace, is considered by many to be the greatest art collection in the world. It has 3 million objects including 38 Rembrandts, 40 Rubens, a Leonardo da Vinci, a priceless collection of gold objects 2,500 years old and five or six rooms of Impressionist and Post Impressionist paintings. One has to walk 15 miles to visit each of the 322 galleries.

From Leningrad, one can leave the ship and go by train or plane to visit the Kremlin, with its five exquisite churches, and the Armory which contains the crown jewels, carriages and other artifacts from the age of the czars, and see Red Square and the world famous St. Basil's Cathedral, with its 9 onion domes, each with its own unique style and color. It was commissioned in the 16th century, to commemorate Ivan the Terrible's victory over the Tartars. There is a legend that when the cathedral was completed Ivan asked the two architects, who designed it, if they could create another just like it and when they said they could, he ordered their eyes put out so they would not be able to do so.



Scenes in Moscow and Leningrad—Colossal statues supporting the porte-cochere at one of the entrances to the Hermitage Museum; chandeliers and the decorative ceiling in a Moscow subway station; St. Basil's Cathedral on Red Square in Moscow; gilded columns and wall panels in the Winter Palace; and the Church of the Assumption, where czars of Russia were crowned, erected inside the Kremlin Wall in 1326.



Shipping Notes

“YOU WON’T HAVE TO PACK and unpack or fight airport crowds or meet tight schedules or deal with reluctant taxis. This elegant ship will be your hotel, easing you gently away from one port to another and you also will have a chance to observe the Panama Canal in operation while lounging on the sundeck.” So reads the brochure of one of the cruise ships calling at Panama Canal ports during the winter cruise season, and judging by the number of ships arriving daily at the Isthmus, more and more people are being enticed by such suggestions and are heading south by ship for their winter vacations.

Although many of the ships traveling south are the newest and most luxurious vessels afloat, others are old customers that have been through the Canal many times. But old or new, most are destined for exotic spots that stimulate the spirit of adventure, such as Easter Island, the Galapagos, Mombasa, Kenya, Colombo, Ceylon, or the Straits of Magellan.

In the past, the big cruise months for Panama were December, January, and February. But this year, the vessels began arriving in early September. Others now ignore the dry season altogether and make their appearances regularly in the late summer or early spring on around-the-world voyages.

Some of the early arrivals this fall were the Norwegian America Line *Sagaffjord*; the Royal Viking Line’s *Royal Viking Sky*; the Swedish America Line’s *Gripsholm* and *Kungsholm*, both owned by the Swedish America Line; the Victoria, of the Ires Line; and the *Veendam*, of the Holland America Line. All arrived in October.

Pacific Ford has the *Ocean Monarch* on its spring cruise schedule listing May 28 as its arrival at Balboa en route to England.

The *Island Princess* of the Princess Cruises, featuring a lido deck with sliding roof, will arrive January 23 from San Francisco to the Caribbean and return through the Canal March 26. C. Fernie & Co., agents for this ship, also are agents for a U.S.S.R.-flag cruise ship, the *Taras Shevchenko*, due in Cristobal January 27 and February 21 on Caribbean cruises. This agency also handles the Russian *Fedor Shalyapin*, the former Cunard Line *Franconia*, which arrived in Cristobal early in December en route to Australia on a one-way trip from Southampton, England. After that she will make two Pacific cruises.

The French Line represents the Paquet Line’s *Mermoz* making 11 calls in Cristobal on Caribbean and Mexican cruises and the *Renaissance* due January 22 on an around South America cruise. The French Line’s famous *France*, which is too large to transit the Panama Canal, will not come to Panama this year but leaves New York January 4 on a 92-day luxury world cruise.

The *SS Veendam*, en route on an around South America tour, is the former *SS Argentina* of the Moore-McCormack Line. The *Royal Viking Sky*, newest addition to the Royal Viking Line, was en route from the West Indies to San Francisco. This vessel, along with her sister ships, the *Royal Viking Star* and *Royal Viking Sea*, are scheduled to make other transits through the Canal during the cruise season. With the exception of the *Veendam*, C. B. Fenton is agent for these ships.

Pacific Ford, agent for the *Veendam*, has announced that it will arrive at Balboa on a world cruise April 12, and will be docking in Cristobal. This agency also announced the arrival of the *Volendam* on November 23 on a Caribbean cruise and in Cristobal on January 12 to transit the Canal on a South Pacific, South America cruise.

The *Volendam* is the former *Brasil* of the Moore-McCormack Line. The 23,000-ton vessel was extensively altered for cruise service with her promenade deck transformed completely. In addition, her sundeck observation cafe was renovated and a number of new cabins added to her upper and boat decks. New decor and carpeting throughout the vessel completed her multi-million dollar face lifting. She is now designed to carry up to 500 vacationers plus a crew of about 350.

The *Hanseatic*, the former *Hamburg* of the German Atlantic Line is due March 23, 1974 on a Caribbean cruise and the Shaw Savill Line’s *Northern Star* went south through the Canal in November and will return northbound May 1.



This unusual photo, taken with a telephoto lens, shows both Pedro Miguel and Miraflores Locks as the “Royal Viking Sky” makes her first transit of the Canal on her maiden voyage from Europe to U.S. west coast.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS
(Fiscal Years)

Nationality	1973		1972		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	147	658,706	159	526,280	46	168,966
Brazilian	35	126,969	25	58,526	2	19,891
British	1,378	13,279,073	1,472	12,408,313	1,294	8,292,285
Chilean	115	1,643,981	127	1,239,966	120	849,621
Chinese, Nat'l.	180	1,896,673	170	1,505,415	81	594,921
Colombian	229	442,577	249	518,991	256	408,588
Costa Rican	20	16,256	4	3,780	---	---
Cuban	78	774,118	86	781,622	3	14,596
Cypriot	198	1,316,803	106	826,646	---	---
Danish	363	2,269,935	382	2,113,069	307	1,548,545
Ecuadorian	64	342,609	65	108,614	42	49,491
Finnish	38	189,889	33	214,723	24	107,205
French	209	926,477	206	913,914	144	771,293
German, East	35	42,578	15	15,974	---	---
German, West	789	4,793,020	937	4,628,907	1,122	3,391,774
Greek	1,071	12,572,638	766	8,034,968	632	6,180,888
Honduran	99	96,639	94	92,868	197	153,814
Indian	47	609,455	60	827,066	1	16,445
Israeli	40	183,651	45	293,796	65	253,130
Italian	266	1,394,314	273	1,670,300	190	1,126,250
Japanese	1,331	12,166,721	1,533	11,572,991	835	4,871,840
Liberian	1,685	25,937,307	1,700	22,453,442	951	9,348,846
Mexican	53	277,801	68	391,101	25	77,779
Netherlands	449	2,824,262	524	3,017,077	621	2,793,040
Nicaraguan	80	140,613	131	230,759	52	80,143
Norwegian	1,190	15,991,479	1,239	14,790,317	1,436	10,931,401
Panamanian	959	6,629,420	898	4,012,173	461	1,968,519
Peruvian	158	1,358,499	153	991,264	119	547,814
Philippine	97	638,508	92	654,583	70	310,866
Polish	29	155,680	24	92,117	---	---
Singaporean	28	192,445	22	103,964	---	---
Somali	30	451,601	2	17,500	---	---
South Korean	112	757,732	90	667,389	10	44,398
Soviet	291	1,810,738	174	985,690	23	164,686
Spanish	47	148,904	70	105,735	13	52,230
Swedish	419	3,083,349	410	2,795,999	336	2,157,223
United States	1,276	7,982,615	1,165	7,740,111	1,708	10,191,486
Yugoslavian	45	381,072	81	792,230	13	106,870
All others	161	1,598,922	116	1,035,545	136	518,065
Total	13,841	126,104,029	13,766	109,233,725	11,335	68,112,909

TRAFFIC MOVEMENT OVER PRINCIPAL TRADE ROUTES
(Fiscal Years)

Trade routes—(Large commercial vessels, 300 net tons or over)	1973	1972	Avg. No. transits 1961-65
United States Intercoastal (including Hawaii)	436	377	445
East coast of United States—West coast of South America	1,083	980	2,355
East coast of United States—West coast of Central America	651	667	500
East coast of United States—Far East	3,571	3,142	2,220
East coast of United States/Canada—Oceania	334	326	321
Europe—West coast of United States/Canada	890	909	954
Europe—West coast of South America	1,202	1,298	1,236
Europe—Oceania	529	518	397
All others	5,145	5,549	2,907
Total	13,841	13,766	11,335

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 net tons or over—(Fiscal years)

Month	Transits			Tolls (In thousands of dollars)1		
	1973	1972	Avg. No. transits 1961-65	1973	1972	Average tolls 1961-65
July	1,138	1,194	960	\$8,518	\$8,017	\$4,929
August	1,221	1,197	949	9,522	8,513	4,920
September	1,116	1,191	908	8,896	8,417	4,697
October	1,174	1,068	946	9,298	7,241	4,838
November	1,141	964	922	9,130	6,645	4,748
December	1,107	1,023	946	8,958	7,267	4,955
January	1,176	1,179	903	9,703	8,895	4,635
February	1,037	1,116	868	8,328	8,233	4,506
March	1,231	1,290	1,014	9,916	9,297	5,325
April	1,133	1,191	966	9,507	9,180	5,067
May	1,160	1,261	999	9,378	9,127	5,232
June	1,207	1,092	954	9,878	7,933	5,013
Totals for fiscal year	13,841	13,766	11,335	\$111,032	\$98,765	\$58,865

1 Before deduction of any operating expenses.

PANAMA CANAL TRAFFIC
STATISTICS FOR FISCAL YEAR 1973
TRANSITS (Oceangoing Vessels)

	1973	1972
Commercial	13,841	13,766
U.S. Government	373	413
Free	24	59
Total	14,238	14,238

TOLLS *

Commercial	\$111,091,606	\$98,833,373
U.S. Government	2,289,792	2,655,316
Total	\$113,381,398	\$101,488,689

CARGO (Oceangoing)**

Commercial	126,143,495	109,271,968
U.S. Government	1,405,428	1,742,303
Free	12,810	62,532
Total	127,561,733	111,076,803

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

The P & O Line, represented here by Norton Lilly, will have several ships passing through the Canal during the winter season. The *Canberra* is due in Cristobal January 19 on an around-the-world cruise and the *Arcadia* will make two calls in Cristobal in January and February. The *Orsova* will arrive from Southampton January 29 and the *Oriana* is due in Balboa from Honolulu March 23.

Norton Lilly also announced the January 31 arrival of the 24,000-ton *Achille Lauro* making an around South America cruise. Passengers making this trip will spend 4 days in Rio attending the carnival festivities.

The Chandris America Line's *Ellinis* arrived December 12 and is due again March 6 on Caribbean cruises. According to Andrews & Co., the *Australis* carrying 2,400 passengers is due in Balboa both January 24 and March 26, traveling northbound.

A lion's share of the local cruise business is handled by C. B. Fenton & Co. which lists a bumper crop of 25 visits here by cruise vessels of various nationalities. In addition to the five that arrived here in October, Fenton is taking care of six in December, seven in January, four in February and two in March.

They include the Norwegian *Saga-fjord*, the Swedish *Gripsholm*, the Danish *Royal Viking Sky*, the Norwegian *Southward*, the Italian Costa Line *Angelina Lauro* and the Danish *Royal Viking Star*. The *Angelina Lauro*, which

made regular visits to the Isthmus last year, will do so again this year sailing every other Saturday from Port Everglades and calling at Nassau, San Juan, and several other Caribbean ports as well as Cristobal.

Among the January arrivals are the *Vistafjord*, flagship of the Norwegian America Line making her second trip through the Panama Canal on January 10 on an around-the-world cruise. The ship, a running mate of the *Saga-fjord*, has new style stabilizer fins which brought her across the North Atlantic early this year "sailing smoothly as a swan" in the teeth of a heavy gale. The elegantly appointed 25,000-ton vessel was specifically designed for the American cruise market and among her distinguishing features is the Vista Dining Room located on the upper deck to afford passengers an ever changing view of the sea. All of the 500 or more passengers can be accommodated in a single sitting.

With the recent acquisition by the Orient Overseas Line of the American President Line's *President Wilson*, only five American passenger vessels remain active and all operate out of the west coast of the United States. They are the *Mariposa* and *Monterey*, of the Pacific Far East Line and Prudential Grace's *Santa Maria*, *Santa Mariana* and *Santa Mercedes*. According to Boyd Bros., the *Monterey* is due to arrive at the Panama Canal, later in the season, from Mexico en route to Haiti and will return to San Francisco passing through the Canal July 5. Boyd also handles the *Neptune* and *Jason*, two cruise vessels of the Epirotiki Line, which will make Cristobal a port of call during the winter Caribbean cruise season.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Commodity	Fiscal Year		
	1973	1972	5-Yr. Avg. 1961-65
Petroleum and products (excluding asphalt).....	8,186,605	2,516,877	1,805,862
Manufactures of iron and steel.....	7,866,842	7,670,401	1,036,394
Lumber and products.....	5,392,268	5,581,236	4,004,201
Ores, various.....	4,996,350	4,248,594	1,009,694
Sugar.....	3,347,338	3,413,574	2,296,584
Petroleum coke.....	1,896,898	1,202,891	N.A.
Pulpwood.....	1,515,147	1,224,547	517,629
Food in refrigeration (excluding bananas).....	1,493,521	1,393,292	898,880
Metals, various.....	1,343,699	1,385,442	1,187,362
Bananas.....	1,304,070	1,133,869	1,161,381
Autos, trucks, accessories and parts.....	1,030,364	849,408	17,302
Paper and paper products.....	754,815	614,945	200,598
Sulfur.....	742,701	675,864	98,508
Coffee.....	555,034	510,146	419,012
Molasses.....	517,495	576,281	154,220
All others.....	11,766,388	13,584,804	15,886,953
Total	52,709,535	46,582,171	30,694,580

Atlantic to Pacific

Commodity	Fiscal Year		
	1973	1972	5-Yr. Avg. 1961-65
Coal and coke.....	13,645,489	14,114,249	6,061,195
Petroleum and products (excluding asphalt).....	12,689,644	13,448,955	11,384,781
Corn.....	8,436,204	3,795,678	1,501,869
Phosphate.....	4,580,992	4,208,082	2,137,487
Soybeans.....	4,497,660	3,770,267	1,449,114
Metal, scrap.....	3,234,160	1,392,742	2,663,773
Wheat.....	2,785,691	2,049,840	565,795
Sorghum.....	2,563,311	1,149,158	N.A.
Ores, various.....	2,489,814	2,477,926	309,593
Sugar.....	1,794,403	1,777,025	1,011,013
Manufactures of iron and steel.....	1,768,726	1,475,152	1,500,673
Chemicals, unclassified.....	1,248,009	895,085	657,500
Fertilizers, unclassified.....	1,096,459	810,969	388,007
Rice.....	864,828	603,711	154,248
Paper and paper products.....	649,413	743,305	428,942
All others and unclassified.....	11,049,691	9,939,410	7,204,338
Total	73,394,494	62,651,554	37,418,328

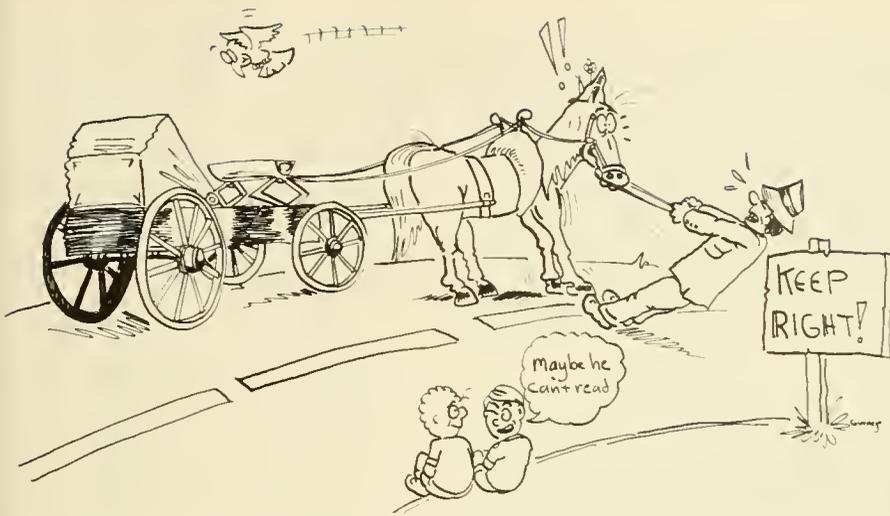
CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

	Fiscal Year				
	1973			1972	Av. No. transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing.....	7,082	6,759	13,841	13,766	11,335
Small ¹	404	318	722	777	547
Total Commercial	7,486	7,077	14,563	14,543	11,882
U.S. Government vessels: 2					
Oceangoing.....	168	205	373	413	250
Small ¹	56	62	118	148	157
Total Commercial and U.S. Government	7,710	7,344	15,054	15,104	12,289

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.

With this issue, THE PANAMA CANAL REVIEW loses a senior member of its editorial staff. Eunice Richard, a veteran of more than 20 years with the Panama Canal Information Office, retires before the next issue. A versatile writer and experienced newswoman, she has contributed articles on a wide variety of subjects, and has made a speciality of shipping news. Her farewell feature, a nostalgic flashback to the days when Panama's traffic moved on the left, appears on page 25.



Recently, after threading his way through the labyrinth of detours caused by the street and highway improvement projects in Balboa, one disoriented motorist said, "There hasn't been so much confusion since the big changeover from left to right hand driving in 1943."

The person who made this remark had to be an oldtimer. Few presently residing on the Isthmus remember that traffic on the streets of Panama and the Canal Zone once moved on the left hand side just as it presently does in England.

Thirty years and a million cars later, there are few things left to remind the Isthmian motorist of the old drive to the left rules. Some of the changes were simple. They included the switching of traffic signs from the left to the right side of the roads to face right hand traffic. This was done in all towns and along all highways. At Diablo Heights, the only change was the reversal of one-way traffic around the parking area in front of the clubhouse and a change in the angle of parking to conform to the right hand drive.

Direction of traffic was reversed in the five main traffic circles in Balboa and Balboa Heights in accordance with the recommendations of the traffic committee. One-way traffic on the Prado in Balboa also was reversed with cars going toward the Service Center on the right hand side from the direction of the Administration Building and on the left hand side from the Service Center toward the Building. Pier Street near the Terminal Building in Balboa has remained the same to this day so as not to interfere with traffic of cars waiting for ships.

At 5 a.m. on April 15, the sirens and fire whistles in Panama blew for 3 minutes. All vehicular traffic on the Isthmian highways came to a complete stop. And then like a slow ballet, everyone shifted over to the right hand side of the road.

To the complete surprise of everyone, the change from left to right hand drive was made without any of the trouble anticipated by civilian and military police in the Canal Zone and the national police of Panama.

The local press reported the only difficulty was with the horses that pulled the little two-passenger coaches known locally as "carramettas" (a corruption of the Spanish word *carromato* which means coach) in the cities of Panama and Colon. They seemed unable to understand why they could not go along as they had always done. One coachman on Fourth of July Avenue was seen having considerable difficulty with his horse that insisted on heading down the left side of the road.

Officers stationed at traffic circles and one-way streets where directions had been reversed reported no difficulty on the part of most drivers although one officer had to whistle down a police captain who was entering a one-way street from the wrong direction.

The only accident had nothing to do with the change. It involved a police officer who rammed into the back of a garbage truck, causing about \$60 worth of damage to his own car.

On one Army truck, a soldier rode on the right fender as a guide. The truck started down the wrong side of the road as it swung onto Fourth of July Avenue from the military reservation entrance, but the soldier called to the driver to pull onto the proper side of the road before there were any complications.

Much of the success of the switch from left to right hand drive on the streets of the Canal Zone and Panama could be attributed to the careful planning by the two traffic departments and the campaign in the newspapers which even printed drawings of arrows on which appeared "drive to the right" to be pasted on drivers' windshields. Police warned about overconfidence after a few days of driving on the right hand side of the road and motorists were cautioned about careless driving, drunken driving and speeding.

As the police pointed out, there were more complications than the simple shift from the left to right hand side of the road. Both the Canal Zone and Panama made many changes in traffic regulations as well as in the direction of

When Left Was Right

By Eunice Richard

ONLY THE HORSES HAD TROUBLE.

All other traffic switched from the left to the right without incident the morning of April 15, 1943.

It was a red letter day for motorists and operators of other types of vehicles in the Canal Zone and Panama. It was a day that had been in the planning and discussion stage for more than 20 years. Death and disaster on the highways and byways of the Isthmus had been predicted. Taxi drivers protested. Confirmed left hand drivers, resisting

change, had debated the question with the Automobile Club. Ministers of the Panama Government had called it illegal. Top police officials had argued it out with highway experts. But with an international highway under construction and World War II bringing in hundreds of new workers accustomed to the right hand drive, the change was inevitable.

So after weeks of publicity in the local press, pages of instructions to the traffic police and the public, the big moment finally came.

THOSE WERE THE DAYS when traffic was so light that it didn't matter too much whether one drove to the right, to the left, or straight down the middle of the road; but as time passed, traffic picked up, and left hand driving produced safety hazards, particularly for the motorcyclist with a sidecar. Today, with the right hand driving rule now in effect for 20 years, traffic moves efficiently down the hill from the Administration Building at Balboa Heights under the direction of the Canal Zone Police.



travel on streets, effective on the day of the shift. A one month breaking-in period called for reduced speed limits for all vehicles to 12 miles per hour for private automobiles and 10 miles per hour for other types of vehicles. Luckily for the police in 1943, traffic was light and gasoline was being rationed.

Motorists were warned about the obvious safety hazards and told what to do if traffic approached on the wrong side of the road. "Stop the car. If possible, drive off the road. Blow the horn. Under no circumstances attempt to pass the other car on the wrong side."

Keeping right after a left turn was another hazard as there were pedestrians who had become confused and watched for traffic approaching from the wrong direction before stepping from the curb. Pedestrians were urged to cross the street at the end of the block only and to use marked crosswalks where provided.

Most Isthmian drivers came through the ordeal in fine shape and with hardly any bent fenders. And there was at least one group of workers in the Canal Zone that hardly noticed the change. They were the employees at the third locks site in Gatun, where the right hand drive rule had been in effect since the work had begun more than 2 years previously.

When work started on construction of the third set of locks in 1940, a project which was never completed, it was decided that the right hand drive would cause fewer traffic accidents in the construction area, since practically all of the truckdrivers were fresh from the United States.

In 1928, Panama and 13 other countries in the world had "drive to the left" rules which are still in effect in Great Britain, Ireland and several countries where there has been British influence.

Some said that the original horse-cab drivers in Panama were natives of the British Caribbean islands and, despite the growth of international touring and the popularity of the American automobile built for right hand driving, the custom persisted.

There were few roads on the Isthmus when the United States started to construct the Canal in 1904 and the side of the road taken by a horse and buggy or the slow moving early motorcars made little difference.

But by 1928, there were warnings of serious traffic problems to come with the increase in vehicular traffic and the construction of the Inter-American Highway. An article in the Panama American in 1931 said, "It is important

that the automobiles of Panama and the Canal Zone be transferred to the right side of the road before the Pan American Highway is opened if vehicular confusion, approximating the linguistic tangle encountered by the builders of the Tower of Babel, was to be avoided.

"Should this strip on the through route from Alaska to Patagonia retain the left side drive, the interesting result would be signs notifying motorists to transfer to the opposite side of the road when crossing the Panamanian border." The story predicted that this would mean that for a few miles on each side of the border garages established "to salvage the dozens of daily wrecks" would do a thriving business.

Even without the Pan American Highway, there were many accidents in Panama in the 1930's which could be attributed to the fact that U.S. manufactured vehicles came with right hand steering and drivers had to pull out in the center of the road to see ahead before passing a car. Driving motorcycles with sidecars was especially hazardous. Some buses had exits on the right side and passengers had to disembark in the middle of the street.

Since the local bus and "chiva" drivers had gone to considerable expense to convert vehicles purchased in the United States for driving to the left, they objected to spending additional money to again change the exits. Taxi drivers were against the changeover also but gave no reason.

Public opinion, influenced by the newspapers and the Rotary Clubs in Panama, began to favor the changeover in the mid thirties when editorials and articles began to appear in the local papers. In 1936, the American Federation of Government Employees passed a resolution in favor of a change in traffic regulations to permit vehicular traffic to use the right hand. Members of the Panama Metal Trades Council added their names to the ranks of Isthmian residents in favor of the change to right hand drive. The Cristobal-Colon Rotary Club went on record for the fourth time in support of the traffic change. One member objected, however, saying the left hand drive was a thrill for the tourists.

There have been a number of theories on how England came to adopt the left hand drive system in the first place.

Quoting the National Geographic, one student of the problem wrote in the Panama American in 1936 that the practice may have come from the habit of the English coachman of sitting on



Above: "Carramettas" line up for passengers at the Panama City Railroad Station in 1906. Used for transportation on the Isthmus before automobiles were available, they were always driven to the left. At left: Cars adhering to the left hand rule wait at the Panama City crossing in 1930. Lower left: Cars move along Central Avenue in today's bustling Panama City near the site shown in the photo above.

the right side of the driver's seat. "He grasped the whip in his right hand. In passing another coach, he wanted to be in a position from which he could best prevent a collision. So he passed an oncoming coach on that coach's right. From his seat on the right of his coach he could see how near his wheels came to those of the other vehicle."

On the continent, it was more frequently the custom for a postilion, or rider, to guide the horses instead of a coachman. The postilion took his place at the left of the lead team in order to have his right hand free to grasp the nearest bridle. He also wanted to avoid collisions but being on the left, it was better for him to turn his horses to the right.

In the United States, it was suggested, the right hand rule was adopted because the oxen took the right side in the old days. Oxen were the draft animals most used in the colonies and the driver directed them by voice and whip. He held the whip in his right hand and trudged along on the left of the oxen.

In the National Geographic survey of the situation in 1936, about 60 of the nations and colonies of the world favored the right side drive, 43 clung to the left. The need for a uniform

rule was not so apparent in the United States and Canada as in Europe. The National Geographic commented, "Consider the problem of a motorist who tried to drive in those days from Norway to Italy through the Dolomites. He started bravely out from Oslo, keeping to the right until he reached the Swedish border. Thereupon he kept to the left. Let him have his wits about him because when he ferried over to Denmark, he must again move over to the right of the road. Germany was the same. Back again to the left in Czechoslovakia. And just as the bewildered autoist gets used to left driving in Austria, he must steel his nerves to switch back to the right rule of the road in Yugoslavia and Italy."

In England, where the vehicular traffic kept to the left and the rule of the sidewalk or pathway was to keep to the right, there had been some confusion before the English rule of the road was made a law in 1835.

But before that date the following poem appeared in an English journal:

"The law of the road is a paradox quite
As you're driving your carriage along
If you go to the left you're sure to go right."

By Franklin Castellón

SALSIPUEDES. OR, GET OUT IF You Can. Not an order but the name of one of the oldest and most legend-shrouded streets in the city of Panama.

It also is one of the few streets to have kept its name during all the years of its existence. Officially, it has been East 13th Street since the early 1900's but no one, except perhaps the city mapmaker, recognizes this fact.

Going back into the mists of time—Panama City was founded more than 300 years ago—Salsipuedes was mentioned by historians as a cobble-stone lane lined with shops and houses owned and inhabited mostly by Chinese.

The name seems to have come about following a series of mysterious deaths and disappearances, some of them connected with children. In fact, early residents of this section of the city and its environs used to scare their children with a Salsipuedes version of the bogeyman.

Whether or not these stories are true, the present street, with its hundreds of peddlers and stalls, is more like a crowded, colorful country fair than a place to be feared.

Country Fair

According to Panama historian Juana Oller de Mulford, whose book on Panama was published in the 1940's, Salsipuedes was located outside of the old walled city which was entered by the Puerta de Tierra near La Merced Church on 10th Street. When night fell, residents of the city of Panama were careful to hurry home behind the walls as those unfortunate enough to be caught outside after dark were liable to be murdered or robbed or both. Needless to say, it was the wealthy classes, the government officials and other important people who lived within the walled section.

Panama in those days, as it is now, was a meeting place of the Americas—the crossroads of the world. Outside the walls was one of the wildest collections of outlaws, soldiers of fortune, and vagabonds in the hemisphere. Some were gold-hunting gringos headed for California. Others were looking for fortunes in Panama and, like the Chinese, had settled on the Isthmus to open a shop, a restaurant, or an opium selling establishment, most of which were located then in Salsipuedes.

In addition to being the Chinatown of the Isthmus, the narrow street which led to the docks and seawall of Panama was a hive of activity during the day.

But at night the hill down through Salsipuedes became a shadowy gateway to a gambling and drinking haven for the lowest types on the Isthmus. There was an unwritten law in those days that whoever found himself after 7 o'clock at night in a gambling den, a cantina, or any kind of a store in Salsipuedes, remained where he was to save his life. To venture forth after that hour was to court death.

With lights low or nonexistent as they were in the days preceding the turn of the century, it was easy to imagine Salsipuedes as the hellhole of the city and attribute most of the notorious crimes to demons in human form who came out at night to prey on defenseless citizens.

One of Mrs. Oller's stories concerns an aristocratic but weak-willed gentleman named Don Francisco del Corral, whose passion for gambling led him to perdition and death in Salsipuedes at the hands of a sinister foreigner to whom he had forfeited his fortune—and his wife. Legend has it that the stranger was really the devil in disguise and that he took the soul of Don Francisco as payment for his sins.

The beginning of the end of the street as a gathering place for gamblers and opium sellers may have been signaled by the fire in 1884, which destroyed most of the wooden buildings from Salsipuedes to the present day Lottery Plaza. Six prisoners locked up in the old city jail died in the holocaust before the firemen could drag them to safety. The firefighting unit, formed 7 years earlier, was the forerunner of Panama's modern fire department. Chief of the Bomberos at the time was Ricardo Arango, who also was Governor of the Department of Panama, then a part of Colombia.

Ass Struck Dead

Salsipuedes even played a part in the history of the new Republic of Panama, for it was there that the only blood of the revolution of 1903 was shed. According to official accounts, Dr. Manuel Amador Guerrero had just proclaimed the Independence of the Isthmus of Panama without bloodshed when the Colombian gunboat *Bogota*, harbored in Panama Bay, began indiscriminate firing upon the city. This bombardment which lasted only half an hour and lobbed a mere dozen shells into the city, was ineffective. But it resulted in two casualties—a Chinese gentleman who was eating dinner at his home in Salsipuedes and an ass struck dead in the slaughterhouse.



SALSIPUEDES



The hustle and bustle of Salsipuedes seen from the top of the street at the intersection of Central Avenue. In the center is the Homsany store which was the old Hotel Italia until 1894 and was later the luxurious residence of a distinguished Panama family. The roofs on the street vendors' stalls were added in 1969.

The house on the left in this old picture obviously is devoted to the sale of opium. It was run by Chinese and a great majority of its customers also were Chinese. After the fire of 1894, this opium business was moved to the intersection of 13th Street and Avenue B. At present the site is occupied by the Bola de Oro bakery.



Piñatas, Toys, Incense, Oranges, Photos, Bread or Herbs



Today's Salsipuedes is more like a colorful country fair than a place to be feared, and customers come from distant points to shop amid its carnival atmosphere. This ancient camera, which has a pan of developing chemicals inside, usually attracts a crowd when the sidewalk photographer reaches inside and pulls out a wet print.

Street vendors, called "buhoneros" in Spanish, started moving into Salsipuedes as a sort of adjunct to the big public market, which was established in 1900. At first there were only a few. By 1947 there were 20 or 25 "buhoneros" in business along the narrow street. They would set up tables and portable stands on the sidewalk, forcing pedestrians to walk in the street. Several attempts were made to move the vendors to other locations but they kept coming back.

The battle of the street peddlers and the merchants and the Panama Municipal Government finally ended in 1969 when former Mayor Eliécer Alvarado ordered the construction of permanent stands all along the street and closed the entire Salsipuedes area to vehicular traffic all the way from Central Avenue to the market. Officially, it was named

Alcalde Alvarado Commercial Center, but nobody ever calls it anything but Salsipuedes.

At present there are about 250 street vendors in Salsipuedes and neighboring streets. Many of them belong to a union and they pay from \$3 to \$5 a month to the municipal government in taxes depending on the type of merchandise they sell.

The street has been a major tourist attraction for many years and even upstages the more luxurious shops and shopping centers in other parts of the city.

As one writer put it some years ago, it is a place to buy anything from love potions to lizards and lotions. There are toys, ladies' lingerie, stainless steel, roach poison, jewelry and gimcrackery of every description. A cure for your

ailments, physical and otherwise, may be found in little stalls selling herbs and leaves. Some have exotic names and cure everything from a sore throat to liver trouble. There are second hand shops selling tools, pipe, electrical fixtures, clothing and golf balls.

Despite the new supermarkets, the old ways still persist in Salsipuedes, where sooner or later all Panama passes on the way to the market. When night falls, however, the hubbub dies down and the street goes back to another era. With a little imagination, a visitor can see the sinister shadows of its former residents crossing from one sidewalk to another. With a little more imagination one can feel the icy fingers of fear that must have touched the unfortunate visitors who lost track of time and remained outside the city wall after nightfall.



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- Taboga
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- Flowering Trees
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Culinary Capers

By Fannie P. Hernández



FROM EARLIEST TIMES, SOUP, THE LIQUID FOOD, HAS HELD AN important place in mankind's nourishment. Where other food was often lacking, or in short supply, there usually was a bowl of soup made with yesterday's leftovers. In times of disaster, soup has fed large masses of people who would otherwise have gone hungry. And "adding water to the soup" has saved the day for many a housewife who has been faced with unexpected guests at mealtime.

A caldron or soup kettle, dispersing aromatic vapors from simmering pieces of meat, fish, edible scraps, bone and herbs, has been a familiar sight on the kitchen range or hearth since antiquity. Not so many years ago, every kitchen had a coal- or wood-burning stove and the simmering soup kettle was as much a part of the scene as the brewing coffeepot.

With the advent of gas and electric ranges, soup making became a forgotten art, and in these days of rapid-pace living and eating, the can opener has displaced the soup pot. However, with the skyrocketing prices of food, especially meat, the housewife would do well to restore the past art of the freshly homemade soup, giving reign to her imagination and to the use of fresh local ingredients.

It is said that a good honest, homemade soup can make a meal or save a meal. When the fare is skimpy, add a soup; when there are remains of unconsumed edibles in the refrigerator, invent a soup. As an appetizer, a whiff of an aromatic soup can stimulate the palate. As a main course, a hearty soup, containing ingredients of plant and animal origin, supplies a high degree of man's daily food requirements. Because of their digestive and nutritional qualities, soups are essential in the diets of infants, the elderly and the ailing.

Stew is related to soup and so is pudding. One of the earliest references to soup in the English language describes it as "kind of sweet pleasant broth, made rich with fruit or vegetables and spices." These sweetened soups gradually thickened into puddings.

Down through the ages, every civilization, every country or regional area has enjoyed and been sustained by its own particular version of soup. The French housewife has fed her family a sturdy soup of meat and vegetables known as pot-au-feu, literally "pot on the fire;" Italian monks kept a pot of minestrone simmering on the hearth day and night to feed hungry, weary travelers who might be stopping by the abbey; the Spanish have puchero and the lavish cocido in the style of the pot-au-feu, with the broth served first separately followed by the meat and vegetables; Russian cooks combine beets, cabbage, leeks and parsnips, their most popular vegetables, with meat to concoct their specialty known as horsch, which they serve with a big, boiled white potato and thick slabs of dark brown bread; Scandinavians have preferred fruit soups often made of dried fruits and served before the main dish or as a dessert; the Greeks, a soup flavored with lemon; the early settlers in the United States learned from the American Indians how to make chowder; Panama has sancocho, a banquet in itself.

As to be expected, it was the French who perfected the art of soup making and it is estimated that ten thousand soups originated in Paris kitchens alone. Knowing the basics, soup making has no limits. Recipes can be changed, given a new twist, or discarded altogether.

Soups

Soups

Soups

SOUPS

Soups

Soups

Soups

SOUPS

Soup is a hospitable dish that can be adapted to the whirlwind of modern day living when members of the family are on different schedules. A pregame bowl of savory, bubbly soup will satisfy teenagers rushing off to sports events and it's great, too, for an idle stay-at-home Sunday evening. A pot of good soup is worth its weight in gold for entertaining that "petit comité" of guests who have been invited for holiday eggnog or cocktails and decide to linger for a gab fest. And what can be more hospitable than inviting the gang over for a bowl of soup after one of those "on the town" sprees or after a late, late New Year's party.

In tropical Panama, it is traditional to serve hot soup before the main course at lunch and dinner. Based on meat, poultry, fish, seafood or vegetables, soups run the gamut from the simple "caldo" to "sancocho," an entire meal.

Sancocho de Gallina

Sancocho, what may be called Panama's national dish, is robust enough to be a meal in itself. It is often served as such for Sunday dinner and on special occasions. Like many of the national dishes it is a half soup, half stew, rich and satisfying. Anyone who has eaten a dish of chicken sancocho will concede to its superiority. There are several versions, made with either meat or chicken or a combination of both.

Here is one version of the great Sancocho de Gallina:

a 4 or 5 pound stewing hen, cleaned, dressed and cut up (a nice, big roaster will do as well)

- 1 large onion
- 2 ripe tomatoes
- 2 green peppers
- 4 garlic cloves, mashed
- 4 quarts cold water
- 1 pound yucca
- 2 medium size oatoes
- 1 pound ñame
- 3 green plantains
- ½ pound zapallo (pumpkin)
- 3 ears of tender corn
- 1 pound potatoes
- salt and pepper
- coriander and parsley

Place the cut-up hen in the cold water with the herbs and salt and pepper and cook slowly until the hen is tender. While it is cooking, chop the onion, tomatoes, peppers, and add to the pot with the garlic. Cut the corn and plantains in 1½-inch pieces and add. Then chop the remaining vegetables (not too small) and add. Continue cooking until all the vegetables are tender. Season to taste. For a little more zip, add a bit of hot pepper. Serve

in large soup dishes. For meat sancocho use 2 pounds of beef brisket or flank steak (cut-up) and increase the quantity of vegetables.

Caldillo

Caldillo, a fragrant tomato, onion and egg combination, rings the bell as one of the favorite of all soups served in Panama. A gustful main dish soup, it has become famous as the "after the late party" soup and a bowl of fire-hot caldillo at the Panama hotels or social clubs is a must as a reviver of exhausted carnival revellers after 3 days of partying. Here is one way to make Caldillo:

- 3 green peppers
- ½ cup chopped green onions
- 4 large ripe tomatoes, chopped
- 1 small can tomato paste (6 oz)

*8 cups of consommé or chicken broth
cayenne pepper or aji chombo
salt and pepper
cream or evaporated milk*

12 eggs

In a large heavy pot, sauté the vegetables in a little butter for about 5 minutes, add the tomato paste, and cook slowly until well blended and vegetables are soft. Add the cayenne pepper or aji chombo and salt and pepper to taste. Add the consommé and bring to a boil and simmer. About 10 minutes before serving, break eggs separately and add two at a time to the simmering soup. As they set, remove the eggs to six individual bowls containing about ⅓ cup of warm milk or cream and fill the bowl with the caldillo.



Esteem for provincial food is shown in "Sancocho Santeño" prepared by Dr. María Villalaz de Arias, Panamanian physician, whose recipe calls for a hen and the following chopped vegetables: 2 pounds ñame; 1 green pepper; 1 large tomato; ½ pound cabbage; 1 big onion; 3 garlic cloves, mashed; 4 coriander leaves; ½ teaspoon oregano; and salt to taste. Put the hen in a pot of cold water to cover. When soup begins to boil, remove foam. Add chopped tomato and onion. When the hen begins to get tender, add ñame and cabbage. About 5 minutes before removing from fire, add coriander and salt. Serve with fluffy, white rice and fried plantain.



Shrimp Caldillo

An even more delicious version of the life giving soup is Shrimp Caldillo made this way:

Cook two pounds of raw shrimp in 6 cups of lightly seasoned water until they turn pink. Strain and use this water as the stock for the soup. Peel and devein the shrimp, cut in pieces (not too small), and add to the soup after it has come to a boil. Simmer and correct seasonings and continue with the rest of the recipe.

Fish Soup

Hugged by two oceans, it is only natural that Panama has fabulous fish and seafood soups. They come in as many varieties as there are fish in the sea. Unlike meat soups, fish takes very little cooking time. Here is a superb Fish Soup that is simple to make with a few ingredients:

- 2 pounds of white fish
- 1 large onion, sliced
- 6 sprigs of parsley
- 1 stalk celery or celery leaves
- 1 bay leaf
- 1 pound ñame
salt and pepper
flour and lemon juice
- 6 cups of water

Clean and cut the fish in ¾-inch slices, reserving the heads and bones. Sprinkle the slices with lemon juice and dust with flour, salt and pepper. Fry in olive oil until tender. Make a fish stock by cooking the heads and bones in the water with the onion, parsley, celery and bay leaf. Simmer for ½ hour. Strain the stock and remove any edible fish particles from the heads. Add these to the stock with the fried fish and ñame. Cook slowly until the ñame is tender. Correct the seasoning. A little ají chombo may be added for a "hotter" soup.

Clam Chowder

One of the most popular soups in Panama is made with fresh clams that are

available at the market 7 days a week. Make excellent Panama Clam Chowder this way:

- 4 cups fresh clams
- 1½ pounds ñame, peeled and cut into small pieces
- 1 medium onion, chopped
- 1 large tomato, chopped
- 1 sweet pepper, chopped
- 1 coriander leaf
- 8 cups hot water
salt and pepper

Place clams in salted water for half an hour. Remove and put into hot water and cook until the clams open up. Drain and save the water. When the clams have cooled, remove from the shells and clean. Cook the onion, tomato and pepper with the coriander in a little oil until soft. Rinse the ñame well. Strain into a pot the water the clams were cooked in to remove any sand. Add to this water the cooked vegetables, the ñame and the clams. Simmer about 20 minutes or until the ñame is tender.

Guacho

A flavorful half soup, half stew type meal for the heftier appetites is Guacho. It can be made with chicken, beef or pork, combined with beans or guandú and rice. Mention the word "guacho" to a Panamanian and it will immediately evoke the goodness of the mélange. Here is one way to make it:

- 1 pound red beans
- 1 pound rice, washed several times
- 1½ pounds salt pork, cubed
- 1 pound yucca, cut up

- 1 pound ñame, cut up
- 1 sweet pepper, chopped
- 1 onion, chopped
- 1 stalk celery, chopped
- 3 or 4 cloves garlic, mashed
- 1 small can of tomato paste

Wash beans and put in a large pot with plenty of water. Add 1 tablespoon of salt, and boil until almost tender. Add the salt pork and as the water cooks away keep adding more until the beans are cooked. Then add the rice, blending it well with the beans and meat. About half an hour later add the yucca. In another half hour, add the ñame. When the ñame is tender, the guacho is ready to serve. While the guacho is cooking, make a "refrito" with the remaining vegetables and tomato paste. Put a big tablespoonful of "refrito" on top of each serving of guacho.

Avocado Soup

As a Christmas gift to the readers of Culinary Capers, here are simple instructions for making a delicious Avocado Soup when they are in season:

- 3 cups chicken consommé
- 2 avocados, mashed
- 1 avocado, cubed
whipped cream or evaporated milk

Add the mashed avocados to warm consommé and blend thoroughly. Cook slowly, stirring constantly until the soup comes to a boil. Remove from the fire immediately and pour over the cubed avocado in the soup bowls. Put a dollop of lightly salted whipped cream or a little evaporated milk on top of the soup. This recipe serves two or three.



What can be more satisfying than a dish of delicious fish soup made "quick and easy" with Panama's bounty from the sea!

Canal History

50 Years Ago

A COLLISION IN CRISTOBAL Harbor between the SS *Aban-garez*, of the United Fruit Company, and the U.S. Submarine O-5 proceeding from Coco Solo to Balboa occurred in October 1923. The submarine sank immediately in 36 feet of water. The event became one of the most pictorially documented stories of submarine salvage ever made. An underwater diving record was made when Sheppard J. Shreaves, a Canal Zone diver in his rescue attempts, made the longest dive up to that time.

It also became the first attempt at physically lifting any vessel the size of the 420-ton O-5 submarine off the ocean bottom. When the surviving crewmembers were mustered after the submarine sank, it was found that five men were missing. Efforts were started at once to raise the sunken submarine by the Navy and the Panama Canal divers working with the floating crane *Ajax*. The submarine was brought to the surface 31 hours later on October 20 when two of the missing men were taken out. The bodies of two others were found floating in the bay but one was never found.

The Isthmus was inundated by the heavy rains that fell over Gatun watershed October 23 and 24, 1923. Since this was 10 years before the construction of Madden Dam, the runoff which went directly into Gatun Lake was at the highest rate in the history of the Canal. It brought an interruption of Canal traffic due in part to the strong current at Gamboa, where the waters of the Chagres River reached the Canal channel, and in part to the use of the lock culverts to discharge excess water from Gatun Lake. Eleven gates of the spillway were opened and when the flood was at its height, the sidewall culverts at Gatun and Pedro Miguel Locks also were opened. The rains started again October 24 but this time over the surface of the lake. Again traffic was suspended while the sidewall culverts at Gatun and Pedro Miguel Locks were used to spill water from the lake. All rainfall records on the Atlantic side for the complete month of October were broken in only 4 days from October 22 to 25.

The SS *Easterner*, which transited the Canal August 15, had as part of her cargo a veritable zoological garden consisting of camels, kangaroos, opossums, wombats, lions, emus, cockatoos, parrots, geese and a number of snakes, lizards and turtles. The ship was en route from Sydney, Australia, to New York. Also on board were 12 tons of dried ferns.

25 Years Ago

THE BILL EXTENDING THE United States income tax to the Canal Zone was introduced into the House of Representatives in May 1948. News of the tax bill was a surprise since information from Washington, at the time the measure was being drafted, was that it was unlikely that it would be presented before the next session of Congress.

Meanwhile news sources at Balboa Heights expressed the belief that the Selective Service bill, approved by the U.S. Senate, would apply to the Canal Zone and would require a local board system to be established with a quota to be filled from the Canal Zone.

Margarita Hospital, which had been in operation for the past 6 years, was closed and the patients were transferred

to Colon Hospital. Secretary of Defense James Forrestal announced he was streamlining medical services for the U.S. Armed Forces and civilians in the Canal Zone. Fort Gulick Hospital also was closed.

U.S. Ambassador to Panama Monnett N. Davis announced that the Board of Directors of the Export Import Bank had approved the application of a loan for \$2 million to be used toward the construction of the Hotel El Panama which was to be built by Hoteles Inter-americanos, S.A. with the backing of the Panama Government. It also was announced that when this hotel was completed, the Tivoli and Washington Hotels would cater only to official U.S. visitors.

10 Years Ago

THE COMPLICATED BUSINESS OF moving the Panama Canal Printing Plant from Mount Hope to La Boca was carried out 10 years ago during the months of October and November. Overseeing the move, which involved the transfer of hundreds of pieces of equipment and the relocation of 61 employees were John B. Coffey, then Printing Plant Superintendent, and W. R. Price, foreman.

Three U.S. manufacturing companies submitted bids on the furnishing and installation at Miraflores of major components of a steam generating unit which was to add 22,000 kilowatts to the electrical power generation potential of the Panama Canal power system. It was to go into operation in approximately 2 years.



ALMOST 60 YEARS AGO—Workmen dismantle the Governor's House in June 1914 preparatory to moving it to Balboa Heights. The house was originally located in the construction-day town of Culebra on the banks of what is now Gaillard Cut. THE PANAMA CANAL REVIEW is interested in hearing from readers who may have other old photographs of the Governor's House as well as any items of furniture originally associated with it.





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