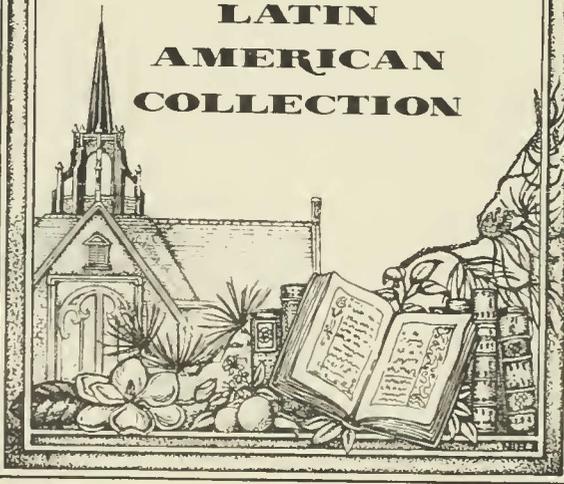


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PANAMA  CANAL
REVIEW
WINTER 1976

HAROLD R. PARFITT
Governor-President

RICHARD L. HUNT
Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer

THE PANAMA CANAL
REVIEW

WILLIE K. FRIAR
Editor, English Edition

JOSE T. TUÑON H.
Editor, Spanish Edition

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Writers
VIC CANEL, FANNIE P. HERNANDEZ

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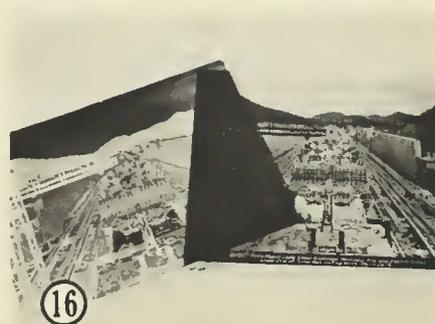
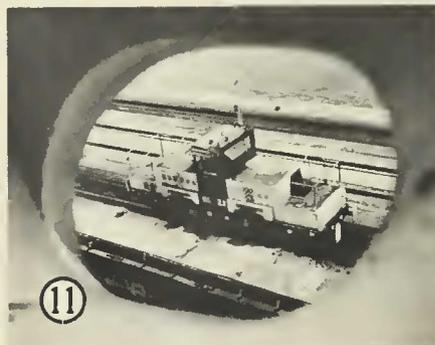
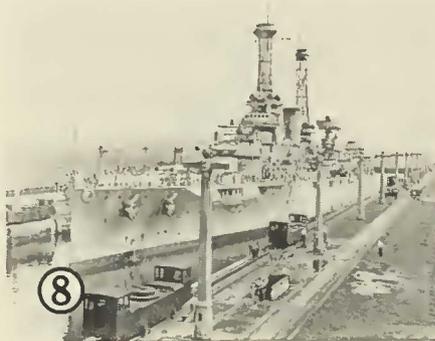
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Credits: Photos of M.O.M.A. p. 16 and 17 by John P. Francavillo; interior view of "Tarawa" p. 6 by Ingalls Shipbuilding. Other photos by Arthur L. Pollack, Information Office Photographer, and Graphic Branch photographers Don Goode, Kevin Jenkins, and Alberto Acevedo.



Our Cover

THE TOWERING TARAWA is an appropriate term for the Navy's new assault ship shown on the cover towering over the control house at Miraflores Locks. In this view one can see how the eaves of the control house were folded down to accommodate the flight deck which extended beyond the lock walls.

Gathered on the deck are some of the 400 local residents who accepted the invitation of the officers and crew to join them on the inaugural transit of the new ship which was enroute from Pascagoula, La., where it was built to its home port, San Diego.

The cover photograph is by Frank Baker, who was a student assistant in the Graphic Branch at the time of the transit.

Inside the back cover is a Christmas greeting to all REVIEW readers in the form of a mola with a Santa Claus motif. The mola was photographed by Arthur L. Pollack.

• • •

Because the special bicentennial edition of the REVIEW was distributed in July, there was no fall edition. Instead, this REVIEW, the second of the year, is being designated the winter edition and is being distributed during the Christmas season.



*U.S.S. "Tarawa" approaches
Pedro Miguel Locks.*

The Tarawa transits

By Willie K. Friar

**The Navy's newest
assault ship
squeezes through**

THE LHA SHIP SHALL BE built to transit the Panama Canal without structural modification or additional buoyancy devices." This sentence in the basic contract for the construction of the U.S.S. *Tarawa*, the Navy's giant new amphibious assault ship, made sure she would be designed to take maximum advantage of the 1,000 by 110 feet dimensions of the Canal locks.

The *Tarawa*, which is the first vessel of the second largest class of Navy ship in service, had some protrusions removed before she would fit in the locks, but as with the four other ships of her class, scheduled for the future, her designers made sure she would be able to utilize the Panama Canal.

The July transit of the *Tarawa*, not only went smoothly, but it might be said that it got off to a flying start—the



Panama Canal pilot was taken aboard by helicopter.

Canal pilots usually are ferried to ships by launch but when the *Tarawa*, which carries landing craft and helicopters, arrived in Canal waters, July 14, she dispatched one of her helicopters to pick up Canal pilot Capt. Frank V. Kerley, who had been assigned to guide the ship into port at Cristobal.

The Cristobal Police provided two cars with flashing red lights to mark the landing area, which was a field in Old Cristobal opposite the Maintenance Division.

The helicopter touched down at 10:45 a.m. and 3 minutes later was airborne again with its passengers, which included several naval officers in addition to Captain Kerley.

As soon as he was aboard the *Tarawa*, Captain Kerley radioed that there would be some delay in the arrival of the ship at the pier as two of the launches carried by the vessel had to be lowered into the water and taken aboard on the port side to facilitate the docking of the vessel.

The giant ship entered Cristobal breakwater at 12:40 p.m. and with the assistance of the towboats, *Harding* and *Mchaffey*, was berthed at Pier 6 AB.

The Industrial Division began work immediately to prepare the ship for transit. Since the vessel, which is 820 feet long and has a beam of 106 feet, was built to take maximum advantage of the 1,000 by 110 feet dimensions of the locks, this involved removing all protrusions such as antennas, catwalks and ladders which extended from the

Above: Guests and crew watch from the flight deck as the U.S.S. "Tarawa" which has a beam of 106 feet, is fitted into the 110-foot wide lock chamber at Miraflores.

At right: The "Tarawa" towers over towing locomotives and a merchant ship as she is locked through. More than 400 guests gather on deck to watch.



hull and flight deck in such a way as to interfere with safe transit.

This work was completed on the night of July 15 and the *Tarawa* began her southbound transit the next day at 6:30 a.m. Five Canal pilots were assigned to take the vessel through the waterway. Captain Kerley served as control pilot and was assisted by Capt. Louis H. Hixon, Capt. Ennis E. Daniel, Capt. Drummond McNaughton, and Capt. William L. Keller. A pilot platform 33 feet high was erected from amidships to the control bridge for the use of the command pilot and the other pilots were stationed around the flight deck, which is as long as three football fields.

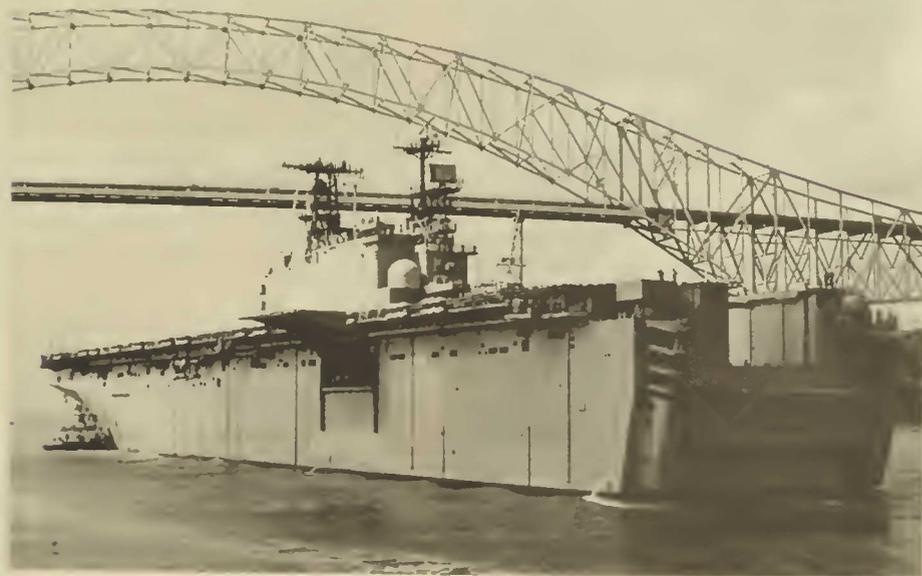
More than 400 Canal Zone military and civilian personnel and their families accepted the invitation of Capt. George E. Church to join the ship's officers and crew and the contingent of Marines, who were aboard, for the transit.

The *Tarawa* entered Gatun at 8:31 a.m. and cleared Miraflores Locks at 3:49 p.m. The transit was without serious problems but a strong wind at Miraflores made it difficult to center the huge ship in the lock chamber. She was lowered, however, without difficulty and docked in Balboa at 4:40 p.m. where all protrusions were re-installed. An open house was held July 21 and 22 before the ship sailed for San Diego, July 24, with Capt. Joseph McDaniel, Acting Assistant Port Captain, as pilot.

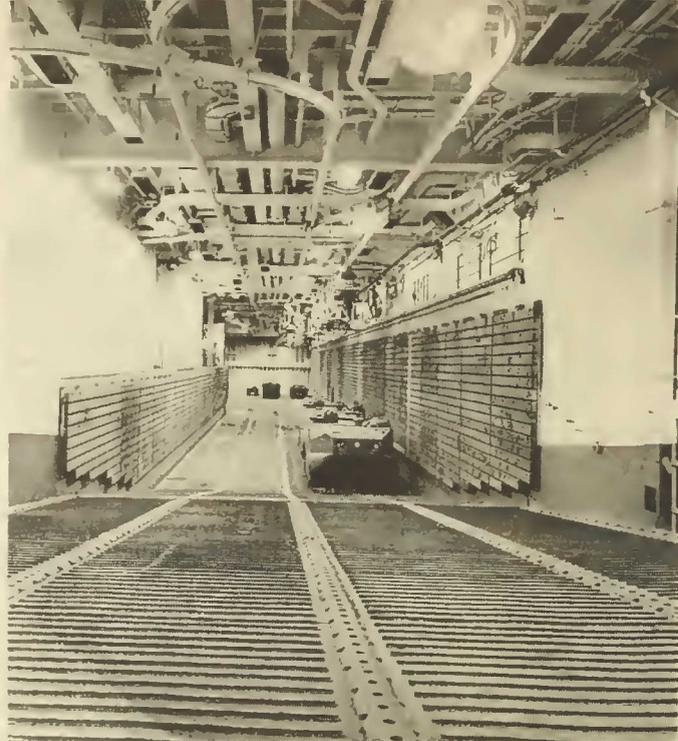
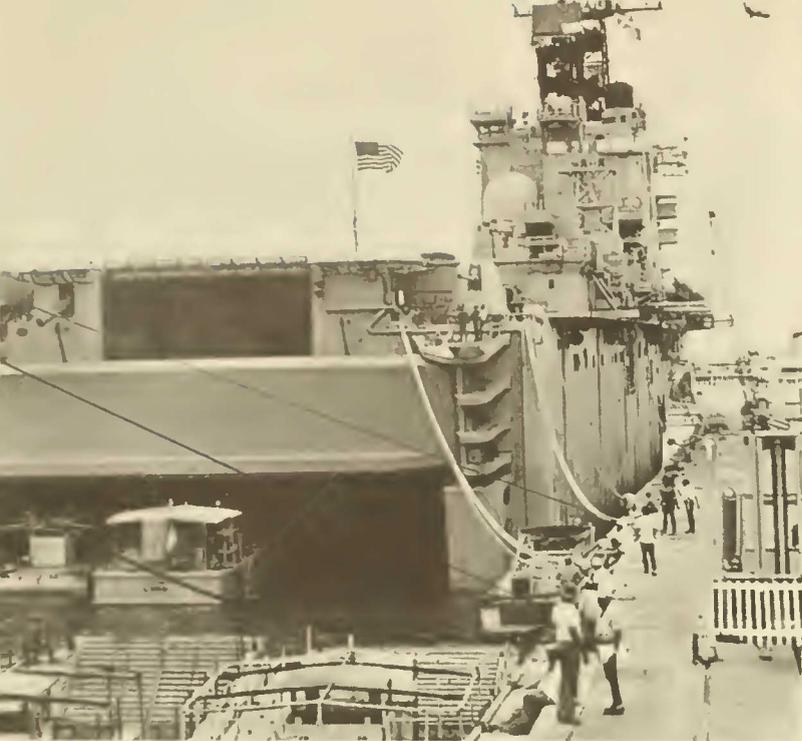
Planning for the inaugural transit of the *Tarawa* began in October 1975 when Emil Cicchetto, of the Industrial Division's Planning Section, was sent



*At top: the giant ship moves through Gaillard Cut.
Above: Panama Canal pilot Capt. Frank V. Kerley, left, and Capt. George E. Church, Commanding Officer of the "Tarawa," keep a careful watch during the transit.*



At left: The "Tarawa" did not have to tilt her antennas to get under the bridge which spans the Canal at Balboa although, in this photo, it appears she might.



AMPHIBIOUS ASSAULT OPERATIONS

The big LHA ships are built for amphibious assault operations—getting men and equipment ashore. Heavy equipment such as tanks, armored personnel carriers, trucks and jeeps, as well as men, ammunition and supplies are placed ashore by amphibious craft through the ship's high well deck. (Seen above in a loading operation at Balboa.) Vehicles drive down ramps into waiting boats, and supplies are loaded aboard by monorail cars that travel overhead. The well deck is 278 feet long and 78 feet wide. At the stern is a massive door 80 feet wide and 30 feet high, and weighing more than 90 tons. The door lifts vertically, in two sections, to open the well deck to the sea.



Protrusions are removed from the vessel to make it possible for her to transit the Canal. The work was performed in Cristobal by the Industrial Division.

to Pascagoula, Miss., to discuss plans with the Ingalls Shipbuilding Division of Litton Industries, the designers and builders of the ship. Ingalls, the largest shipyard in the Western Hemisphere, employs 24,000 workers at one location in Pascagoula.

Cicchetto later served as coordinator for the Industrial Division when the ship arrived at Cristobal.

Capt. C. W. Lewis, Port Captain, Cristobal, and R. J. Danielson, Superintendent, Atlantic Locks, represented the Marine Bureau during the planning of transit arrangements.

The *Tarawa* is the largest Navy vessel to transit the Canal since the transits of the *Missouri* and her sister ships which are 108 feet wide. The Navy vessels now in service which are larger than LHA-1 (her official designation) are the 13 attack aircraft carriers. They are the only Navy vessels now in service which cannot transit the Canal. (According to the 1975 Lloyd's Register of Shipping, there are 63,724 commercial ships of over 100 gross tons in the world's inventory of ships. Of these about 97 percent are able to transit the Canal.)

Military officials have described the *Tarawa* as a "formidable deterrent force" because of her capability to transport combat troops and land them by assault craft and helicopters, evacuate citizens, and operate a hospital.

Built to Marine Corps specifications, the vessel has been called "the landing force commander's dream come true"

by Marine Gen. Samuel Jaskilka. It combines the operating capabilities of an amphibious assault ship, amphibious transport ship, cargo ship, and landing ship dock. It was designed to maintain what the Marine Corps calls "Tactical Integrity"—getting all components of a balanced force to the same point at the same time.

The *Tarawa* was named in honor of the 1,020 Marines who died in the 76-hour battle on the Pacific atoll during November 1943 as American forces battled for their first foothold in the Gilbert and Mariana islands during World War II. More than 2,000 Marines were wounded in this battle.

This was the first storming of an atoll by American forces and it was here that the concept of amphibious warfare was proven sound. During the terrible battle for the island, the great loss of life was due primarily to a lack of specialized equipment, communications, and prompt medical care.

With the U.S.S. *Tarawa*, the Marines of today have a capability that few could have envisioned during that Central Pacific offensive of 1943.

In addition to its full-length flight deck, which can handle nine helicopters simultaneously, the *Tarawa* has a large well deck in its stern, measuring 78 feet by 268 feet for launching and recovering landing craft. The well deck, when flooded, provides ample maneuvering space and can handle any size landing craft including the 134-foot ULC (Utility Landing Craft), which is capable of transporting three 60-ton tanks and weighs 400 tons fully loaded. The landing craft can be discharged and loaded while the ship is underway. On their return to the ship, a unique line handling system is used to help guide the craft into the well for docking.

The troops, assigned to helicopters, will go from their quarters to the flight deck to board the waiting aircraft. Those boarding the landing craft will go to the well deck and board boats before the well is flooded. There will be no need, as in the past, for transferring from a troop transport ship to a specialized helicopter carrier or amphibious craft docking ship and no more climbing down a cargo net with rifle and full pack to jump aboard a small boat in the open sea.

Only those Marines, who served in landing forces during World War II, Korea and Vietnam, can fully appreciate this new system. In the past,

an amphibious landing assault scheduled to hit the beaches at 6 a.m. started with reveille at 2 a.m. When the call came, the men made their way to the main deck and climbed over the side and down 40 or 50 feet with full packs and weapons to a small wooden landing craft rising and falling on the swells near the ship. They might circle for hours, with 32 Marines packed in each craft, before being ordered to form into waves and head for the assault beaches.

While the *Tarawa* offers vast improvements in moving men, the improvements in handling material add equally to the advantages of the ship.

All supplies to support the landing

team are stored below decks and transported to the proper deck by elevators. Helicopters are moved from the hanger deck by elevator and trucks. Jeeps, tanks and landing craft are moved within the ship on vertical ramps running from the first platform, one deck below the well deck up to the flight deck. Vehicles can be stored on any level and driven either to the landing craft stored on the well deck level or to the flight deck.

The first entirely new type of amphibious assault ship to join the Navy fleet in the past decade, the Marine Corps and Navy amphibious forces' largest vessel, the *Tarawa* provides the

The First of Her Kind

THE U.S. NAVY'S ERRANDS of mercy have saved more lives than its guns have ever destroyed," the late Fleet Adm. Chester W. Nimitz, once said.

And the *Tarawa* is better suited than any other ship to carry on this tradition.

Whether it's a typhoon in the Philippines, earthquakes in Central America or a hurricane along a U.S. Coast, the *Tarawa* has the capability of providing transportation, food, water, clothing, shelter, medical care and communications to victims of disaster.

Here are some other facts which the many people, who lined the Canal banks, to watch the transit might find of interest.

The *Tarawa*:

- Stands 20 stories high and must stoop to pass under the San Diego Bridge—the tallest mast is 221 feet above the keel but it will tilt and, when folded, the height is reduced by 23 feet.

- Has 1,450 compartments about the same number as a large hotel.

- Has nine elevators and two horizontal conveyors—more than most major department stores.

- Has two boilers, the largest ever manufactured in the United States, and can generate a total of 400 tons of steam per hour. It can develop 140,000 horsepower which is equivalent to the horsepower of 700 average automobiles.

- Has an electrical power subsystem developing 14,000 kilowatts of electrical power for the ship. This is enough electrical power to light 11,500 average-sized homes.

- Has 1,200 tons of air-conditioning equipment—sufficient to environmentally control a 32-story office building or 500 average size homes.

- Has a 900 horsepower bow thruster for lateral movement at low speeds that can move the bow with 20,000 lbs of force—equivalent to half the pulling power of a diesel electrical locomotive.

- Can ballast 12,000 tons of seawater for trimming the ship to receive and discharge landing craft from the well deck.

- Was constructed with more than 20,000 tons of steel, 400 tons of aluminum, 400 miles of cable and 80 miles of piping.

- Has an internal communications system with 692 phones (558 touch tone, 132 net phones and 2 switching phones).

- Has a closed circuit TV system which includes 14 cameras, 22 monitors, 14 audio stations, 3 video recorders, 48 TV receivers, 123 TV outlets and a complete studio with 16mm film display and video recorder equipment for live or taped broadcasts.

- Has a flight deck 2 acres square.

(Continued from p. 7)

greatest versatility in the history of amphibious operations.

Although primarily a tactical vessel, which will be traveling with other ships in a convoy, the *Tarawa* is capable of providing a great deal of its own defense. With its greater than 20-knot speed it is less susceptible to attack from enemy shipping. Its armament includes three new lightweight 5-inch, 54 caliber guns, and two surface missile launchers, each with a capability of eight missiles per firing. The ship also has six 20-mm machine guns, mounted on the ship's four corners and amidships, just below the flight deck.

An acclimatization room the size of a large gymnasium, in which the temperature and humidity levels prepare troops to go ashore anywhere in the world, is another innovation.

The *Tarawa* is capable of moving quickly to the scene of any natural disaster or military emergency where it can use its facilities to give assistance, including providing emergency electrical power or distilling enough water for the daily needs of 6,000 people as well as providing shelter and military protection.

Medical facilities aboard the ship are the most modern available and include two main operating rooms, two emergency operating rooms, a blood bank, laboratories and a 300-bed hospital. There are also dental operating rooms, a pharmacy, and isolation wards.

For her first transit of the Canal, tolls for the *Tarawa* amounted to \$21,120. Although Panamanian and Colombian Government vessels pass through the Canal toll free, all U.S. vessels, including U.S. Government vessels, are assessed tolls.

Transits of the Panama Canal by U.S. Government vessels—warships, military transports, tankers, submarines, and other types of military and chartered vessels—in the last 20 years have ranged from as few as 182 in a year to as high as 1,504 reflecting the ups and downs in the international situation.

By sending troops, equipment, and all types of supplies through the Panama Canal during World War II, the Korean War, and the Southeast Asian conflict the ability of the United States to react quickly and with large forces was substantially improved.

The four other ships of the *Tarawa* class being built with the capability to transit the Canal, are the *Saipan*, *Belleau Wood*, *Nassau*, and *Da Nang*

Those were the days . . .

When the fleets converged at the Canal

By Eunice Richard

FIRST TO APPEAR OVER THE horizon were the battleships—eight of them. Big armor plated giants of more than 600 feet—the newest most modern of their time, steaming majestically one behind the other into Limon Bay.

Then came the cruisers—eleven sleek heavily armored warships—each bearing the name of a prominent United States city.

Following the cruisers were the fighting dogs of the Navy. The first contingent of the hundred and eight destroyers, showing their speed by cutting swiftly through the sun flecked Caribbean, slowing down only when they passed the Cristobal breakwater. Like a well trained team of gymnasts, they went to their assigned moorings to await transit through the Canal.

It was the first visit to the new Canal of the 175 ships of the Pacific Fleet. In fact it was the first appearance of the Pacific Fleet as a single unit. The U.S. Navy, following the end of hostilities in Europe in 1919, had been divided with half of its force to remain on the Atlantic coast and half to go to the Pacific. It was also the first time that the strategic value of the Panama Canal was to be fully tested.

And tested it was to the full satisfaction of all military experts and of Admiral Hugh Rodman, who was the Panama Canal's first Marine Superintendent and was then commander-in-chief of the Pacific Fleet.

The armada arrived in Cristobal July 24, 1919, and completed passage through the Canal July 27. On July 28, Governor Chester Harding cabled the Secretary of War in Washington advising him that the Pacific Fleet had left Balboa for the West Coast having "made an expeditious passage through the Canal without untoward incident" and to the expressed satisfaction of Admiral Rodman.

It was noted also that during the period of heaviest naval business, from July 24 to 27, 19 merchant ships and several Panama Canal craft were put through the waterway.

Prior to this historic transit, the only U.S. Navy armada of any size to use the Canal was a practice squadron of six battleships which arrived earlier in July enroute to South America with midshipmen.

The visit of the Pacific Fleet, brief as it was, provided welcome fun and excitement for the residents of the Isthmus. The Canal had been open only 5 years and during most of that time the world had been embroiled in a devastating world war. The allied navies and many of the world merchant ships were confined to the Atlantic. The navies of the United States and South America were on the alert off the East Coast to protect the countries of the Western Hemisphere. Traffic had been light during these years.

With the end of the war, new plans were being made by the War Department for the U.S. fighting ships, a number of which had engaged in action in the north Atlantic and had been present at the surrender of the German Fleet.

It was a thrill for the local residents to see the powerful United States Fleet transit the new Canal and a bonanza for the local merchants when the thousands of men got shore leave. There were many parties given by local residents to welcome the thousands of white clad officers and men of the U.S. Navy.

The first men who went ashore in 1919 may have had a comparatively dull time of it however when the Mayor of Panama, playing it safe, made the city bone dry for the sailors. The *Star & Herald* noted that he issued an order prohibiting the sale of alcoholic beverages of any kind to the sailors and that they all returned to their ships by 8 p.m. in good order.



At top: Ships of the United States fleets anchored at Balboa, March 10, 1926.

Above: The U.S.S. "Saratoga" is locked through Miraflores in March 1928.

At right: The U.S.S. "Missouri" moves through Gaillard Cut in August 1953. The "Missouri" and her sister ships, which are 888 feet long and 108 feet in the beam, are the widest vessels to transit the Panama Canal.

No such order was reported in subsequent visits of the U.S. Navy which following 1919 made Panama a base for joint maneuvers of the Atlantic and Pacific fleets up to the United States entry into World War II.

When in January 1921, Admiral Rodman arrived from the West Coast with his Pacific Fleet to join the Atlantic ships for maneuvers, there was a gala atmosphere. The joint fleets returned to Balboa from the Pacific for an 8-day stay during which 20,000 sailors were given shore leave daily. There were bullfights in Panama, pre-carnival dances and balls at the social clubs. President Belisario Porras of Panama entertained the officers of the U.S. battle fleets at a banquet at the Union Club. Also attending were 104 officials of the Panama Government, officials from the Canal Zone and members of the diplomatic corps and their ladies.

This was the first time that the joint fleets had visited Panama and the local press reported that the boys in white made Central Avenue look like "the

Great White Way." There were two paydays while they were here and they bought everything in sight including mangoes, pineapples, monkeys, squirrels, iguanas and Spanish shawls. It was estimated that they spent more than a million dollars during shore leave and the press, noting the generosity of navy men, said there must have been many jitney drivers and coach owners who became rich men overnight.

At one time in 1921, there were five U.S. admirals on the Isthmus. Most popular here, of course, was Admiral Rodman, who had organized the new Panama Canal Marine Division during construction days. He received local officials aboard his flagship, the U.S.S. *New Mexico*, and went tarpon fishing with his old pals at Gatun.

During the following years, the U.S. Navy made constant use of the Panama Canal and converged here on an average of once a year for joint maneuvers. The types of ships changed with the times but when the early aircraft car-

riers *Lexington* and *Saratoga* were built, they too came through although it was a tight squeeze.

It was such a tight squeeze for the U.S.S. *Lexington* that during her transit in March 1928 she demolished four concrete lamp posts at the locks and a handrail on the Pedro Miguel Locks was smashed flat. The U.S.S. *Saratoga*, her sister ship, had made the transit a short time earlier without incident. They were the largest ever to transit the locks up to that time. They were 888 feet in length and had beams of 107.9 feet.

Crowds gathered to see the aircraft carriers squeeze through and for many years, the expression "he scraped by like the *Saratoga*" was used in Panama to refer to someone who barely passed in school.

The aircraft carriers however were not the widest military ships ever to transit the Canal. This record is still held by the U.S.S. *Missouri* and her sister ships which are 108 feet in the beam.

Ten hours for the Tarawa but only slightly more than seven for the Colonel

By Dolores E. Suisman

ABOARD THE U.S.S. *Tarawa* during her transit of the Canal, was marathon runner Marine Lt. Col. David F. Seiler who spent the 10 hours preparing for a trans-Isthmian run the following day.

It was the final day of a week of intensive training that included strenuous daily workouts and a special diet. Each day, he had run 20 miles—60 times around the flight deck of the giant ship. The first 3 days, he had eaten only high-protein foods. The next three, he had stuffed himself with carbohydrates. On that last day of preparation, he ate only a peanut butter sandwich.

On race day, he was up before the sun. At 5 a.m. sharp, he set out from the Fort Amador Officers' Club heading down the causeway on the first leg of his route, most of which followed the Transisthmian Highway. That break-of-day start was to mean that he would be near the finish line before the midday heat overtook him.



Though he speaks of "the lonely world of the long-distance runner," he wasn't alone on this race. Thirty volunteers from the Marine Barracks ran with him in 5-mile relays, dousing him with water to counter the 86-degree temperature and carrying the fluid he needed to sustain him.

During the run, he drank 3 quarts of water and 10 "pounds"—an amount equal to a gallon—of a special racer's mixture of fluids and salt.

The heat, he reported later, didn't bother him as he had expected it to. But he hadn't expected to climb six major hills on his way across the Isthmus, and they proved the hardest part of the race.

The marathoner reached the Atlantic Ocean shortly after noon, clocking exactly 50 miles in 7 hours 2 minutes 30 seconds.

He weighed in at 12 pounds under his normal 135. Since he had taken 10 pounds of fluid during the race, this meant he had

in reality lost 22 pounds on the grueling run.

When it was all over he treated himself to a big pitcher of orange juice and began the long, slow process of relaxing. The day after the race, he ran a slow 8 miles and felt he was back to normal.

It took much more than a week's intensive training to prepare Colonel Seiler for his Transisthmian trek. He has been running for 5 years. His interest in long-distance running began with the regular "Marine PT" of 3 miles a day. Now, when he is at home, he runs 11 miles to and from work and gets in more practice at lunchtime. He totals over 4,000 miles a year.

The 43-year-old colonel has won four marathons competing against others in his age group. In a number of other races, he has been the first finisher over 40. But he had never run a race longer than 26 miles until he crossed the Isthmus—a feat that many men half his age have attempted unsuccessfully.

Colonel Seiler has 25 years of service with the Marine Corps and is a decorated veteran of the Korean and Vietnam conflicts.

He and his wife, Gloria, have three children at home: David, Jr., 20; William, 18; and Kathy, 14. A third son, who was adopted in Korea, is now 32 and the father of two.

The colonel, who is assigned to the Operational Test and Evaluation Division at Quantico, Va., was aboard the *Tarawa* on her maiden voyage to perform testing and evaluation of the new ship.

The *Tarawa* was in port for a week. By the time she sailed from Balboa, Colonel Seiler had crossed the Isthmus by every means possible. He went by ship, by helicopter, by car and by train. But surely the most satisfying trip of all was his memorable transisthmian marathon run.

Above: Lt. Col. David F. Seiler, a marathon runner practicing for his trans-Isthmian run on the flight deck of the "Tarawa" and, at left, during the run.



Avalanche of publicity produces boom in trans-Canal cruises

SHORT AIR/SEA CRUISES OF 14 or even 10 days are making it possible for a whole new breed of vacationers to see the Panama Canal.

And they are coming by the thousands to satisfy their curiosity about "the big ditch," which has received an avalanche of publicity during the recent political campaigns in the United States.

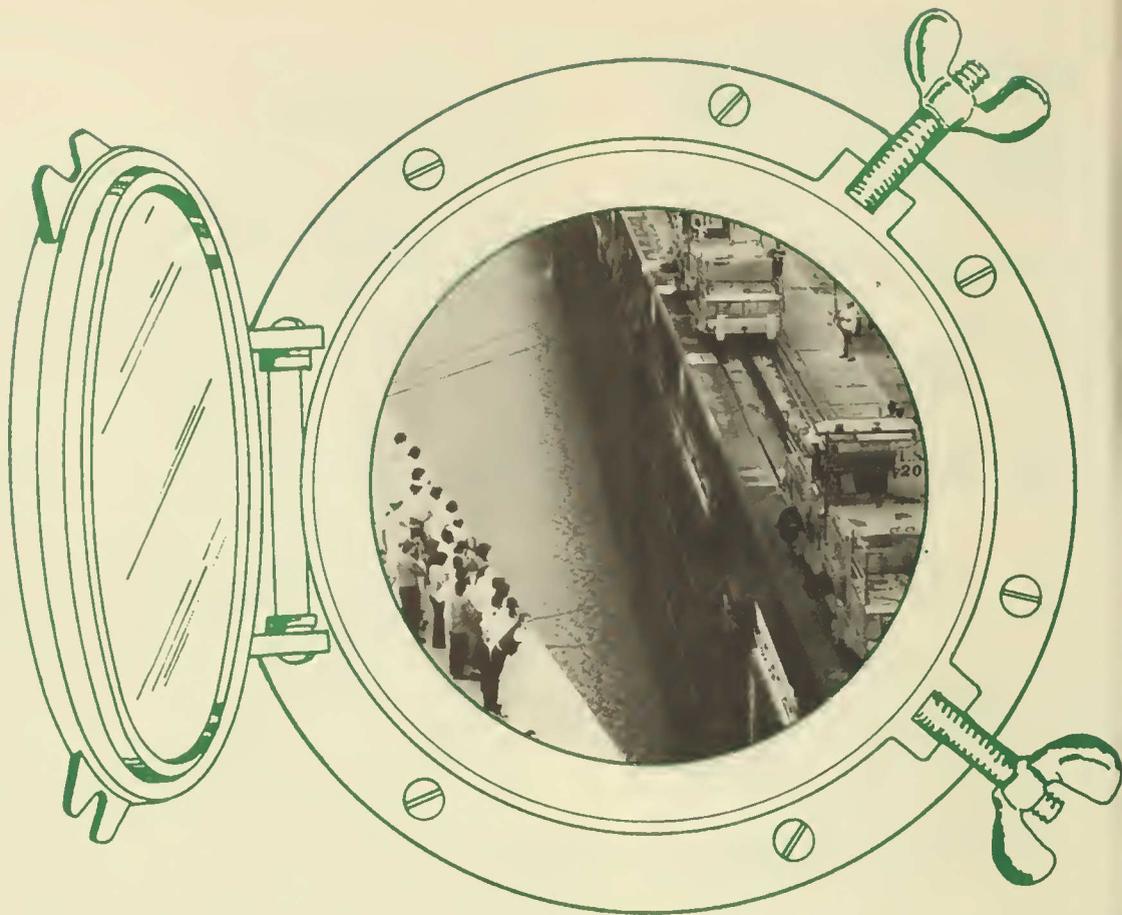
"See the Panama Canal from your bedroom window" and "One of the world's great hotels sails through the Panama Canal" are among the advertising slogans that are luring passengers to fly-cruise vacations, which the Princess Line has called "seabird holidays."

Particularly prominent among the new group of passengers are those from the landlocked states who are taking advantage of the package deals which include flying free or at special rates from various inland cities to the ports where the cruises originate.

The success of the air/sea concept is a result of what Duncan Beardsley, Vice President, Marketing, for the Royal Cruise Line, calls, "The total marriage of the airplane and the ship." He notes that as a result of skillful scheduling and marketing, passengers get a first class cruise plus air transportation at just about the cost of regular air fare alone. This is possible because the chartered jets used by the Royal Cruise Line, which operates out of California, always go out full carrying the entire complement of passengers for the company's ship, the *Golden Odyssey*, which cruises the Mediterranean in the summer and features trans-Canal cruises during the winter months.



A room
with
a
view



Whatever the variations in the air/sea arrangements, however, passengers on trans-Canal cruises are assured of a transit in luxurious air-conditioned comfort with their ships getting preferential treatment, including daylight transit, in the parade of less glamorous merchant ships which make up the bulk of the Canal customers.

The highlight of these cruises, of course, is the leisurely trip through Gaillard Cut and the locks complete with luncheon on deck so that everyone can watch the play-by-play action as the ship is lifted up and down the water stairway between the two oceans.

Some of the passengers coming here during the dry season, may remember the Panama Canal during the war years. Although sailing through the jungles of Panama at that time was an awe-inspiring experience, it was often on crowded troop ships and anything but luxurious. Many are anxious to try it again on one of the new air-conditioned cruise ships.

A surprising number are repeat passengers who are bringing friends along to introduce them to the engineering wonders of the Canal. Whatever their other reasons for coming, the current



Ample glassed-in areas make it possible for passengers on the "Island Princess" to view the Canal transit in air-conditioned comfort but many of them line the deck railings to get an even closer view as the ship enters Miraflores Locks.

crop of passengers like the new price tags. Short cruises and reasonable prices are attracting a younger more informal group who never before had the time or money for a long expensive ocean voyage which in years past was the only way to cruise through the Canal.

There is a greater choice of vessels this year than ever before. At least 24 new cruise liners have been built since 1970 and an equal number of older ships have been reconditioned. The newer ones are small enough to enter small remote ports but large enough to accommodate the full passenger load of the jumbo jets used to fly passengers to and from the liners.

Coming through the Canal in 1977 will be repeat customers like the Flag Ship Cruises *Kungsholm*, Royal Cruise Line's *Golden Odyssey*; the Princess Line's *Island Princess* and *Pacific Princess*; and the Royal Viking Line's ships, which pioneered the trans-Canal route by scheduling regular transits for ships calling at both Caribbean and West Coast ports.

The Sitmar Line will send its popular *Fairsea* eight times in 1977 from San Juan, Puerto Rico to the U.S. West Coast on 14-day trans-Panama voyages. Sitmar is offering free transportation to



Jumbo jets and smaller cruise ships produce popular package trips

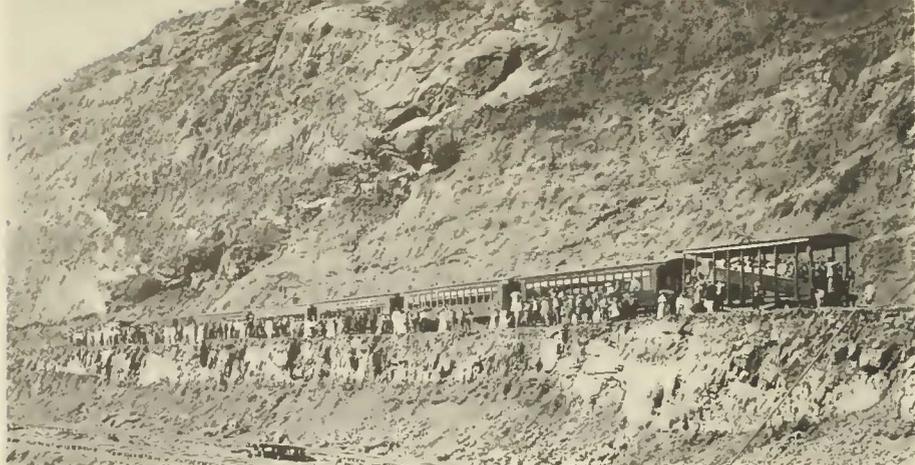


Above: The "Royal Viking Sky," a regular Canal customer passes through Gaillard Cut. Above right: West German tourists gather on the decks of the Soviet cruise ship, "Maxim Gorky," transiting the Canal on an around-the-world cruise. On January 4, the "Gorky" will make a southbound transit on another around-the-world cruise.



Sitmar's "Fairsea," above, and Royal Cruise Line's "Golden Odyssey," at right, are familiar dry season sights at the Canal as they shuttle back and forth on a regular schedule of short air/sea cruises.

The Canal, always popular with tourists, provided train tours through the Cut during construction days



"Golden Odyssey" passengers watch transit operations at Miraflores.

the ship for these cruises. Passengers will be able to fly free round trip from any of the 114-air/sea cities to San Juan or Los Angeles on scheduled airlines. They also will have stopover privileges in the port city before returning home.

Sitmar's trans-Canal cruises, like those of many other lines, stop at St. George, Grenada; La Guaira, Venezuela; Willemstad, Curacao; and Acapulco in addition to San Juan and Los Angeles on westbound trips. Eastbound, the ships will sail from Los Angeles to Cabo San Lucas, then to Acapulco, transit the Canal, and stop at Willemstad, La Guaira, Charlotte Amalie, St. Thomas, and terminate in San Juan. Sun Line's *Stella Oceanis* has just announced a series of trans-Canal cruises for January, February and March 1977.

Another new wrinkle is the offer by Holland America Lines to let customers participate in segments of the 86-day world cruise of the SS *Rotterdam* departing from New York, January 18, and passing through the Canal the last

part of January on her way to the Far East.

The *Monarch Star*, formerly the *Veendam*, will travel through the Canal the last part of April 1977, on a cruise beginning in Florida and continuing to the U.S. West Coast via St. Thomas, La Guaira, Curacao and Acapulco. After Los Angeles and Vancouver, the ship will continue on to Alaska on a special cruise.

The *Golden Odyssey*, which made its first Canal visit last Christmas, is scheduled for 10 Canal transits this coming year. It will dock at Balboa on all trips whether eastbound from Aruba to Acapulco or westbound from Acapulco to Aruba. Her stops are Acapulco, El Salvador; and Cartagena, Colombia. Land tours in Panama and the Canal Zone can be purchased as a part of the package.

The Royal Viking line offers more trans-Canal cruises than any other line and permits passengers to sail from the port that is closest to home—San



The Prudential Line's "Santa Mercedes" is reflected in a pier-side puddle as she prepares to disembark passengers in Balboa following an around South America cruise.



A group of passengers join in a songfest with Lucho Azcárraga, Panama's well-known organist, who provided Latin American music for the voyage of the "Santa Mercedes."

PANAMA CANAL TRAFFIC

Fiscal Year 1976

TRANSITS (Oceangoing)

	1976	1975
Commercial.....	12,157	13,609
U.S. Government.....	85	170
Free.....	38	7
Total.....	12,280	13,786

TOLLS *

Commercial \$134,253,716	\$141,950,902
U.S. Government.....	734,151
Total \$134,987,867	\$143,332,428

CARGO** (Oceangoing)

Commercial.....	117,212,266	140,101,459
U.S. Government.....	177,508	526,497
Free.....	5,635	---
Total.....	117,395,409	140,627,956

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

OCEANGOING COMMERCIAL TRANSITS BY NATIONALITY

Fiscal Year

Nationality	1976		1975		1965-69	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian.....	133	1,476,090	157	1,330,355	79	206,416
British.....	1,285	11,436,046	1,368	13,846,863	1,371	10,125,323
Chilean.....	170	1,530,936	140	1,661,221	113	749,126
Chinese, Natl.....	116	1,362,443	144	1,864,655	113	850,945
Colombian.....	203	367,820	151	285,193	218	453,484
Cypriot.....	112	675,516	226	1,582,193	17	143,032
Danish.....	266	2,062,955	326	2,360,157	385	2,222,146
Ecuadorian.....	163	1,381,373	119	737,922	69	87,104
French.....	178	987,083	224	1,347,891	227	914,145
German, West.....	626	3,642,515	766	4,384,618	1,216	4,205,430
Greek.....	885	13,562,588	1,142	16,435,493	505	5,197,097
Italian.....	255	1,783,169	250	1,718,622	230	1,535,099
Japanese.....	1,008	9,021,896	1,225	10,583,359	916	7,004,351
Liberian.....	1,777	27,351,851	1,950	34,912,321	1,370	18,579,528
Netherlands.....	300	1,600,733	420	1,837,536	529	2,341,708
Norwegian.....	685	9,217,524	832	12,845,855	1,462	14,579,194
Panamanian.....	930	6,690,886	1,050	7,682,773	540	2,576,955
Peruvian.....	216	2,253,878	194	2,013,166	152	730,427
Singaporean.....	90	760,665	71	795,095	N.A.	N.A.
South Korean.....	90	478,241	121	791,289	32	175,915
Soviet.....	217	925,376	187	1,110,825	65	442,410
Spanish.....	103	409,841	65	511,963	19	82,855
Swedish.....	332	3,620,749	373	3,587,244	433	2,825,670
United States.....	1,064	8,041,989	1,097	9,022,027	1,631	9,003,618
All other.....	953	6,570,103	1,011	6,852,823	811	3,446,606
Total.....	12,157	117,212,266	13,609	140,101,459	12,503	88,478,581

OCEANGOING COMMERCIAL TRANSITS OVER PRINCIPAL TRADE ROUTES

Trade routes	Fiscal Year		
	1976	1975	Avg. No. transits 1965-69
East Coast United States—Asia.....	2,764	2,956	2,715
Europe—West Coast South America.....	1,121	1,241	1,356
East Coast United States—West Coast South America.....	1,137	1,319	1,713
Europe—West Coast United States/Canada.....	904	823	1,004
Europe—Asia.....	475	871	224
Europe—Oceania.....	459	515	420
East Coast Canada—Asia.....	268	299	173
United States Intercoastal (including Hawaii).....	427	404	505
East Coast South America—Asia.....	183	262	201
West Coast South America—West Indies.....	315	303	282
All other.....	4,104	4,616	3,910
Total.....	12,157	13,609	12,503

OCEANGOING COMMERCIAL TRAFFIC BY MONTHS

Month	Fiscal Year					
	Transits		Avg. No. transits 1965-69	Tolls (In thousands of dollars) ¹		Average tolls 1965-69
	1976	1975		1976	1975	
July.....	1,089	1,219	1,067	\$11,753	\$11,834	\$6,322
August.....	1,039	1,121	1,044	11,367	12,254	6,298
September.....	954	1,095	1,015	10,639	11,928	6,139
October.....	1,045	1,125	1,049	11,150	11,855	6,387
November.....	994	1,086	1,021	10,846	11,150	6,258
December.....	992	1,111	1,035	10,722	11,487	6,409
January.....	1,018	1,142	1,003	11,043	12,081	6,167
February.....	912	1,052	922	9,900	10,682	5,654
March.....	1,053	1,217	1,098	11,269	12,607	6,748
April.....	967	1,142	1,087	11,449	11,773	6,681
May.....	1,068	1,209	1,110	12,375	12,966	6,854
June.....	1,026	1,090	1,052	11,691	11,281	6,609
Total.....	12,157	13,609	12,503	\$134,204	\$141,898	\$76,526

¹ Before deduction of any operating expenses.

Statistics compiled by the Executive Planning Staff.

Francisco, Los Angeles or Florida. One can cruise eastbound from California in an easygoing 16 days or sail west from Fort Lauderdale in 17. The line operates three magnificent 500-passenger sister ships of Norwegian registry—the *Royal Viking Star*, *Royal Viking Sky*, and *Royal Viking Seas*. All were built in 1973 and have broad teak decks, considered too costly to install in some newer vessels.

The Island Princess air/sea packages this year offer a number of options but the mainstay of the program is the transit of the Panama Canal. They feature the Caribbean, South America and Mexico throughout the year with optional inland tours of Mexico plus stays in San Juan and Acapulco at both ends of the cruise. Ports of call are St. Thomas, Martinique, Caracas, Curacao, Aruba, Cartagena and Balboa. Particularly popular for Canal viewing is the glassed-in area around the swimming pool which affords views on all sides for watching the Canal transit. It is here that a continental breakfast is available and where the buffet lunch is served for those who want a full day of sightseeing while going through the Canal.

And then there will be the unique mammoth *Queen Elizabeth 2*, which was built with the dimensions of the locks in mind. The *QE2*, incidentally, is the largest passenger ship ever to transit the waterway. Her first transit last year was a major event for both the Canal and Isthmian residents who flocked to the locks to watch the *Queen* squeeze through on her record-breaking transit. She will arrive in March on another around-the-world cruise.

(See p. 27)



Canal's historic photos

displayed

in

New York

THIS FALL, THE MUSEUM OF Modern Art in New York featured an exhibit of 60 prints and 161 slides of the Panama Canal. All, but a few, are the work of Ernest "Red" Hallen, the official photographer of the Panama Canal from 1907 until 1937 when he retired. The M.O.M.A. presented the exhibit in conjunction with the National Endowment of the Arts and the New York State Council on the Arts.

Dennis Longwell, an associate curator of photography at the Museum who spent the past 3 years planning and making arrangements for the display, said that he considers the Canal "one of the great earthworks of all times." Speaking of the Canal photos, he said, "Hallen's pictures are an example of a major part of what photography is all about—the miraculous ability to preserve time. What is now invisible can come to life."

Hallen's work—more than 12,000

photographs of the Canal and the Canal Zone—are the result of a brief memorandum written by F. B. Maltby, Division Engineer of the Isthmian Canal Commission. It is doubtful that he realized the magnitude of this photographic project when he wrote in 1906:

"I should like very much to have a series of photographs taken at Gatun about once a month to show the progress of the work. This should be done regularly and will become valuable. I think, in connection with progress reports. I, therefore, request authority for the employment of a photographer, with whom, I understand, arrangements have already been made, not to exceed two days in each month."

Subsequently, Hallen was hired as the official photographer and for the next 30 years he went about his duties of recording the progress of the construction and operation of the Canal.

His work is particularly remarkable

when it is realized that all of these photographs were made on the old 8 x 10 glass plates. He is especially to be commended for the high technical quality of his work considering the cumbersome plates, camera, and other equipment he had to carry to the muddy construction sites while coping with tropical rains and high humidity.

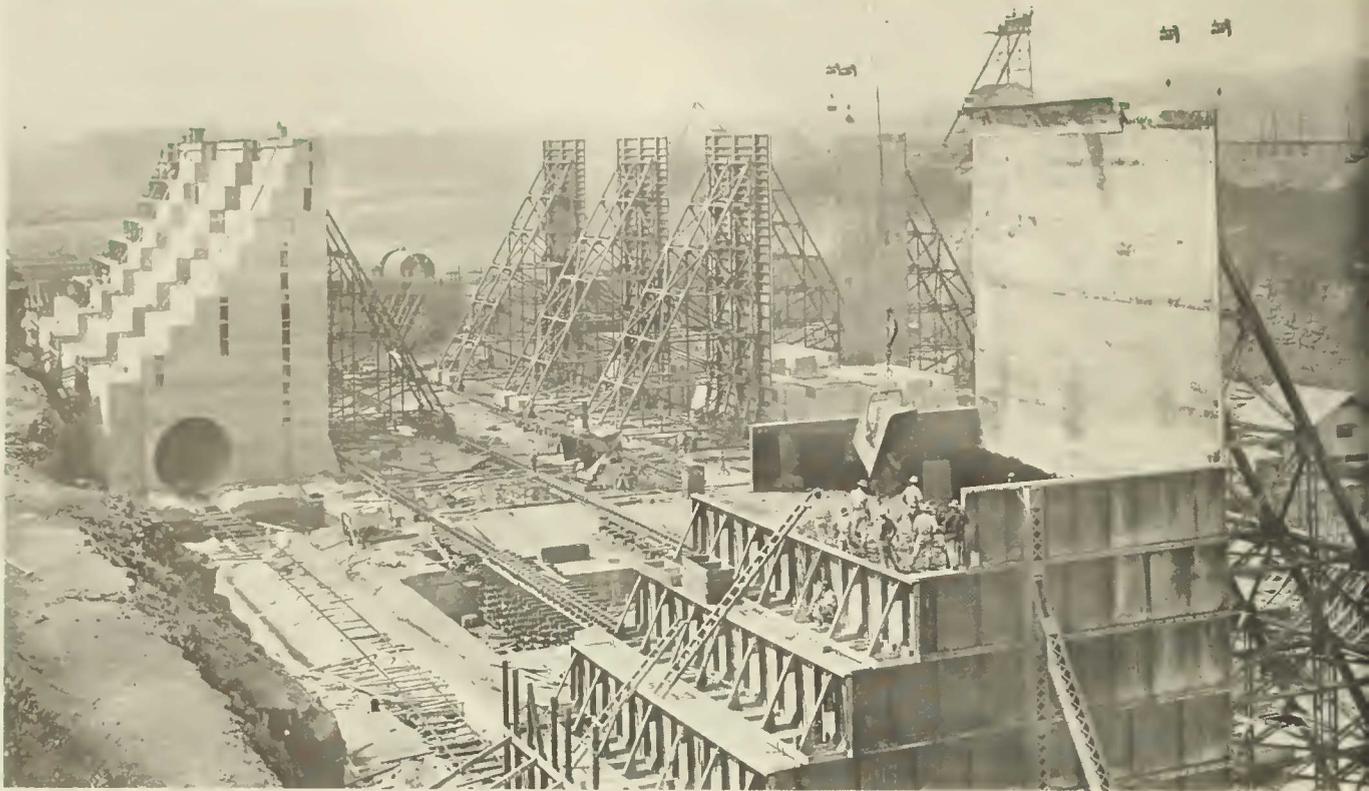
Hallen attempts no personal artistic statements about the Canal but worked at carrying out his assignment—making a documentary record of the construction and later the operation of the waterway. However, the triumphs and setbacks are recorded so proficiently that, on viewing his photographs, one is immediately aware of the immense engineering problems involved in the digging of the Canal.

N. F. Karlins writing in the photography column in the New York East Side Express said: "Looking at these photographs today, they are compelling statements about the manipulation of

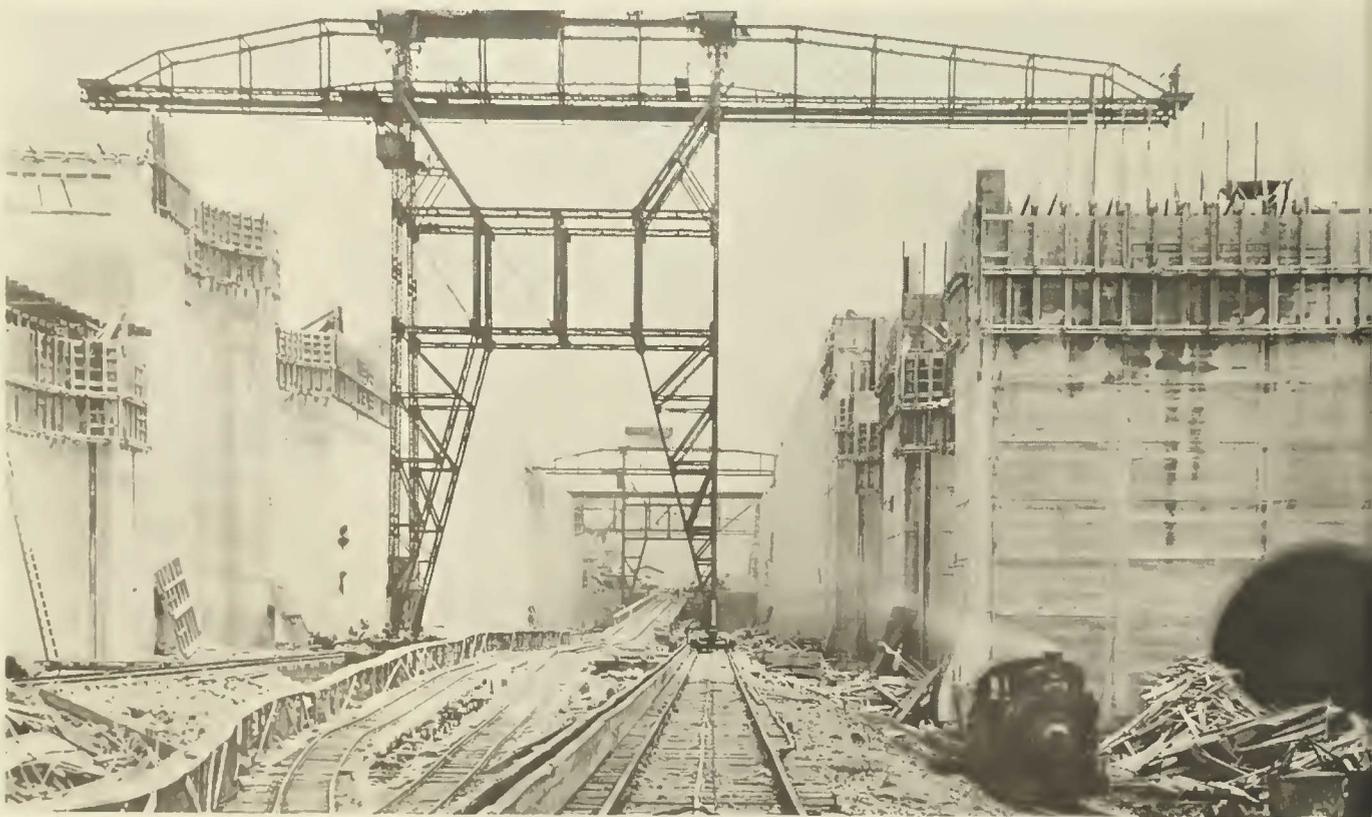
Arnold Marshall, who has worked in the Graphic Branch for more than 20 years, checks a print with the glass plate from which it was made.



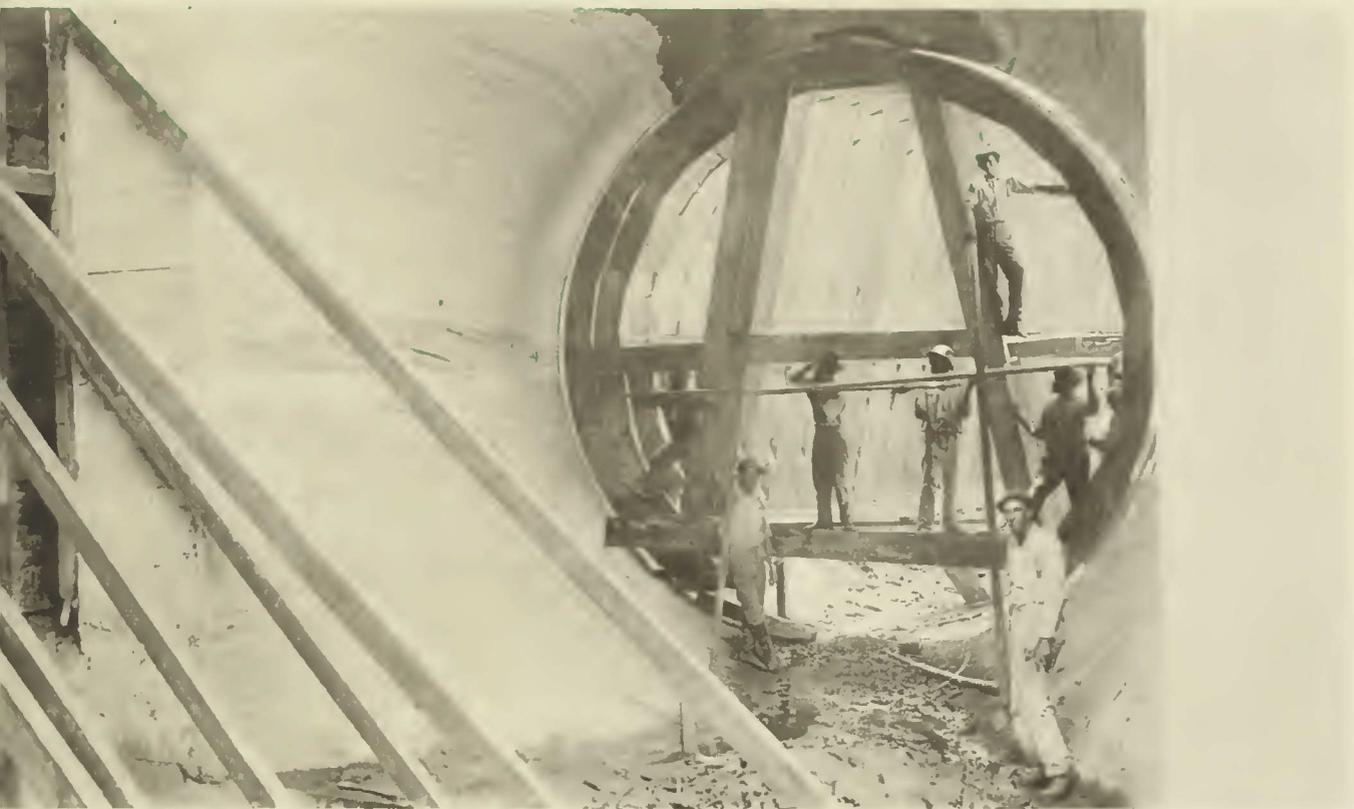
A museum visitor reads the introduction to the exhibit of Panama Canal photographs at the Museum of Modern Art in New York.



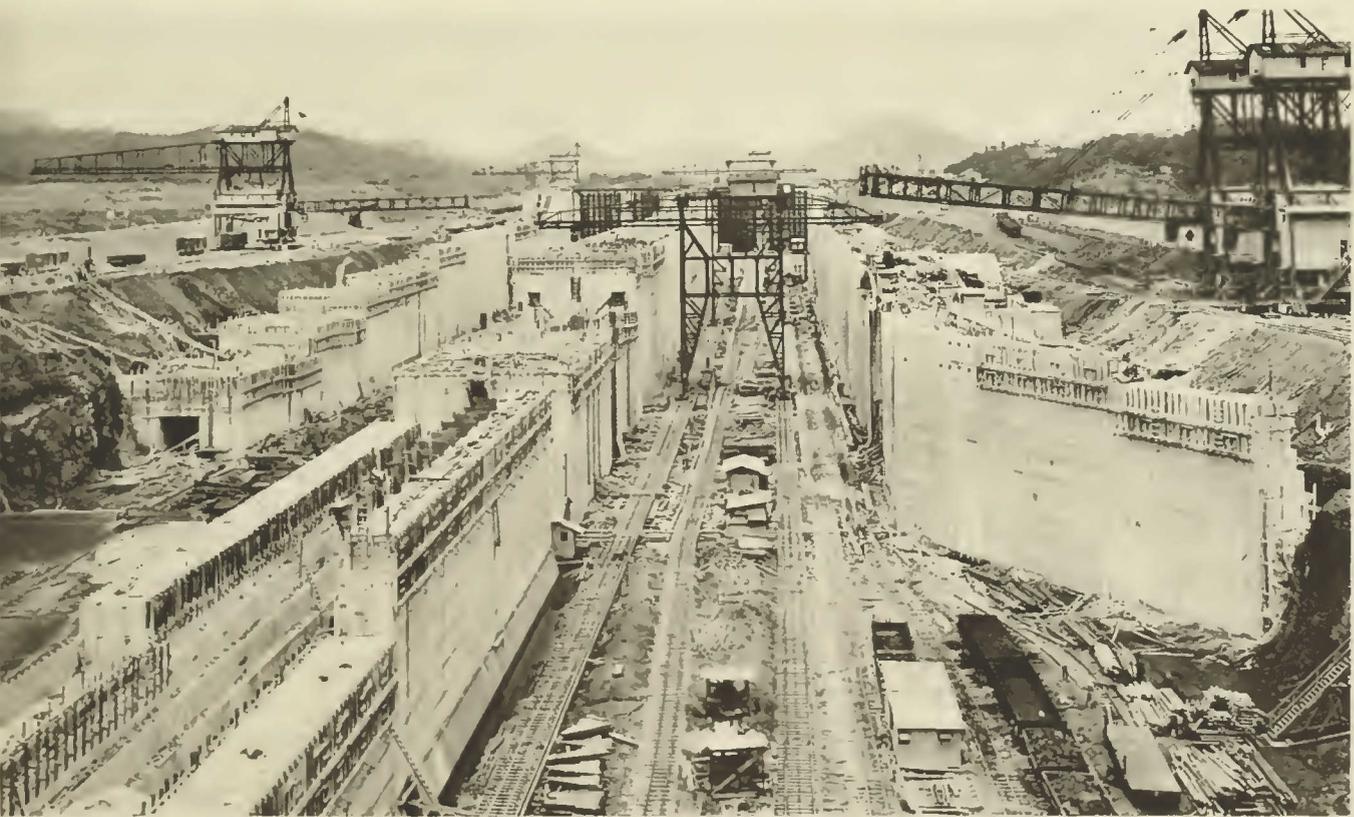
Workers are dwarfed by the concrete sidewall monoliths under construction at Gatun, February 15, 1910.



The magnitude of the work is well illustrated in this scene at Pedro Miguel Locks showing the east chamber, May 4, 1911.



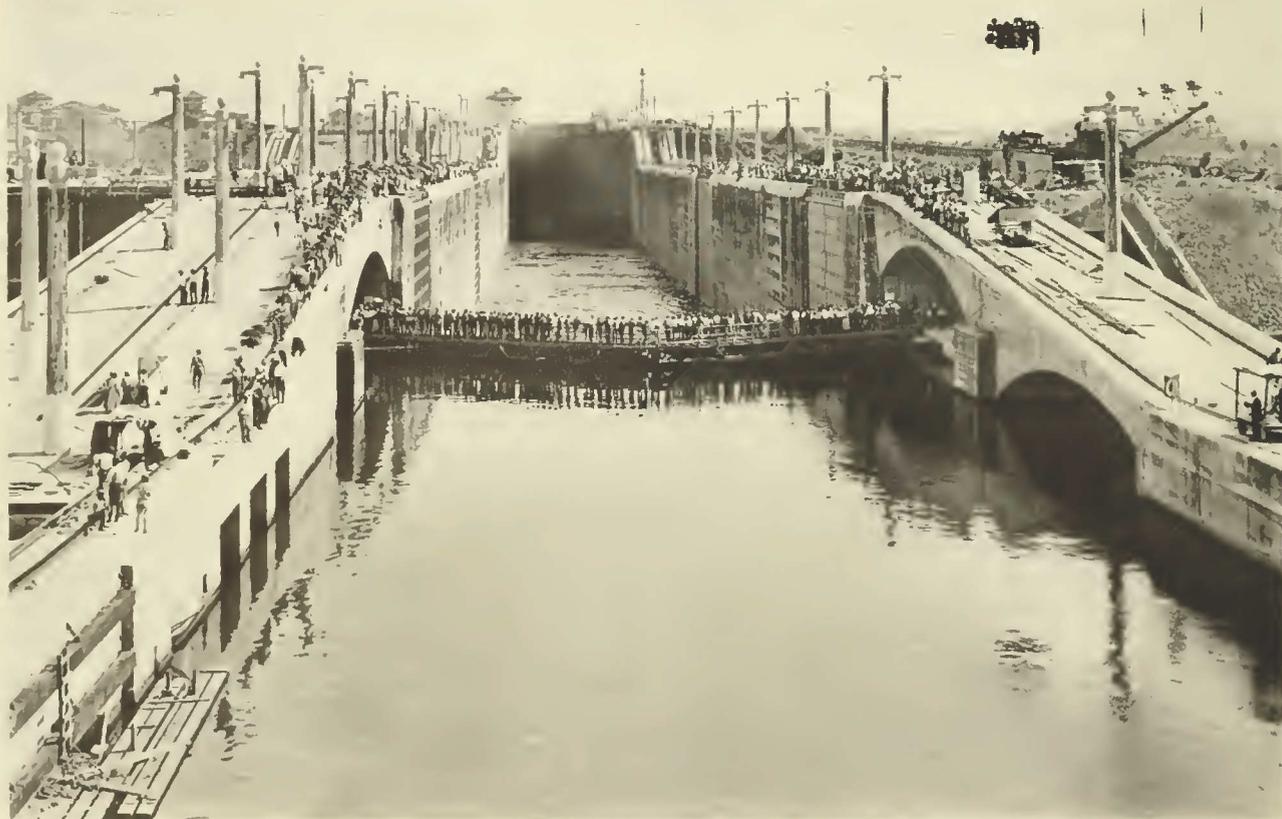
A culvert forms an interesting geometric design in this scene showing laborers at work at Gatun, August 5, 1911.



Hallen took this view of Miraflores lower locks from a crane November 10, 1912.



All of Hallen's photographs are carefully identified on the glass plates. The one at left is labeled, "Culebra Cut—Looking south from Cunette. Locomotive No. 607 with train and steamshovel working on bottom of Canal, November 6, 1912." The one below is precisely identified as "Operation of Gatun Locks. Crowd on walls and lower guard gates watching water entering the west chamber of lower locks. View looking south from forebay, September 26, 1913."



Hallen's photographs provide a permanent record of every phase of the building of the Panama Canal

rock, sand, and water over time. Hallen's photographs more vividly reveal the immensity of the project and the difficulties involved in constructing the Panama Canal when they focus on one area and are viewed sequentially. The transformation of the environment becomes a magical process in which mountains are moved and mammoth trenches cut.

"Not only does the principal trench, Culebra Cut, appear closer and closer to completion in these photographs, but workers cottages suddenly pop up as if they had blossomed overnight. In the last photo, just as man has succeeded in cutting a huge swath in the earth, nature has succeeded in reclaiming some of her own land by sending up huge palms before the worker's homes. Progress on the excavation is counter-balanced by the growth of natural vegetation, and they are captured together by Hallen's camera. The processes, not just the object involved, are made visible."

Like most photographers, "Red" Hallen seldom was in front of the camera.

In this rare photograph, taken September 13, 1927, he is seen, at far right, sitting on a bank of the Canal, of which he took more than 12,000 photographs during his 30-year career as official photographer. Others in the group and their titles at that time, are: J. G. Claybourn, Superintendent, Dredging Division; C. M. Butters, Assistant Engineer; and R. E. Snediker, Captain of Grader.

Gene Thornton, writing of the exhibit in his column in the New York Times, said: "They are unpretentious record shots but because of the subject matter some of them are quite bizarre. Without looking at the labels, we might suppose they depict the archeological excavation of ancient masonry walls or the construction of a set for a colossal science fiction film. However, every photograph is clearly labeled and dated on the negative itself, so we are never in any real doubt about what we are seeing or about the photographer's intention to show it to us as clearly and truly as possible."

The exhibit at the M.O.M.A. was made up of photographs selected from the collection of the U.S. Military Academy but these pictures are only a small part of the collection in the Panama Canal historical files in the Canal Zone.

The cataloging of this invaluable collection was done by Adrian M. Bouche, Jr., who volunteered his time because of his great interest in the history of the waterway. Bouche retired recently after a long career with the Canal organization. He took on the task of sorting and filing the Hallen glass negatives and those of the French photographers taken during the French construction period.

It is unlikely that Hallen ever envisioned the continued exposure that his work has received over the years. Requests for his photographs arrive regularly at the Panama Canal Information Office to be used in books,

magazine articles, and as background material for television programs and movies.

Only a few of the thousands of photographs are reproduced here. They serve as a reminder that except for "Red" Hallen or some photographer like him to go out everyday and simply take pictures, the heroic drama of the building of the Panama Canal could never have been told in such vivid and precise detail.

The Panama Canal was the first great engineering work to be thoroughly recorded in photographs. An old timer noting this added, "Too bad they didn't have a "Red" Hallen around when they were building the pyramids in Egypt. It would answer a lot of questions."



The quality of Hallen's work can be more fully appreciated when conditions under which he worked are taken into account. He took this picture after heavy rains flooded the Cut May 29, 1913.





Culinary Capers

Cooking With Rum

By Fannie P. Hernández

THE NEXT TIME YOU ARE served a dish flavored with rum, as you enjoy it, reflect on the fascinating history of that liquor.

As the major liquor distilled during the early history of the United States, and a byproduct of sugar-making, rum was relatively inexpensive and readily available. Casks of rum were sold alongside the staples in all country stores. By the early 1700s, the colonists were consuming approximately 12 million gallons a year.

Perhaps the oldest of all hard liquors, the drink has come a long way since a kind of rum was first made about 800 B.C. in India and China, where the juice pressed from tall, wild grass was boiled and fermented. The Moors took the grass to Spain and Columbus took some along to the New World. The root shoots were planted in what is today Haiti and that was



Chicken will have a golden glaze and a subtle flavor when baked with rum and honey. Try the recipe on page 26 for a more festive holiday buffet.

the beginning of the cultivation of sugar cane, the production of sugar, and rum making in the New World. The British were largely responsible for the evolution of rum from a crude, raw drink called "Kill-Devil" into the type rum that is popular today.

Until recent times, rum was mainly the workingman's drink, and the drink associated with swashbuckling sailors and cut-throat pirates who were guzzling grog up and down the Spanish Main in the 16th century.

As the American colonies became involved in trade with Africa and the West Indies, a rum industry developed.

New England rum played a more than passing role in the American Revolution as England's import duty on molasses for distilling rum was as objectionable to the colonists as the tariff on tea.

The British blockade tried to cut off rum shipments to Washington's Army from the West Indies but the natives went out in their sloops in the dark of night and loaded the American frigates at sea. It is said that hot rum kept up the spirits of the American soldiers

during the long, harsh winter at Valley Forge and helped to win the war.

While the populace was drinking the lowly rum, in the homes of the wealthy in colonial Philadelphia, the best French wines flowed. Claret, Sherry, Port and Madeira were used in cooking also but it was good, old, mellow rum that was mixed with peach brandy and high quality French brandy to make the traditional punch that must have packed a wallop. To this day, rum is a must in British punch and almost synonymous with the word.

Rum is produced all over the world wherever sugar cane is grown, and there are basically two types. They are the light bodied rums characteristic of Cuba and Puerto Rico, and the dark full-bodied rums of Jamaica, which have a strong molasses flavor. After distilling, rum is colorless but it

The chilled cucumber soup and table setting on page 22 are by Noreen Singer. Mrs. Singer is the wife of Panama Canal pilot, Capt. Fritz Singer. For recipe see page 26.





Rum Spiked Fruit Compote

- 3 cups watermelon balls
- 2 cups honeydew balls
- 2 cups papaya balls
- 2 cups fresh pineapple, cubed

Using scoop cutter, make fruit balls. After making the watermelon balls, hollow out the watermelon, leaving at least $\frac{3}{8}$ inch of the rind to form a bowl for serving the compote. Mix the fruits carefully and sprinkle with $\frac{1}{2}$ cup sugar. Turn into the watermelon bowl and pour 2 cups of dark rum over the fruit. Chill before serving.



Rum Balls

- 1 cup butter or margerine
- 1 cup powdered sugar
- 1 teaspoon salt
- 1 teaspoon almond flavoring
- $\frac{1}{2}$ cup dark rum
- $4\frac{1}{2}$ cups flour
- 2 cups chopped nuts
- Additional powdered sugar for rolling

Cream butter and sugar. Add salt, flavoring, rum and flour. Mix thoroughly. Add nuts and mix well. Chill dough several hours or until it can be handled. Make walnut size balls and place on ungreased cookie sheet, about 2 inches apart. Bake at 350 degrees for about 15 minutes or until golden brown. While they are still warm, roll the balls in sugar and let them cool. Then roll again in sugar until well coated.



(Continued from p. 23)

picks up color from the casks in which it is stored. Color is deepened by adding caramel after aging. Rum must be 3 years old before it is put on the market.

In the rum producing countries, some still drink it straight. Elsewhere, rum is used in mixed drinks with light rum for cocktails and dark rum for tall drinks. Devotees of the rum cult go so far as to recommend switching to rum in making martinis. Rum is used also to flavor tobacco.



Bananas Baked With Rum

6 bananas, ripe but firm
3 tablespoons lime juice
½ cup brown sugar
½ cup rum
chopped nuts
sour cream

Arrange bananas in baking dish. Combine the lime juice, brown sugar and rum. Pour over the bananas and baste while baking at 350° for about 40 minutes, turning the bananas carefully. Add chopped nuts and slip under the broiler until nuts are browned. Serve with sour cream. Ripe plantains may be prepared in the same manner but will require longer baking time.



Not only has versatile rum found favor as an elegant drink, it has invaded the kitchen, where it is becoming more and more popular in the flavoring of sauces and desserts. Imaginative cooks are venturing into the use of rum in the preparation of meats, poultry and fish.

In areas of Latin America, particularly the Caribbean, rum as the "wine of the country" is used lavishly. Cooks often add dark-gold rum to soups, fish and poultry. For years, they have been preparing desserts reeking of rum, perhaps a little too powerful for the unaccustomed palate. Raw rum is used in the less affluent kitchens.

Cooking with rum, carefully, and without getting carried away, glamorizes dishes and imparts a delectable flavor to foods. Sometimes just a whiff

of rum will take a dish out of the ordinary and make it a "conversation piece." Serve your next roast with rum-glazed onions. Make your holiday ham more festive by serving it with pineapple slices that have been sprinkled with brown sugar and rum and broiled for a few minutes. Baste a roasting chicken or duck with rum and honey. Add a teaspoon of rum to the egg mixture when making French toast,

Try sprinkling rum over grapefruit halves for an interesting first course



add it to barbecue sauce and use it when baking bananas or plantains. Sprinkle a little rum on fruit salads. Substitute a couple teaspoons of rum for liquid when baking cookies. Possibilities are endless.

And for the coming holiday season, prepare a frothy, delicious eggnog with one of the dark rums, make a basket of rum balls, prepare a fruit bowl by hollowing out half a watermelon and filling it with rum-drenched native fruits, or serve ordinary bread pudding lightly laced with creamy rum sauce.

Here are a few recipes for those who would like to venture into the world of rum cookery:

Welcome your friends this holiday season with a symbol of fellowship—a punch bowl brimming with eggnog.

Eggnog for a Crowd

12 egg yolks
1 cup sugar
1 bottle of dark rum
12 egg whites
1 quart cream, whipped
1 quart milk
1 cup brandy

Early on the day of the party, beat the yolks until thick and lemon colored. Gradually beat in sugar. Slowly, stir in brandy and rum. Cover. Put in the refrigerator.

To serve, pour in punch bowl and fold in stiffly beaten egg whites, whipped cream, and enough milk to thin as desired.

Sprinkle with a little nutmeg or shaved chocolate.

Chestnuts in Rum

- 1 pound dried chestnuts
- 3 cups boiling water
- 1 pound brown sugar, dark
- $\frac{3}{4}$ cup water
- $\frac{3}{4}$ cup rum
- 2 tablespoons orange marmalade
- $1\frac{1}{2}$ teaspoons crystallized ginger in pieces

Put chestnuts in boiling water and simmer until tender. Drain and remove shells and skins. Rinse off. Combine sugar, $\frac{3}{4}$ cup water, rum, orange marmalade and ginger. Bring to a boil and simmer until slightly thickened. Pour over the chestnuts that have been packed into a sterilized jar. Cover tightly. When cool put in refrigerator. May be used on top of vanilla ice cream or fresh native white cheese.

Rum Torte

- $\frac{1}{2}$ cup butter
- $1\frac{1}{4}$ cup confectioners sugar
- 4 egg yolks
- $\frac{1}{2}$ cup strong coffee made with 2 tsp. instant coffee
- 16 lady fingers
- $\frac{1}{3}$ cup dark rum

Cream butter, add sugar, beat until fluffy. Add coffee and egg yolks and beat until creamy. Line a bread pan with waxed paper. Place halved lady fingers on bottom of pan. Sprinkle with rum. Spread cream mixture on lady fingers. Repeat three times. Place in refrigerator overnight. When ready to serve, turn out on serving plate and frost with whipped cream.

Rum Nut Crepes

- 4 eggs
- 2 cups milk
- $1\frac{1}{2}$ cups flour
- 1 teaspoon salt
- 2 tablespoons melted butter
- 1 tablespoon dark rum

Beat eggs until foamy. Stir in milk and melted butter. Add flour and salt and beat until smooth. Put in refrigerator for an hour and then make crepes using a 6" or 7" pan.

Filling

- $\frac{3}{4}$ cup chopped pecans or walnuts
- $\frac{1}{2}$ cup sugar
- 4 ounces cream cheese
- 4 ounces cottage cheese, or 8 ounces of either one
- 2 tbs. rum
- 3 tbs. golden raisins
- $\frac{1}{4}$ cup orange marmalade

Cream the cheeses with sugar until

A dash of rum for a delectable difference

smooth. Add remaining ingredients and mix thoroughly. Put about a tablespoonful of filling on each crepe. Turn in the edges and roll the crepe. Melt butter in a chaffing dish or skillet. Place crepes in pan over moderate heat and cook on both sides until golden brown. Serve sprinkled with rum or rum flavored whipped cream.

On the Isthmus, many gallons of rum, each year, go into the preparation of *Sopa Borracha*, literally "drunken soup," a delicious, rum-soaked confection served at weddings, anniversary and birthday parties and at other festive occasions. Here is the recipe for the rich dessert by the late Mercedes Smith, the wife of a former Panama Canal official.

Sopa Borracha

- 1 sponge cake baked in a 12 x 8 x 2 wax-lined pan
- Syrup
- 2 cups sugar
- $\frac{3}{4}$ cup water
- 5 whole cloves
- 1 cinnamon stick
- pinch of salt
- 1 teaspoon lime juice
- $\frac{3}{4}$ cup dark rum
- $\frac{3}{4}$ cup Spanish or Italian muscatel wine
- 1 cup pitted cooked prunes or
- 1 cup white raisins

In a saucepan, combine sugar, water, cloves, cinnamon, salt and lime juice. Bring to a boil. Simmer for 5 minutes. Cool to room temperature. Add rum and wine and pour into a jar. Add prunes, cover. Allow to stand for a couple days. Bake the sponge cake a day in advance; it takes the syrup more readily when dry. Place in a large serving plate. Remove spices and spoon syrup over the cake. Decorate with the prunes or raisins. Yield 24 2-inch squares.

Baked Chicken With Rum and Honey

- 1 3-pound chicken or chicken parts
- salt and pepper
- 3 tablespoons butter
- $\frac{1}{2}$ cup rum
- $\frac{1}{4}$ cup honey

Wash and dry chicken. Season with salt and pepper. Place in a baking dish and dot with butter. Bake 1 hour in moderate oven (325°). Mix rum and honey and pour over chicken pieces. Continue baking until tender, turning chicken and basting often. Chicken will have a golden glaze and a subtle flavor that will have your guests saying "delicious, what is it?"

Rum Glazed Onions

- 1 lb medium size onions
- $\frac{1}{4}$ cup dark rum
- $\frac{1}{4}$ cup honey
- 2 tablespoons butter
- $\frac{1}{2}$ teaspoon salt

Boil the onions in salted water until just tender and drain. Mix honey, rum and butter in frying pan over low heat. Add onions and turn carefully, spooning the liquid over the onions until they are well glazed.

Chilled Cucumber Soup

- 3 tablespoons butter
- $\frac{1}{4}$ chopped medium sized onion
- 3 chopped scallions
- 3 cucumbers peeled and chopped
- $1\frac{1}{2}$ cups chicken broth
- 1 pint whipping cream
- $\frac{1}{2}$ cup rum
- 1 egg yolk
- 1 dash nutmeg

In a 3-quart saucepan, sauté onions and scallions in butter for 3 to 5 minutes. Add cucumbers, cover, and steam for 5 minutes. Stir in broth and continue to steam for 5 more minutes. Cool, puree in blender in batches. Pour into 3-quart bowl. Beat egg yolk with cream and rum and fold into cucumber mixture, refrigerate for at least 4 hours. Sprinkle top with nutmeg before serving.



(Continued from p. 15)

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(In long tons)

Atlantic to Pacific

Commodity	Fiscal Year		
	1976	1975	Avg. No. Tons 1965-69
Coal and coke	15,712,262	24,787,965	10,370,494
Petroleum and products	13,045,708	15,713,222	15,342,941
Corn	8,176,914	6,725,887	2,696,185
Soybeans	4,391,950	3,472,908	2,148,905
Phosphate	3,263,408	5,263,193	3,824,274
Wheat	2,441,805	4,342,133	931,528
Sorghum	2,230,980	2,033,457	N.A.
Metal, scrap	1,444,734	2,140,969	2,490,084
Ores, various	1,438,475	2,229,713	1,561,932
Chemicals, unclassified	967,467	889,850	843,370
Manufactures of iron and steel	796,866	1,706,312	1,829,850
Fertilizers, unclassified	745,934	1,180,229	485,060
Sugar	693,095	1,398,277	842,298
Machinery and equipment (excluding autos, trucks, accessories and parts)	568,654	690,409	582,402
Caustic soda	530,736	577,931	N.A.
All other	9,546,680	10,939,711	9,991,667
Total	65,995,668	84,092,166	53,940,990

Pacific to Atlantic

Commodity	Fiscal Year		
	1976	1975	Avg. No. Tons 1965-69
Petroleum and products	8,878,702	8,191,574	1,262,685
Manufactures of iron and steel	8,074,104	9,530,091	3,668,309
Ores, various	4,116,617	6,415,646	5,702,654
Lumber and products	4,063,603	3,453,054	4,716,145
Sugar	2,753,477	2,854,950	2,547,028
Food in refrigeration (excluding bananas)	1,916,503	1,683,656	1,164,560
Bananas	1,511,161	1,682,417	1,297,688
Pulpwood	1,367,619	2,004,175	813,937
Metals, various	1,301,717	1,808,735	1,274,872
Autos, trucks, accessories and parts	1,078,604	1,004,534	96,271
Coal and coke	991,710	1,515,379	166,948
Sulfur	925,684	1,130,092	221,134
Wheat	697,721	299,080	890,548
Fishmeal	688,794	846,388	1,502,000
Molasses	652,775	504,648	354,071
All other	12,197,807	13,084,874	8,858,744
Total	51,216,598	56,009,293	34,537,594

CANAL TRANSITS—COMMERCIAL AND U.S. GOVERNMENT

	Fiscal Year					
	1976			1975		Avg. No. transits 1965-69
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total	
Commercial:						
Oceangoing	6,169	5,988	12,157	13,609	12,503	
Small ¹	422	323	745	804	569	
Total	6,591	6,311	12,902	14,413	13,072	
U.S. Government:						
Oceangoing	40	45	85	170	927	
Small ¹	102	34	136	110	117	
Total	142	79	221	280	1,044	
Total Commercial and U.S. Government	6,733	6,390	13,123	14,693	14,116	

¹ Vessels under 300 net tons, Panama Canal measurement, or under 500 displacement tons.
Statistics compiled by the Executive Planning Staff.

Among the most frequent cargo-passenger line customers of the Canal are the U.S. flag Prudential line ships that go through every 2 weeks. These ships take on cargo as well as 50 or more passengers and sail from the west coast on 52-day cruises through the Canal around South America through the Strait of Magellan and back to California. The *Santa Mercedes*, *Santa Mariana*, *Santa Maria* and *Santa Magdalena* are sister ships known as the four M's. They have staterooms as elegant as those found on any cruise ship today.

This last fall one of the first of a series of special around South America cruises, originating and ending in Balboa, was scheduled by Prudential Cruises for its liner *Santa Mercedes*. Travelers flew to and from Panama to take the 39-day voyage, which called at 12 South American and Caribbean ports plus transits of the Panama Canal and the Strait of Magellan. Passengers wishing to take the full 53-day cruise boarded in California. This was one of Prudential's bonus cruises with passengers offered free excursions at all ports visited. Panama's organist Lucho Azcárraga provided the music.

Theme cruises and special entertainers and lecturers are other cruise innovations. One of the most popular being a "winery cruise" which features tours of world famous wineries in Chile and Argentina and wine tastings and lectures on evaluating wines produced by Latin American countries.

Earlier this year, two past presidents of the American Contract Bridge League were bridge instructors on Sitmar's trans-Canal voyages aboard the *Fairwind*.

The *Golden Odyssey* featured a whole packet of theme cruises last year including a backgammon and a bicentennial cruise. Many more are scheduled for this season including a traditional Christmas cruise, and a New Year's cruise which will feature singer Rosemary Clooney. Rose Marie, the well-known TV star, will be on the January 5 trip.

With all the cruise lines reporting a boom in business, this dry season will see crowds of visitors lining the decks of transiting ships to watch a dedicated group of Panamanian and U.S. citizens operating an efficiently run waterway through which the commerce of the world has been funneled economically for the past 62 years.



The case of the missing portrait

Gov. Goethals by Gov. Harding

By Pandora Gerard Aleman



Emily J. Price, left, Librarian-Curator of the Canal Zone Library-Museum, discusses the Goethals portrait, which hangs in the library, with Mrs. Kathryn Harding Deeble, daughter of Governor Harding, the painter of the portrait. Harding succeeded Goethals as Governor in 1917. The engraving for the 3-cent stamp, above, was made from the same photograph that Harding selected as a basis for the painting.

JUST INSIDE THE ENTRANCE to the newly remodeled Canal Zone Library-Museum on the second floor of the Civil Affairs Building hangs, in a simple gilt frame, a portrait of a man wearing a white tunic. The casual visitor may not even notice it. And those who do take note will learn little of the story behind the painting from the simple plaque which reads, "George Goethals, by Chester Harding."

Let us take up the thread of the story on the evening of March 6, 1915. The scene is the annual banquet of the Society of the Chagres, held at the Tivoli Hotel in Ancon. Two days earlier, guest of honor George Washington Goethals had been made a major general in the U.S. Army by a special act of Congress in recognition of his accomplishments as chief engineer of the Panama Canal from early 1907 to its official opening on August 15, 1914. Now 56 and serving as the first Governor of the Canal Zone, he has asked to be relieved of his responsibilities. Looking out over the assembled guests, he gives his "army" a farewell salute:

"We are gathered here tonight, not in hope of something yet to be accomplished, but of actual accomplishment: the two oceans have been united The construction of the Canal means but little in comparison with its coming usefulness to the world and what it will bring about. Its comple-

tion is due to the brain and brawn of the men who are gathered here—men who have served loyally and well; and no commander in the world ever had a more faithful force than that which worked with me in building the Panama Canal."

But if those men were the body of the Canal enterprise, Goethals was its very soul. He knew every detail of the complex operation; he was out on the lines from early morning, checking progress, encouraging the men, solving problems; and he was easily accessible to anyone with a grievance. As the refrain of "Tell the Colonel," a song popular among the workers, tells it:

"See Colonel Goethals, tell Colonel Goethals,

It's the only right and proper thing to do.

Just write a letter, or, even better, Arrange a little Sunday interview."

That his army of workers returned his affection and esteem was shown not only in the way they moved waters and earth at his command but in their words and deeds long after the construction era had passed.

Some 75 members of the Old Timers Society of New York City were on the Isthmus in January 1928 to renew old associations and memories and see with their own eyes the success of the work they had helped complete. Goethals too was to have come, but, too ill to travel, he sent a letter of greeting.

On January 21, a committee of Old Timers acknowledged his thoughtfulness in a letter which concluded:

"A few years ago a vast army of workers eagerly toiled beneath a tropical sun to remove a great natural barrier to man's advancing civilization. Their success was due to your leadership, the patriotic, cohesive spirit that animated them to accomplish the purpose of their native land, and the friendly cooperation of the Republic of Panama and her citizens. The barrier is removed and mankind is the richer thereby. To have been a member of that army was a privilege, to have been its leader an imperishable honor.

"We affectionately greet you, our Chief."

This eloquent testimony of their high regard for Goethals never reached him. He died at noon that very day.

Panama Canal and Panama Railroad employees on the Isthmus immediately pooled their resources to send flowers to the funeral and cabled Mrs. Goethals:

"The death of our former chief has deeply affected us all, and bereft an

army of workers of their beloved friend, 'the Colonel.' Your husband's sterling qualities will remain a happy memory while we live, and his work here will endure always as a monument to one of the world's greatest engineers."

And the men collected funds for a memorial volume of "items relating to his life and work on the Isthmus" for presentation to Mrs. Goethals.

But still they had not done enough.

On July 29, 1931, Executive Secretary C. A. Mellvaine wrote retired Brig. Gen. Chester Harding, saying Isthmians had heard he had painted "an excellent likeness" of Goethals and asking whether it was for sale. "A number of old timers here," he said, "feel that here is the place for the portrait to be hung permanently."

The hanging of the painting was the first local recognition of Goethals' role in the building of the Panama Canal

But the painting in question belonged to Mrs. Goethals, having been painted at her request. It was the second Goethals portrait that Harding had done; the first was hanging at West Point.

It is, perhaps, surprising enough to find a retired Army general devoting himself to painting; that he had been called on to paint two portraits of Goethals might be downright mystifying to one unaware of Harding's background.

Although Chester Harding was the nephew—and namesake—of a well-known portrait artist, there is nothing in his early life to suggest that he might carry on the tradition. An 1889 graduate of West Point, Harding was commissioned in the Corps of Engineers and, as a major, in 1907 was assigned to the Panama Canal project as engineer of the Gatun Locks Division. From 1908 to 1913, he was assistant engineer of the Atlantic Division, and after a year's assignment in

Washington he returned in 1915 as engineer in charge of maintenance. On January 11, 1917, he succeeded George W. Goethals as Governor of the Canal Zone.

In 1921, after serving out his term as Governor, Harding went to Paris, where he studied art and began to make a name as a portraitist.

There is obvious delight in his response to Mellvaine's query about the Goethals portrait:

"If the old timers et al. are considering the presentation of an oil portrait of the General to the Canal, and would like me to paint it, I should feel most honored, and I would undertake it under the inspiration of the affection I shall always feel for him and for those same old timers who supported me so loyally when I was with them."

By September, Harding had formed a good idea of what he would like to achieve in the portrait.

"I have in mind what is known as a bust portrait, or at the largest, a half-length, and I feel that it should represent the General as he was known and beloved, and is remembered, by the 'Canalers,' wearing his white jacket. It should, I think, be painted from a photograph taken on the Isthmus."

In his letter to Mellvaine, Harding added that he had been getting \$500 for his bust portraits, "but if that figure cannot be conveniently subscribed, I would not let the fact stand in the way of my having the opportunity to paint the portrait."

The white coat which Harding mentions—and which had been described by at least one man as "a waiter's coat"—did indeed have special significance for the old timers. When Goethals, a military man, took over as chief engineer after the resignation of the popular and capable civilian John F. Stevens, he faced a near-mutinous attitude on the part of the workers. They were apprehensive that, as one writer put it, "now the work would have to be carried on with due ceremony and that when an officer appeared everyone would have to stop and salute." Goethals wasted no time in putting those fears to rest, and throughout his stay on the Isthmus his uniform was not that of the Army officer but the distinctive white jacket.

In late September, Mellvaine forwarded to Harding eight photographs of Goethals taken by official Panama Canal photographer "Red" Hallen and asked Harding to begin the portrait.

Incidentally, the photo General Harding selected was used again in

One of the few photographs of Goethals during his years on the Isthmus when he was not wearing his white suit. Here dressed in a dark suit, he visits the Gamboa dike in 1913. With him, back to camera, is Chester Harding, then a major and chief of dredging and marine operations. The other man is Lt. Col. H. F. Hodges, who was in charge of solving all the important engineering problems of the Canal. The men were accompanied by their wives. No event during the construction of the Canal attracted more attention among employees than the blowing up of this dike, October 10, 1913, letting the penned-up water into the Cut and uniting the waters of the Atlantic and Pacific. The dynamite charge was set off in Washington, D.C. by President Woodrow Wilson.



1934, this time as the basis of an engraving for a new Canal Zone stamp when the letter rate was raised to 3 cents. The stamp was issued August 15, 1934, on the anniversary of the Canal opening, and is still in use. In fact, the 3-cent Goethals stamp saw a good deal of service recently after the 13-cent airmail stamp was discontinued and before the new all-purpose 13-cent stamp was introduced.

In order to give as many Isthmian old timers the chance to share in the work, contributions for the portrait were limited to \$1 each. This meant there would be 500 contributors!

Work on the portrait continued apace. On April 30, 1932, Harding wrote McIlvaine that he had shipped "the Colonel's" picture to Panama Railroad Vice President T. H. Rosbottom in New York, that "the frame ordered from Chicago is promised to arrive at Rosbottom's office not later than the morning of May 7," and that he hoped both would arrive in time for unveiling at the New York Society of the Panama Canal dinner, set for the evening of May 7 at the Astor Hotel.

Harding went on: "As I like to consider myself as one of the 'old timers,' I wish to contribute the frame, so there will be no additional charge over the amount of the check you sent me"—a check which, however, he categorically refused to negotiate until he had the final word from McIlvaine and the old timers as to the portrait's acceptability.

Painting and frame reached New York in good time. Rosbottom displayed the oil painting at the New York dinner and shipped it to the Isthmus shortly thereafter on the SS *Ancon* in care of the purser, who was to personally deliver it to the railroad's receiving and forwarding agent. On May 18, a railroad official carried it aboard train No. 3 and, once in Balboa, hand-delivered it to McIlvaine.

McIlvaine advised Harding that he could cash the check with a clear conscience. His tribute went further:

"We are exceedingly pleased: the portrait is much more lifelike than a photograph and nothing but praise is heard of it. All of us who were fortunate in having contact with him remember seeing 'the Colonel' many

times with the cheerful, quizzical light in his eyes which is so well caught and portrayed by an artist who knew him equally well."

A special committee had been appointed to suggest a permanent location for the portrait. After due deliberation and experimentation, they recommended hanging it in the rotunda area of the Administration Building, outside the library. They chose the spot for its availability to the public and its relatively good lighting, day and night.

Before the portrait was actually hung, memos and sketches flew back and forth among Calhoun, Smith and Marstrand of the committee. Smith advocated constructing a box-frame with a light or small heater to prevent mold and deterioration from dampness



Chester Harding, who was appointed Governor of the Canal Zone in 1917, visits Gatun Locks. His long association with Goethals, combined with his artistic ability, made him the ideal person to paint the portrait.

and with a glass face to protect the painting from "the flying insects which infest this building." But he was outvoted, and the unprotected painting was hung within a few days of its arrival.

Goethals had already been honored by the New York Port Authority, which he had served as a consulting engineer, and which on July 1, 1928, inaugurated the Goethals Bridge between Elizabeth, N.J., and Howland Hook, Staten Island, N.Y. But, as a Panama Canal press release of the time noted, the hanging of the portrait by Harding was "the first local recognition of the fact that Gen. George W. Goethals was connected with building the Panama Canal."

Smith's misgivings about hanging the portrait without protection were apparently well founded, as in 1936 Marstrand noted that "the canvas is accumulating smudge, so it is soiled in spots." After some urgent consultation, the painting was cleaned and treated with the same solution that had been used with success on the murals in the rotunda of the Administration Building.

After that, the record becomes sketchy. A Panama Canal REVIEW article in 1954 showed a 1940 photo of two of Goethals' grandsons standing to either side of their grandfather's desk in the Executive Secretary's office, with the portrait hanging on the wall behind them. Another pair of grandsons were shown in a 1947 photo, on either side of the easel-mounted portrait in a niche outside the rotunda.

The painting remained on display for years after those visits. But when in September 1968 the chief of the Historical Division of the Office of the Chief of Engineers wrote asking for photos or transparencies of the portrait, it was nowhere in sight.

For weeks, Canal officials scoured the building. At last, one searcher was inspired to try the safe deposit vault in the basement.

Asked, "Have you seen anything that might be the Goethals portrait?" the woman seated behind the iron railing thought a minute, then answered, "Well, there's something down here by my right foot." There was, indeed—a package carefully wrapped in brown paper.

The paper was torn quickly from one corner, and the Goethals portrait had been found. Getting it out was not easy, though; part of the railing had to be removed.

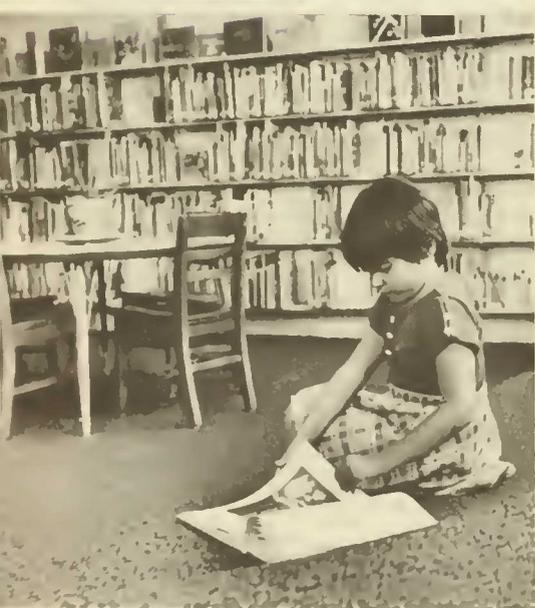
Goethals' white jacket had special significance for the "old timers." They remembered how, during construction days, he wore it whether reviewing the Marines at Camp Elliot or at social functions at his residence.



The "Genius of the Panama Canal" was also the founder of the Canal Zone Library



In the foyer of the recently renovated Canal Zone Library-Museum Goethals' hatrack is displayed along with some wicker furniture from the Tivoli and the bell from the "Ancon," the first ship to transit the Panama Canal. At left: Nan S. Chong, Panama Collection Librarian, and Beverly C. Williams, Chief of Readers' Services, check over some museum items including a rack used for carrying trays in the old Ancon Hospital during construction days. Left below: Michelle Duncan enjoys a book in the reading alcove of the newly refurbished children's section.



Now that it had been brought to light, there was time to speculate on how the prized portrait had found such a resting place. Gradually, the story was pieced together.

In 1958, a major renovation of the interior of the Administration Building was undertaken—as a December 1957 REVIEW put it, “the first change of any extensive nature to be made in the Canal’s Administration Building since it was built under the watchful eye of Col. George W. Goethals 43 years ago.” Ironically, the renovation, which involved chiefly installation of air-conditioning, modern lighting and a new elevator, relegated to obscurity the portrait of the very man who had superintended the original construction.

The building swarmed with carpenters, electricians, air-conditioning technicians, painters and workmen of

all sorts. The atmosphere was anything but conducive to contemplation of a venerable portrait. The painting was taken down, carefully wrapped by the mailing department, and placed, provisionally, in the safe deposit vault. When a high drawer was installed behind the railing, the supporting boards sandwiched the painting in, giving it real “protection.” And there it remained for a decade.

The years and the climate had not been kind to the Goethals portrait, but its rediscovery was greeted with joy in at least one segment of the Canal organization. The staff of the Canal Zone Library-Museum wanted very much to display it in the library—and with good reason.

On August 24, 1914, 9 days after the Canal had been formally opened to world commerce, Colonel Goethals issued a circular to all heads of de-

Governor Harding's daughter returns after 56 years



Kathryne Harding Deeble takes the wheel of the tug, which was named for her father who served as Governor of the Canal Zone from 1917 to 1921, on her recent visit to the Canal Zone. Mrs. Deeble christened the tug in New Orleans in October 1970. She was accompanied on her visit to the Isthmus by her son, William.

DURING A NOSTALGIC VISIT to the Isthmus a few months ago, Kathryne Harding Deeble, daughter of Maj. Gen. Chester Harding, construction-day chief of dredging and marine operations, Atlantic Division, and later the second Governor of the Canal Zone, recalled a happy childhood at Gatun from 1907 to 1913. The Hardings lived in a wooden structure she referred to as a "bird cage." It was on stilts, had a wrap-around veranda and windows that had to be nailed shut during the dry season trade winds.

Children spent most of the day out of doors. Being from the north, and missing the fun of snow and sledding, they devised sleds of cardboard boxes and soon were sliding down the hills to the trenches, often dodging the sanitation men with their oil cans as they were spraying for mosquito control.

Mrs. Deeble spoke of the constant stream of visitors who came to see the Canal and how her father very often brought unexpected guests for dinner. Comparing the Canal construction to today's space projects, she recalled the

esprit de corps and the pride of involvement.

The Hardings left the Isthmus in 1913, returning in 1915, after the opening of the Canal. Harding was appointed Governor in 1917, serving until 1921.

It was during his tenure of office that Kathryne married the young Army officer she had met at West Point who later was assigned to Fort Sherman. Capt. William Deeble proposed under the big tree that still stands in front of the Governor's house and they were married on April 14, 1920. It was a simple but beautiful evening wedding at the Governor's house. Following the reception, the couple got into the Governor's victoria which was drawn by two matched bays. The driver, immaculate in his white uniform and pith helmet, drove them to the station, where they boarded the "Yellow Peril" for a trip across the Isthmus to the Washington Hotel. They sailed the following day to the United States on a United Fruit boat, stopping at Cartagena, Barranquilla and Jamaica.

partments and divisions, announcing that "in connection with the consolidation of records, a library is being established in the new Administration Building at Balboa to provide for the accumulation of official books, documents, reports, etc., which are indiscriminately kept in the various offices on the Isthmus at present."

From the nucleus of books contributed by offices of the Panama Canal and Panama Railroad grew the library-museum we know today. For years, its collection was housed in what is now the Press Section of the Information Office, and it was outside this area that the Goethals portrait originally hung. Then the library moved to the Civil Affairs Building in Ancon, where its quarters were recently expanded and modernized.

Today, some 62 years after Goethals started it, the library-museum still

serves the Panama Canal Company-Canal Zone Government as an official reference and technical resource library, while serving the general public as well. It has grown to include the main library, three branch libraries, three small circulating libraries, and two job-site libraries. Its collection comprises 305,000 items, including documents, pamphlets, bound and unbound magazines, maps, prints, manuscripts, photographs and microforms in addition to books. And it houses a world-famous collection of material on early surveys for a canal at Panama, the history of the Panama Railroad, and the construction of the present Canal.

The portrait was promised to the library, and restoration work was begun by local artist Mrs. "Pete" Johnson. General Harding's frame was repaired by the Maintenance Division, and within a year after its rediscovery the

restored portrait of George Washington Goethals was hung in the library, where "the Colonel" is doubly honored—as the "Genius of the Panama Canal" and the founder of the library.



Julie Ford and her son, Mark, check a list of new books. The wicker table and chair are from the old Tivoli Guest House.



Meilleurs Vœux

С НОВЫМ ГОДОМ

Felices Fiestas

*T*HERE ARE MANY WAYS TO SAY MERRY CHRISTMAS and Happy New Year but the mola with the Santa Claus design, on the opposite page, says it in an art form unique to the Cuna Indians of the San Blas Islands.

The special qualities of the Cuna art, which can be seen in this Christmas mola, are produced by sewing several layers of contrasting colored cloth together and cutting the design into each layer so that the contrasting color underneath creates the desired effect. Then the edges are carefully folded under and sewn by hand.

Perennially popular with local residents as well as tourists, molas continue to stimulate new ideas for their use. The latest Christmas gift idea is a wall hanging made from 12 to 24 molas.





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