

100 DÍAS
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In celebration of the 100 year anniversary of the Panama Canal inauguration, the United States Embassy in Panama will highlight 100 historic facts, figures and anecdotes relevant to the joint history of our people. The Canal is a fundamental piece in this cooperative relationship.

100 Historic Facts

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1



The stamp that changed history

Due to the complex political situation in Panama in the year 1902, the Government of the U.S., presided over by President Theodore Roosevelt, was inclined to build the Interoceanic canal in Nicaragua. However the detractors criticized the Nicaraguan option because of the danger posed by volcanic activity in the country. Knowing this, the French engineer Bunau-Varilla change history by sending a letter to all American senators with stamps showing Nicaragua's Volcano "Momotombo" in full eruption. This tactic convinced the Senators to vote in favor of Panama, which seemed a much safer and stable choice.

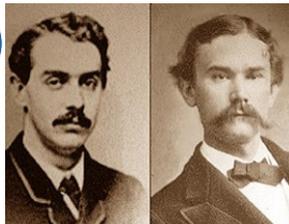
2



Spooner Act

The Spooner Act was approved in June 1902 by the Congress of the United States. The law authorized President Theodore Roosevelt to acquire all French properties (mainly the property of the Panama railway) amounting to 40 million dollars. The Spooner act also allowed the American Government to negotiate with the Colombian Government. This negotiation was done through the Hay-Herran treaty.

3



The Hay-Herran Treaty

Approved on January 22, 1903, the Hay-Herran treaty takes its name from the Colombian doctor Tomas Herran and the American Secretary of State John Hay, who signed the treaty. This draft treaty with Colombia, granted the United States exclusive rights to build and operate the canal for 100 years, in return for 10 million dollars and an annual income of \$250,000 with charges to the canal tolls for Colombia. The Pact was ratified by the U.S. Senate in March 1903, but the Colombian Senate first sought greater compensation economic and then in June, rejected the Treaty.

4



Signing of the Hay-Bunau-Varilla Treaty

A few days after Panama's independence from Colombia, the diplomatic representative of Panama, the Frenchman Philippe-Jean Bunau-Varilla and the Secretary of State John Hay, signed the Hay-Bunau-Varilla Treaty. This controversial treaty not only authorized the Americans to build the Canal as previously agreed, but also established the borders of the Canal Zone (five miles in both directions) and gave perpetual sovereignty to the United States over the Zone. All of this was in exchange for a payment of 10 million dollars and an annuity of \$250,000.



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The Panama Canal Railway

The Panama Canal railroad was constructed by American Companies, in what at the time was still a territory of “La Gran Colombia.” Despite the fact that the first to devise a railway on the Isthmus of Panama was Simon Bolivar, the technological limitations at the time and the aggressive terrain complicated the construction process. After the economic panic of 1837, and the futile French attempt, the United States finally decided to build a railroad from ocean to ocean. Motivated by the gold fever and the strong migration to the West Coast that it produced, the works began in May 1850. From the very it was obvious that the conditions would be very harsh towards the workers. Despite this and other setbacks, the work was completed in early 1855. It had a total cost of \$ 8 million and consisted of almost 76 kilometers of railway. Even though at the time it was built for commercial reasons, it would be a fundamental piece in the construction and management of the Panama Canal.

6



Start of the U.S administration and beginning of the construction works

After two years of analysis and studies, the final design for the interoceanic canal through the Isthmus of Panama is approved. The design is for a lock canal 26 meters above the sea level, with three sets of locks that would rise and lower the ship accordingly. The locks would be located at Gatún, Pedro Miguel and Cerro Sosa, the latter was relocated in Miraflores. The construction of the Canal had three civilian chief engineers; John Findley Wallace, John Frank Stevens and finally George W. Goethals who is considered the most important chief engineer in the construction. During the first years under the tutelage of the two first two civil engineers the workers were so disorganized that Roosevelt implemented a strict military organization, carried out by the Army Corps of Engineers under the command of Goethals.

7



John Frank Stevens

When John Wallace resigned after only a year as Chief Civil Engineer, John Frank Stevens was assigned to the position. Stevens initially believed in a Canal at sea level. Nevertheless, seeing the American engineers’ studies that showed the high costs and length of time for the construction, that idea was dismissed and work began on a Canal with locks and steps. Unlike Wallace, Stevens was not intimidated by the weight of the tasks, and made the effort to improve the infrastructure of the work place and railroad.



8



Theodore Roosevelt and the Panama Canal

Theodore Roosevelt was the 26th President of United States and was the author of the Canal construction through the Panamanian isthmus. Roosevelt was convinced of the strategic importance of an interoceanic Canal in the Panamanian isthmus. After failed negotiations with Colombia and the rejection of a Canal through Nicaragua courtesy of Bunau-Varilla, Roosevelt decided to support the Panamanian rebel's cause. With their approval, the construction of the Panama Canal would be allowed in their territory-newly independent of Colombia. Although Roosevelt's signature was not on the Hay-Bunau-Varilla treaty, he invested a great deal of his money and time in the Canal construction. Roosevelt assigned a capable leader Mr. Goethals. The President personally visited the Canal construction in 1906, making him the first U.S. President to travel overseas during his term in office.

9



William Crawford Gorgas

Historically, there were very few designations that had such a positive impact in the Panama Canal construction, as the one under William Crawford Gorgas. Gorgas was the only man with an administrative position that stayed in the office from the beginning until the end of the Canal labor schedule. William Gorgas' life was strangely related to the yellow fever. His parents met during the yellow fever outbreak, and the doctor who brought him to the world was one of the pioneers on the illness treatment. Besides that, he and his wife met during the outbreak, both survived. Educated as a professional military man and also a professional surgeon, Gorgas arrived to Panama; he was well known for defying the yellow fever in La Havana. During that moment many doctors doubted that the yellow fever was a direct result of the *Aedes aegypti* mosquito; Gorgas was convinced that it was and started the impossible duty of protecting workers from the mosquito, and eventually eradicated it. The fact that Gorgas managed to control the illness is considered one of the most important deeds within the entire process of the Canal construction. In his honor, the Gorgas military hospital was funded; it is known nowadays as the National Cancer Institute, and most recently the Gorgas Health Studies Commemorative Center.

10



Sanitation and the battle against the Yellow Fever

Yellow fever, along other challenges, was the primary illness that destroyed the French Interoceanic Canal project. Knowing that, Coronel William C. Gorgas led the hard charge against yellow fever transmission when the U.S. began building the Canal. Although his methods were considered unorthodox at the time, there were greatly successful and are still implemented today in cases of mosquito transmitted



diseases. When Gorgas arrived in Panama, the epidemic was very close to critical level. John Wallace, the Chief engineer did not support Gorgas's ideas and the epidemic worsened. When John Stevens, the new civil engineer, arrived, the Health Department got the unconditional support that Gorgas needed. The first action that Gorgas implemented was to cover all windows and doors with wire mesh; a solution that was met with skepticism. Nevertheless, time showed that it was the most effective of all. Another solution was fumigation. Panama spent 120 tons of fumigation material, and almost 600 thousand gallons of oil, which was used to kill *Aedes Aegypti* mosquito larvae. Gorgas also installed a water-treatment plant and got rid of all the mosquito breeding grounds of standing water around streets and houses. With these steps, Gorgas was able to eradicate yellow fever from Panama City. The last case was reported on November 11, 1905. He also managed to reduce the malaria rate to 5%.

11



The Davis-Kenny-Dolan Family

The Dolan family is representative of the thousands of American families who moved to Panama starting with the construction of the Canal and established lasting ties here. The current generation of this family is represented by Edward V. Dolan, Jr. an officer with the Department of Homeland Security currently serving in the U.S. Embassy in Panama City. Edward's first ancestor to arrive in the Canal Zone was his great grandfather John M. Davis, who arrived in 1907 to serve in the Canal Zone Police Force. John M. Davis was a Roosevelt Medal recipient ([link to separate entry on Roosevelt medal](#)). His maternal great, great grandfather Michael Kenny arrived in 1914. Michael was an ornamental plasterer whose work can still be seen on the ceiling of the Rotunda of the Canal Administration building ([link to photo](#)). Edward's maternal grandfather Ralph L. Davis was born in 1917 in Panama and worked as a conductor with the Panama Canal Railroad. Edward's paternal grandfather, William Dolan, was Chief of the Panama Canal Fire Department. Edward Junior's father Edward Dolan, Sr., worked in the Canal Zone Police Force from 1965 to its close in 1982. Bonnie Davis Dolan, Edward Junior's mother was born in 1943 at the Gorgas hospital. She worked with the Panama Canal Commission in various administrative capacities and later with the U.S. Customs. The Davis-Kenny-Dolan family leaves a rich legacy of service in Panama.

12



Colon City

Colon City was built in 1850 as the Atlantic railroad terminal; it is located over the Manzanillo Island, on the East side of Limon Bay. Its construction was very difficult due to the land and the weather. Nevertheless, on 1852, there was a dispute about its name between the American constructors and the regional government. Americans wanted to name it Aspinwall in honor of Mr. William Henry Aspinwall, Pacific



Mail director, one of the companies that sponsored the railroad construction. Finally it was funded as Colon City. The dispute about its name lasted until 1890, when the Colombian government decided return the correspondence wrote to Aspinwall. Colon remained mainly as a port city and of scarce population. All changed with the Canal construction, when its population raised from 3000 to 31,000 people in only 20 years. Colon City continued its growth as a city with an admirable ethnicity diversity. On 1953, Colon Free Zone was created, it marked a before and after of the city's development.

13



Panama Canal Workers

At its moment, the Panama Canal was the largest engineering work that no human being could ever face before. More than 60,000 workers were necessary, in a term of 10 years, to be able to build a work of those dimensions. Around 45,000 out of those 60,000 workers were Non-US immigrants. Working at the Panama Canal was hard labor; many workers had no security guarantees and were exposed to hundreds of dangerous situations. During this period of time, many workers arrived from many countries, attracted by the opportunity of making money. This immigration, from different countries mainly from the Caribbean and Europe, is comparable to the immigration that happened during the railroad construction.

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Immigration from the Caribbean

The region that contributed the highest percentage of foreign workers to the Panama Canal construction was the Caribbean. Specifically, the island of Barbados provided the most workers. Out of the 45,000 non-U.S. immigrants, 44.1% were from Barbados, which represented almost 19,900 workers. Similarly, the French islands Martinique and Guadeloupe provided around 8,000 men, which represented 16.9% of the workers. Adding that to numbers from the other Caribbean islands, this represents 68.5% of the foreigner workers.

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Immigration from the U.S.

U.S. workers represent the second largest group of foreigners that came to work the Panama Canal. Due to the prevailing racial discrimination of the era, they received the best treatment. Americans provided 15,000 workers to the Canal construction, and the majority of them worked in better conditions than the rest of the workers. They were enrolled on the 'Gold Roll,' salary payment list that not only paid better, but also had better benefits compared to the rest of the workers.



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Immigration from Europe

26.3% of the foreign workers that came to work to the Panama Canal construction were Europeans. Of these 12,000 men, 8,296 were Spaniards, mostly from Northern Spain: Galicia and the Basque Country. Different from other immigrant workers, Europeans were educated enough to demand better living conditions salaries from the canal administration. Nevertheless, since they were not Americans, they were enrolled in the 'Silver Roll' salary payment list and not the Gold Roll. This drove the Spaniard workers to organize multiple protests, which other workers also joined.

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Immigration from other regions

During the Canal construction there were a variety of other immigrant groups involved, when they saw the opportunity for employment. Although they were not as numerous as the Caribbean, American or Europeans, these groups also left their marks and helped define Panama's history. There were workers from Asia: mainly China and India. There was also African immigration into the Isthmus.

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Silver and Gold Roll

The Silver and Gold Roll was initially a payment system that was used during the Canal construction. Nevertheless, it evolved into a system of racial segregation. The Gold Roll offered a better payment and many benefits to white workers that operated heavy machinery, and a much lower payment to black Americas and other ethnicities who often worked in much more demanding and dangerous work. The name of the Gold and Silver Roll system came from the coins that were used to pay the workers. The Gold Roll workers were paid in dollars, supported by American gold; the Silver Roll workers were paid in Panamanian money, supported by Panamanian silver which was of lesser value. Other Gold Roll privileges included: better housing, better education for their children, better food, better health care, vacations and sick leave.

19



Corozal Cemetery

The Corozal cemetery is one of the 24 military cemeteries which are funded by the "American Battle Monuments Commission," and it is the only one in the world that is still an active cemetery. The Corozal cemetery is the BMC cemetery most international in the world, with more than 5,500 individual from 71 different



nationalities. The land where the Corozal cemetery is located was initially a farm; nevertheless, before that Ancon cemetery closure in 1914, the corpse's remains were transferred to a designated space in the Corozal farm.

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Fulbright Story: Carlos A. Vargas

Carlos A. Vargas started working in the Panama Canal in 1980, as one of the Panamanians hired during the transition process. He began as a hydrology apprentice, and throughout the years, climbed up to various environmentally-related positions. In 1988, he received the Fulbright scholarship to obtain a Master's Degree in Civil and Environmental Engineering en Cornell University. He continues working in the Panama Canal and is now the Executive Vice President of Water, the Environment and Energy.

21



George Washington Goethals:

George Washington Goethals marked the 'before' and 'after' of the Panama Canal construction. He became a lieutenant coronel and head of the Army Corps of Engineers during the Spanish-American War. He has the third, and last, head engineer designated by President Theodore Roosevelt to supervise the Canal construction. He was also appointed to various executive positions, such as the railroad presidency, the first president for the Canal Isthmus Commission and the first Governor for the Panama Canal Zone. Goethals arrived to Panama just after Stevens mysteriously resigned his position, and he brought with him the military culture. This gave more order and structure to this important construction project. Nevertheless, his military background did not turned him into a ruthless leader. He was very attentive to the workers' complaints, and greatly improved the work environment. Goethals introduced various innovations during the construction; the weekly newspaper Canal Record was his idea, which was in circulation for the major part of the construction. Goethals remained as the Panama Canal Zone governor for many years after the construction ended.

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Canal Record Newspaper

The Panama Canal Record was a weekly newspaper written and distributed by the Canal's American administration. Its purpose was to motivate and create brotherhood between canal workers. During the French Canal construction, there was a similar initiative, Bulletin du Canal Interoceanique. The Canal Record not only provided information about the construction situation but also about shows, dances and sport events. Workers enrolled in the Gold Roll received a free copy. Everyone else had to purchase it for five cents.



23



The Army Corps of Engineers

The Army Corps of Engineers was a squadron of engineers trained by the American army, and commanded by the engineer George Washington Goethals. As Goethel's peers and contemporaries, the communication between them was excellent and their work more efficient. As time passed, the engineers improved the gate locks design and finished the canal on time. Though Goethals led the effort; a great part of his success is owed to this competent and efficient group of engineers.

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The Roosevelt Medal

The Roosevelt Medal was an award created by President Roosevelt for American canal workers who completed at least two years of service. During his visit in 1906, Roosevelt felt so much admiration for the workers' efforts that he decided to give them an award as if they were war soldiers. For every two additional years of service, workers received a commemorative bar. Some workers reached four bars and the medal, which symbolized that they worked at the construction for 10 years.

25



Corte Culebra Construction

Corte Culebra or the 'Snake cut' was perhaps the most complex section to complete in the whole Panama Canal. At the same time, it was also the most important component of the effort. Since it connected Gatun Lake with the Pacific Coast, this section could be considered the key connector of both oceans. Its construction was a challenge for the workers. Because the canal works with locks, the excavation needed to focus on making a wider cut, instead of a deep one. During the construction, 27 million kilos of dynamite were used, and 76 million cubic meters of material were removed. When the trench was completed, it diminished the waterway's elevation from 59 meters to only 12 meters above sea level, and measured 540 meters wide on the upper side of the valley.

26



Construction of Gatun Locks

The Gatun Locks were the last locks to be finished. Of all of the sets of locks, they were the most complex to build, since the Gatun Locks have to generate a total elevation of 25.9 meters using a three-step system. The set of locks on the Atlantic side is composed only of the Gatun Locks. The construction of these locks was the most delayed part of the Canal building since they are substantially longer than the other two. The Gatun Locks were completed on September 26, 1913, and the first



trial closure of the Gatun Locks was made that day.

27



Pedro Miguel Locks Construction

The Pedro Miguel Locks are the smallest pair within the entire canal and the inner-most pair of locks in the Pacific side. They consist of a pair of gate locks that rise and descend ships at an elevation of 9.5 meters. This was the first pair of locks to be finished in 1911, two years before the Miraflores and Gatun Locks.

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Construction of Miraflores Locks

The Miraflores Locks are the exterior-most locks on the Pacific side of the Canal and the most 'touristy' of the three locks. The second locks on the Pacific side are the Pedro Miguel Locks and they are bigger than the Miraflores locks. The two steps provide an average elevation of 16.5 meters. However, due to the large variation of tides in the Pacific side, the elevation can vary from up to 19.7 meters to a minimum of 13.1 meters. The Miraflores Locks were in completed in May of 1913. They were the second set of locks to be completed, almost a year after the Pedro Miguel locks.

29



Barro Colorado Biological Lab Island Inauguration

In 1923, the U.S. Government designated Barro Colorado Island in Gatun Lake as a natural reserve. It was administered by the former Panama Canal Company until 1946, when control passed to the Smithsonian Institute. Barro Colorado Island is considered one of the best studied biological areas in the world. The island conserves the original species of the forest which was flooded to create Gatun Lake. Though the biodiversity of this 'red clay' (Barro Colorado in Spanish) island is much the same as the rest of the surrounding rainforest; its small, isolated footprint allows for very controlled, and more accurate test results. A peculiarity of the biodiversity of Barro Colorado is that it is the only area in the center of Panama which has a population of spider monkeys.

30



Military Defense of the Canal

During the 85 years of U.S. administration of the canal, the world experienced various wars and conflicts. During World War I and II, the Canal was an important route for the mobilization of American troops and ships, particularly when the U.S. and allies faced simultaneous challenges on battlefields in Europe and the Pacific

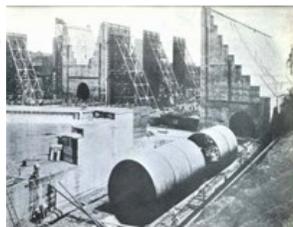


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Ocean. There were more than 20 military across both coasts, mainly dedicated to protect the Panama Canal Zone. The strong U.S. military presence protected Panama from attack during times of uncertainty. On the Atlantic side were the Randolph, Sherman and De Lesseps Bases; and on the Pacific side, Amador and Kobbe Bases. Those were fortified by the strongest artillery that the United States had at the time.

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Steel used for the Panama Canal Locks

During the construction, the gates or doors of the Panama Canal Locks were one of the most complex aspects of the entire work. The original lock gates, still in use today, were built in Panama with steel imported from Pittsburgh, Pennsylvania. Most of the works used this steel; its high demand in the Canal represented a significant increase in Pittsburgh's economy.

32



Lake Gatun

At the time of its construction, the Gatun Lake was the largest artificial lake in the world measuring 435 square km and holding 5.2 cubic kilometers of water. In 1913, the Gatun dam construction ended and the river grew as much in diameter as in depth. The zone's geography was suitable for the construction of an artificial lake, since the hilly area created a natural rim for the lake. The Gatun Lake is an important piece of the Panama Canal, since it represents almost 33 kilometers of the route that ships transit to cross the Canal. Due to its location in a tropical forest, the heavy local rains do not represent a problem for the lake's level; the forest absorbs the excess of water and releases it gradually back to the lake. Nevertheless, constant deforestation has started to put this natural process at risk. While the Panama Canal construction allowed for transport between the two seas; in reality, the creation of the Gatun Lake connected both oceans.

33



Gatun Dam

At the time, Gatun Dam was not only the largest dam in the world, but it also created the largest artificial lake. The Gatun Dam was finished in 1913, shortly before the end of the Canal construction. The dam is important not only for the formation on the lake, an essential Canal component, but also because it serves as a hydroelectric plant which supplies energy to the Panama Canal and all its machinery. The dam's upper part measures 2,300 meters in length and the lower part measures only 30 meters. At the time, its construction was overshadowed only by the enormous Corte Culebra excavation.



34



Marion's Steam Shovel

The Marion Steam Shovel Company was founded in 1884 in Marion, OH. This American company produced steam shovels for more than 100 years. Marion steam shovels were vital to the Panama Canal excavation. The shovels dug at an unprecedented speed, removing 41 km³ of soil in 25 days. The company started to design shovels of different sizes for the Canal construction, including its last version "model 91." A model 91 shovel used in the Canal construction was relocated to Le Roy, NY and was the first steam shovel to be listed in the U.S. National Register of Historic Places.

35



Visit of President William H. Taft

Since January 29 to February 17, President William H. Taft visited the cities of Panama and Colon. He took advantage of his visit and examined the Canal works. President Taft was the second president who visited Panama and the last one who did during the construction. He was one of the three active presidents during this period.

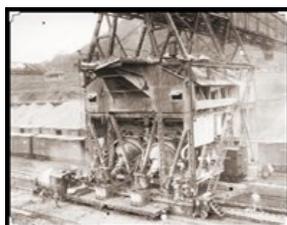
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Railroad workers monument

In 1867 a monument was built in honor of the Panama Railroad workers. The monument was dedicated to three men who planned and financed the project, William H. Aspinwall, John L. Stephens and Henry Chauncey. The monument is a red granite pillar, with the engraved faces of the three workers. In 1995, the monument was transferred to the entrance of Colon, where the American Historical Society presented it once again.

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Machinery- concrete mixers

The concrete mixers were a fundamental part of the Canal throughout the construction. 3.4 million cubic meters of concrete were used during the beginning of the construction. The expansion is expected to use 4.3 million cubic meters concrete.



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Ajax and Hercules Cranes

Sometime after the Canal construction was finish two large steam cranes arrived from Germany: the Ajax and the Hercules. These enormous cranes served many purposes; they served to transport heavy equipment and also for ships repairs. Thirty five years later, the Ajax crane's arm was damaged, and later was sold to a Venezuelan firm. In 1966, the Hercules crane received a new boiler, which used diesel instead of charcoal. Hercules functioned until the end of 1999, when it was replaced aside the crane Titan. The Hercules crane is now part of the reserve fleet.

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Canal mules: original and modern

The Panama Canal electric mules do not move the ships forward; instead they are in charge of slowing them down to avoid collisions. At the time of construction ships passed through the locks with ease; nowadays the size of the ships has greatly increased. The ships require the mules' aid to move accurately. The number of mules needed depends on the size of the ship; for example, a large ship may require 8 mules. The ability and technique required to handle a mule is considerable, as some ships pass by the canal with only a 60 centimeter margin in relation to the locks' wall.

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Fulbright Story

Fernando Guerra has worked for the Panama Canal since 1998. He recieved a Fullbright scholarship to get his masters in structural engineering at Northwestern University (UN) from 1987-1989. Along with structural engineering he took administration of construction, system analysis and German language classes. After finishing his studies he worked as a firm constultant of engineering in Chicago that has a large international presence. In 1988 the Panama Canal Comission (PCC) hired him as the structural engineer where he worked on various projected including the evaluation of the state of structures, structural design and analysis of complex structures. He was later named the the head of the engineering section in the industrial. In 2007 he was named the director of the engineering of costs section.

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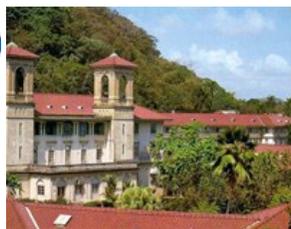
David du Bose Gaillard

David du Bose Gaillard was an American Army engineer. He was born in South Carolina; after many years of studying, he was named Captain of the Army engineers in 1903. In 1908 he came to help with the construction of the Panama Canal, where he was



given the task of building in the central portion of the Canal, called the Culebra Cut. Work was extremely complicated, because this region was one of the most dangerous and uneven sections of the Canal. However, he dedicated up to 12 hours a day to plan and execute the construction. He was a very meticulous worker; it was estimated that with his changes, the government saved \$17 million dollars. Shortly before the end of the construction he returned home to the United States to retire. He began suffering from fatigue caused by the stress of the construction. He died in December 1913 from a brain tumor. After his death, Culebra Cut was known as Gaillard Cut for almost a 100 years of the Canal Zone.

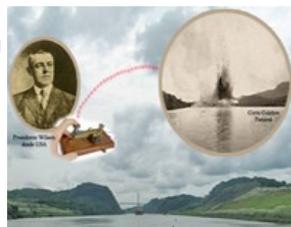
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The Gorgas Hospital in Ancon

Gorgas Hospital on Ancon Hill was built upon the former grounds of a French hospital called "the Notre Dame Hospital of the Canal", constructed during the failed attempt by the French. Built in 1904, it was called the "Ancon Hospital" and was mainly made of wood. In 1915 it was remodeled and reconstructed using cement. In 1928 it was renamed Gorgas Hospital, in honor of William C. Gorgas, who eradicated yellow fever during the construction of the Canal. The hospital was administered by the American Army during almost all of the twentieth century. During this time, it was a well-known, regional model. Various Heads of State of Central America traveled to be treated there. After the signing of the Torrijos-Carter treaties, the hospital was passed on to the Panamanian government; since 1999 it has functioned as the National Institute of Oncology.

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President Woodrow Wilson and the demolition of the Corte Culebra

On October 10, 1913, President Woodrow Wilson remotely controlled one of the most important and dramatic final phases of the construction of the Panama Canal. He sent a telegram from Washington, which operated the detonation of the last stretch of dam, called the Corte Culebra. Despite not being the very last step in the construction of the canal, it was one of the most ceremonial, and showed the importance to the U.S. of constructing this interoceanic waterway for the world.

44



Lieut. Morgan Adams

Morgan Adams and the Lasata

Morgan Adams was a business man from California, who was eventually given the rank of Lieutenant in the Navy. Despite being named commander of the Pacific coast of the Panama Canal, he was remembered for a more unique distinction. His private yacht



“LASATA” was the first pleasure boat to pay a toll to the United States government to use the Panama Canal. Adams crossed the Canal one day before his official inauguration; however, it was not the first boat to use the Canal.

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The first complete transit of the Canal: The Crane Alexandre La Valley

Despite the fact that the official inauguration of the Panama Canal occurred on August 15, 1914, the first complete transit took place a few months earlier. On January 7, 1914, the first test run through the Canal was completed. The French floating crane, Alexandre La Valley, was the first boat to complete a full transit through the Panama Canal.

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Excavated material

During the Canal’s construction, 182,610,554 cubic meters of earth were excavated. If you add to this what was dug during the French construction, the amount adds up to almost 205 million cubic meters. This is approximately four times what was initially estimated by Ferdinand de Lesseps, and three times the amount excavated in the Suez Canal.

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Inauguración del Canal de Panamá – S.S. Ancón

On August 15, 1914, SS Ancon became the first ship to officially cross the Panama Canal. It was a steamboat which served to transport materials and passengers during the Canal construction. In 1910 the Panama Railroad Company was acquired and named Ancon, in honor of the hill where the Panama Canal Administration building was located. The Ancon had a second vessel, the Cristobal, which also transported many workers during the construction. The Ancon became a military ship at the end of the World War One, when it returned American soldiers.

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Grupos de Voluntarios Estadounidenses

Due to the long presence of so many Americans in Panama, there are many non-profit, volunteer organizations here with American roots. The groups vary in size and activities but still have many members and supporters in Panama. The most prevalent examples are the Rotary Club and Lions Club International. The Canal’s 100th Anniversary or (prompt students for word Centennial) offers us a good



point to reflect on the positive legacy of these groups, many of whom I've worked with as Ambassador. These, like other American organizations aim to create social awareness projects and help people with limited resources. Other worthy organizations here in Panama are the Boy and Girl Scouts and the Elks.

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S.S. Kroonland's transit through the Canal

The S.S. Kroonland was a merchant ship whose past is closely linked to the Panama Canal. In February of 1915, it was the biggest passenger ship to cross the Canal. Being one of the biggest ships of its time, it was used by to transport people from New York to San Francisco through the Canal. However, a mudslide in the Canal limited the ship's transit through the Canal. Not long after that, it was one of the first passenger ships fit for combat during World War I. After that, the ship returned to the Panama-Pacific line.

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U.S.S. Mariner

The Mariner was a tugboat that worked in the waters near the Panama Canal since 1906. When the construction was finished, the tugboat remained in operation in the Panama Canal until 1918. At that moment, the United States was dealing with World War I, and the U.S. needed ships able to defend the Canal from German submarines. Since many of the bigger ships were already defending other military bases, the Mariner became the U.S.S. Mariner, a small, armed ship able to continue tugging boats but capable of defending the Canal in an emergency situation.

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History of Fort Clayton

Fort Clayton was one of the military bases located inside the Canal Zone, and along with Albrook and Howard, one of the largest military bases. The military base known as Fort Clayton was named after the former Quartermaster General of the Canal zone department, Coloner Bertram T. Clayton. Who died serving his country during World War One. Fort Clayton remained active until 1999, and in it operated the headquarters of United States Army South, now relocated to Fort Buchanan in Puerto Rico.



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Informal visit from President Harding

On November 24th, 1920, U.S. President Warren G. Harding made an informal visit to the Canal Zone. He was the first United States President that visited the finished Canal during his term in office. Unlike other Presidents, he only visited the City of Colón, where he inspected the infrastructure of the installations. He didn't attend any political meetings, since he remained in the Canal Zone, and did not meet with the Panamanian President.

53



David Gaillard's Bronze Plaque

In 1928, a commemorative bronze plaque was made in honor of the work of Coronel David Du Bose Gaillard in the Culebra Cut excavation. Gaillard, as it's already known, was the man in charge of excavating the Culebra Cut, probably the most complicated aspect of the Panama Canal construction. The commemorative plaque is nine feet wide and eleven feet tall, weighing around a ton. This plaque was designed by American artist James Earl Fraser. Initially, the plaque was placed in the Cerro del Contratista (Contractor's Hill), but due to constant excavations in the coming years, it was moved multiple times. It's currently at the feet of the Canal Administration Building, real close to the sculpture made in honor of Goethals.

54



Locks Control Center

In the middle of the Miraflores Locks is the Control Center for the Miraflores Locks. This control center was designed by the same architect that designed the structure of the Administration Building. This control center went from having a mechanical to a hydraulic system, controlled digitally. Despite the evolution of the Canal's technology, the Control Center remains very similar to how it was conceived.

55



Charles Lindbergh

Charles Lindbergh was an American aviator, famous for being the first one to cross the Atlantic Ocean by himself and without layovers. His famous journey took off from New York and landed in Paris. During his career as a pilot, Lindbergh flew to many places, and over various historical landmarks. One of his most memorable flights was over the Panama Canal in 1928.



56



Richard Halliburton

Richard Halliburton was an American explorer, known for having swum through the Panama Canal, paying the lowest fare in its history. In 1928, Richard Halliburton set his sights in swimming through the Panama Canal. The toll he paid for this was \$0.38. Halliburton swam for a total of 16 hours and 35 minutes, taking two days to rest. Due to dangers of the route, Halliburton swam in the company of a rowboat with a rifleman, in case he was attacked by an animal. Halliburton rose to fame after swimming through the Canal, and would die many years later, at 39, when he attempted to swim from China to San Francisco, U.S.A.

57



Mural in Central Avenue

In 1933, the main headquarters of the former Panama Power & Light Company was built. This company was a fusion of various American companies that provided various utility services to certain areas of the country. Built in 1933 in the Avenida Central (Central Avenue), the building had a splendid mural over its second floor, divided in three parts. The tiles represented the discovery of the South Sea by Vasco Nuñez de Balboa, some excavators digging the Culebra Cut and a ship crossing a set of locks. The mural represents different moments in the Canal's history. Once the Power and Light Company was replaced, the the building was turned into offices for small businesses. However, the mural is still there, and has become especially important now that the Central Avenue is a pedestrian walkway.

58



The use of explosives in the construction and widening of the Canal

Explosives were a very important tool in the construction of the Canal. During the original construction, Culebra Cut had to be leveled. This required a gigantic amount of dynamite: 27,000 tons. Some people say there were about 600 explosions per day. Due to the complexity of the terrain, the technique used consisted of digging a hole and inserting the dynamite, causing a deeper explosion. But this technique was prone to causing rock slides, part of the reason why the Culebra Cut construction work was so dangerous. In the widening of the Canal, the use of dynamite was much more limited, due to the danger it posed to workers. In the widening works, the most noteworthy explosion was the leveling of Cerro Paraíso, initially standing 136 meters tall, and reduced to 46 meters of height once work was concluded.



59



Rear Admiral Richard Evelyn Byrd's transit through the Panama Canal

Rear Admiral Richard Evelyn Byrd was a renowned American explorer, known for being one of the first men to fly to the South and North Pole. Byrd received the Medal of Honor, the highest military honor granted by the U.S. forces. Among the multiple travels made by the Rear Admiral, one of the most important was his first trip to the Arctic in 1928. This trip began in the East Coast of the U.S., made a layover stop in New Zealand and then reached Antarctica. For this trip, Byrd used the Panama Canal. Years later, a military ship named after him would cross the Panama Canal.

60



Fulbright Story: Orlando Acosta

Orlando Acosta was a Fulbright - Hubert Humphrey Scholar. He started working for the canal in 1994 for the Interoceanic Region Authority's (ARI) where he works on a team whom are responsible to formulate and debate the first instrument for the Canal Watershed land survey. In 1997 he proposed the conceptual script of the Canals Interoceanic Museum: The Route, The Water, and The People. In 2001 he started working in the Panama Canal Authority workforce. Now he Works in the Enviromental Policies and Programs Section, Enviromental Managment Division, Safety and Enviromental Department.

61



Amador Causeway

The Amador Causeway was built using the material excavated during the Canal's construction. The Causeway connects four islands in the Pacific side of the Canal, and the reasoning behind its construction was to provide an accessible area from where the Canal could be defended militarily. It also created a barrier against the strong current changes in the Pacific Ocean, protecting ships that were lining up to pass through the Canal.

62



Madden Dam

The Madden Dam was built in 1935 to control the strong and unpredictable currents of the Chagres River. The Dam created what is now known as the Alajuela Lake. Despite not being directly connected to the Canal's transit route, the Lake provides almost a third of the water used each year by the Canal. Since it's located in an isolated area, there are few limits regarding its water level, making it ideal for hydroelectric power plants feeding Panama City.



63



Senator John McCain is born in Panama

American Senator John McCain was born in the Coco Solo Naval Station in the Canal Zone on August 29th, 1936. Son of a Navy Admiral, John enrolled into the U.S. Naval Academy and was sent to Vietnam. He was tortured as a prisoner of war between 1967 and 1973. After being freed, McCain served as a member of the Republican Congress and Senator for the state of Arizona. One of his more well-known projects is the McCain-Feingold law, which restricts contributions made to political parties. McCain was defeated by President Barack Obama when they ran for the presidency in 2008. Senator McCain has visited Panama numerous times, the last being in 2011.

64



Arias – Roosevelt Treaty

The General Treaty of Friendship and Cooperation, also known as the Arias-Roosevelt treaty, was signed in 1936 and ratified by the American Congress in 1939. Due to the start of WWII, the treaty did not have much of an effect on the situation in Panama. Panamanians demanded an increase in the annual fees as well as a revision and eventual return of the Canal Zone lands. In the treaty, annual fees were increased to 430,000 Balboas and measures to control the contraband of goods from the Canal Zone to Panama, which ultimately harmed local economy, were implemented. In regards to the lands controlled by the United States, the treaty limited the expropriation of lands, but did not specify any returning of the same. The treaty also committed Panama to become a military ally of the United States.

65



Visits from President Franklin D. Roosevelt

During his 12-year term as the 32nd President of the U.S., Franklin Delano Roosevelt traveled to Panama on four occasions. Curiously, all four visits were informal. Roosevelt traveled to Panama using it as a layover for longer trips, yet he was interested in the country's social situation, and how it responded to the Canal Zone's existence. Roosevelt signed the General Treaty of Friendship and Cooperation with President Harmodio Arias, one of the first steps in negotiations between Panama and the U.S.



66



USS Missouri passes through Panama Canal

The USS Missouri was one of the most important ships in the Pacific Campaign during WWII. Construction on the USS Missouri began on June 12, 1940 and finished on January 29th, 1944, by the Brooklyn Navy Yard, in the Atlantic side of the United States. Due to its firepower and great size, the USS Missouri was sent to fight in the Pacific side, and was one of the flagship vessels of the Pacific War. Before experiencing combat, on November 11th, 1944, it passed through the Panama Canal. The ship played an important role during its time in the war, and was the ship in which General Douglas MacArthur, among other personalities, signed Japan's surrender treaty, putting an end to WWII.

67



Panama Canal during World War II

Panama's history in WWII begins before the U.S. had an active role in it. Due to its geographical position, the Panama Canal was an easy target for military strikes. This led to the United States being forced to establish a complex, powerful defense system. In 1942, there were more than 67,000 U.S. military personnel distributed along multiple bases throughout the Isthmus of Panama. When the United States entered the war, it was obvious to the Axis powers that the Canal represented a great tactical and infrastructural advantage for the United States. Due to the distance, and the manner in which the war was being waged both in the Pacific and in Europe, there was never any military attack against the Canal. However, the Germans had planned Operation Pelikan, a plan to bomb the Panama Canal using two planes they would transport via ship to an island in Colombia. Once they were there, they'd be rearmed and would deploy to bomb the Canal. Despite that this plan would have greatly complicated things for the American war efforts, it was canceled at the last minute.

68



Original design for the third set of locks

By the end of the 30's, the political situation in Europe was deteriorating rapidly, and the United States were forced to move their battleships in a quicker manner. At the moment, the Canal was already having problems in transporting the larger war ships. In 1936, the American Congress passed a resolution that allowed doing studies regarding the military defense of the Canal, as well as the possibility of building a third set of locks. After many studies, in 1939, the widening works were authorized to begin. The project consisted in building parallel locks. However, the project was abandoned in 1941. Today, one can still see what remains of the early construction from that project.



69



The Administration building

The Administration building was inaugurated on July 15, 1914, one month before the Canal. The building is located in the Ancon hillside; since its inauguration, very few aspects have changed. The administrator and sub administrator's offices are located in the same place than 100 years ago. The original idea of centralizing all the operations related to the Canal came from George Washington Goethals in 1912. Austin W. Lord, from a New Yorker architecture firm, was brought to Panama for its construction. He not only designed the administration building with a renaissance architecture, but he also developed the design for the three control rooms that exists at the locks.

70



Rod Carew born on the Panama Railroad Company

On October 1, 1945, Rod Carew was born on the Panama Railroad Company Span train. He later became one of the best Latin American baseball players in the U.S. Major Leagues. The train, which was divided by racial groups, was moving from Colon to Panama as his mother tried to reach the Gorgas hospital to give birth. She ended up having to give birth in the train and was assisted by a nurse and doctor traveling in white passenger section of the train. Ms. Carew named her son Rodney Cline, in honor of the doctor who brought him to the world. The nurse, Margaret Allen, became his godmother. In 2008, one of the Panama railroad's wagon cars was named in honor of him.

71



Visit from President Dwight Eisenhower

In 1956, U.S. President Dwight Eisenhower visited Panama to attend a meeting of Presidents of the American Republics. Many Presidents from the American continent attended this meeting, and they signed the Panama Declaration. Eisenhower became the fifth U.S. President to visit Panama.

72



Monument to George W. Goethals

The monument in honor of Engineer George Washington Goethals was erected in 1954, in front of the Canal Administration Building. The monument is a fountain, bearing the name of the engineer. Close to the fountain, one can find the bronze state dedicated to engineer Gaillard.



73



The planting of the flags

In 1958, an event known as “Operation Sovereignty” took place; it was a peaceful movement made with the purpose of expressing the disagreement Panamanians had with the Canal Zone. This resulted in a protest where students planted flags inside the Canal Zone. Nobody was hurt during these actions, and it was accepted in a peaceful manner by Zonians. It also served as a precedent for other protests of this kind, including a march that took place a year later, and the events of January 9th, 1964.

74



Manuel Antonio Sarco, y las escuela de supervivencia en el trópico

Embera Chief Manuel Antonio Sarco was an instructor in the Tropical Survival school in Panama. All U.S. astronauts had to graduate from this school in order to qualify to fly to the moon because, when they reentered the Earth’s atmosphere, it was hard to predict exactly where the Apollo pods would land. The natural gravitational pull and likelihood, given the Earth’s geography, would put them in a tropical environment. NASA wanted to prepare the astronauts in case they needed survive on their own for a few days until they were picked up. Chief Sarco taught many American astronauts who visited the Canal Zone how to live alone in this environment. The Tropical Survival School closed in 1975 and, Chief Sarco remained as employee of the Canal for 20 years. The picture here is a thank you gift autographed to him from one of the astronauts.

75

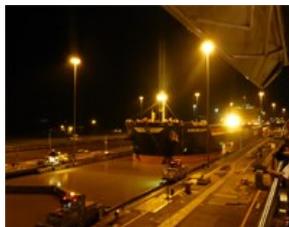


The Bridge of the Americas

The Bridge of the Americas is also called the Thatcher Ferry Bridge, was opened on October 12, 1962 in Balboa, Panama over the Pacific side of the Panama Canal. The bridge was originally called the Thatcher Ferry Bridge after the ferry that transported people and things from one side of the canal to the other. The bridge was designed by Suerdrup & Parcel, cost around 20 million dollars. The bridge is 1654m (5425ft) long and 10.4m (34ft) in diameter. In 1955 the US signed the Remón-Eisenhower treaty, committing them to building the bridge.



76



Panama Canal, open 24 hours

It took almost 50 years since its original construction, but in 1963, the Panama Canal started operating 24 hours a day. Previously, there were no night time operations due to the lack of lighting, and the risk this posed to the locks. By 1963, fluorescent lights were put in use, and since that moment, they were used to light up the Canal. Nowadays, the Canal is not only operational 24 hours a day, but all 365 days of the year.

77



January 9, 1964

The events of January 9, 1964 represented a momentous turning point in the relationship between Panama and the United States. It is considered one of the most important factors in the U.S. decision to transfer the canal to the Panamanian government. After several years in which relations between the Panamanian people and Zonians became increasingly tense, the situation erupted in protest. Many students from the National Institute entered the Canal Zone that day to hoist a Panamanian flag at Balboa High School. This attempt was negatively received by students from Balboa High School, despite the Kennedy-Chiari government agreement which required the use of both flags in the Canal Zone. In a still unclear situation, the Panamanian flag was damaged. This led to the escalation of events and physical violence, which resulted in the tragic death of over 20 Panamanians and 4 Americans. Panama briefly broke diplomatic relations with the United States over this event. The social pressure following January 9, 1964, now known as 'Martyr's Day' in Panama, is considered one of the most important factors in the negotiations to transfer the Canal from U.S. to Panamanian control.

78



Visits from President Jimmy Carter to Panama

President Theodore Roosevelt and President Jimmy Carter were the U.S. Presidents most involved with Panama affairs. Soon after the Torrijos-Carter Treaty, President Carter traveled to Panama to sign the last protocol aspects of the treaty. President Carter was also the diplomatic appointee from the U.S. to serve as the Canal handover representative in 1999. President Carter visited Panama again in 2006, where he was greeted by President Martin Torrijos, son of Omar Torrijos, who signed the original treaty with Jimmy Carter in 1977. Finally, in 2014, President Carter made a brief visit to witness the signing of the Electoral Ethics Pact.



79



Tratados Torrijos – Carter

On September 7, 1977, the Heads of State Omar Torrijos and Jimmy Carter signed the Torrijos – Carter Treaty. This Treaty was composed of two separate agreements, each with clear specifications. The first one is known as the “Panama Canal Permanent Neutrality and Functioning Treaty.” This treaty gives the United States the authority to defend the Canal against threats that would put at risk its ability to offer continuous service to international ships. The second part is known as the “Panama Canal Treaty,” which specified that on December 31, 1999, the Canal would be transferred to Panama as its property. The combination of those two treaties abolished the 1903 Hay-Bunau-Varilla Treaty. The Treaty also established a time frame so that the administrative changes would be gradual. Over the next 22 years, 8,000 Canal positions were gradually given to trained Panamanians. In 1990, the first Panamanian administrator was assigned.

80



Fulbright Story

Carolina Lara has worked in the Panama Canal since February 2010. In 2011 she received a Fulbright – SENACYT scholarship to study Hydraulic Engineering in the University of Illinois. She completed her studies and returned to Panama in 2012, since then she has continued to work as a hydraulic engineer in the expansion of the Panama Canal.

81



First Toll Increase

In 1974, the Canal increased its toll for the first time since its inauguration in 1914. Due to the two different methods available for charging toll fees, one based in weight, the other in size, in 1938 they tried to unify them into one single method. This resulted in a method which indirectly reduced the cost of passing through the Canal. Despite that, in less than 20 years, it became obvious that the method represented a deficit for the Canal, it wasn't until 1974 that the transit toll was increased for the first time. Since that year, there's been multiple toll increases, since ship dimensions increase constantly.



82



The fastest transit through the Canal

The fastest transit through the Panama Canal was completed by the U.S.S. Pegasus, the flagship hydrofoil of the U.S. Navy. These ships were designed in the 1970's and became active in 1978. They were 41 meters long, a bit less than 9 meters wide, designed for high speed and great mobility. The ship was armed powerfully, designed mainly to attack, not defend. The vessel could reach speeds of up to 55 miles per hour. Due to these traits, it managed to pass through the Canal in just 2 hours and 41 minutes.

83



Peace Corps in Panama

The Peace Corps was established in Panama in 1963. They were active during several years. There are around 218 volunteers working in different areas and locations. They focus on economic development, English education, environmental education, health and sanitation as well as agriculture. They generally attend to the most underprivileged areas. These means that they spend most of their time in Panama operating inside the jungle, helping out the indigenous communities. While volunteering they learn how to speak embera, ngabe, Spanish, wounaan and naso. Because of political reasons, the peace corps program was suspended for almost 20 years in 1971, yet resumed its operations in 1990.

84



Machinery – Dredgers

Dredgers were a vital part of the Canal construction on the early years of the 20th Century, and recently they have acquired an even greater importance due to the widening works. The dredgers used in the original construction works were less sophisticated than the ones used in the current widening project; the most famous one was Dredger Corozal. However, for the widening project, the fleet of dredgers is much bigger. There are many types of dredgers present in the widening, and they all serve different digging purposes. The use of the dredges depends on terrain, the surface being excavated, and the depth of the excavation. Among the dredgers used in the widening project we can mention the cutter-suction dredger D'Artagnan, one of the biggest in the world, and Quibian, a cutter suction dredger with a rotating head. Quibian is similar to the already-famous dredger Mindi, which has been working on the Panama Canal for over 60 years.



85



Homemade Amphibious vehicle "Orbiter" passes through Canal

In March, 1995, one of the most peculiar ships crossed the Canal. The amphibious vehicle Orbiter was built by Rick Dobbertin, an American, because he wanted to travel from one ocean to the other. However, the weirdest part was the journey that the Orbiter went on to reach Panama. The Orbiter traveled on the road from New York to Florida, where it plunged into the sea and sailed to Puerto La Cru in Venezuela. There it took to the road again until it reached Cartagena, in Colombia, where it sailed to the Panama Canal. The Orbiter was a vehicle designed from a milk tanker 9.6 meters long and 2 meters wide. The Orbiter is equipped with a 250 H.P. diesel motor that can reach a land speed of 69 miles/hour, and 6 knots (6 miles/hour) on water. The Orbiter was the first amphibious vehicle to pass through the Canal, and paid a \$17.60 toll. The toll, like many of the costs of its construction, was paid by various donors, among them a U.S. Navy construction chief.

86



First Panamanian Administrator of the Canal - Gilberto Guardia Fabrega

In 1990, as part of the transition process from American to Panamanian control of the Canal, the first Panamanian administrator was assigned. Mr. Gilberto Guardia Fabrega had the historical honor of being the first Interoceanic Canal administrator from Panama. This assignment marked an historical moment in the Canal transition since it not only showed clear U.S. intention to transfer the Canal, but also gave Panamanians a chance to develop independent technical and administrative capacity. Mr. Guardia was assigned to replace Mr. Dennis McAuliffe, and became the 19th Canal administrator. During Mr. Guardia's administration, the "Panama Canal Universal Audit System" was implemented, which established a universal formula to measure ships' tonnage. He also ensured upgrades to the infrastructure; various parts of the route were considerably widened, including Corte Culebra. Mr. Guardia served from 1990 to 1996 and was replaced by the engineer Alberto Aleman Zubieta.

87



Visit from President George H. Bush

On June 11th, 1992, President George H. W. Bush traveled to Panama to give a speech on the importance of the new democratic government that was about to come into office in Panama. Bush's visit was the first from a U.S. President in almost 15 years, and he was the last President to visit Panama prior to the 1999 handover. His visit also broached Panamanian administration of the Canal and the eventual handover. However, one of the speeches he was scheduled to deliver was interrupted by



some protests that led to an altercation. Before he left, the President categorized the protest as a minor event in his visit. Bush became the seventh U.S. President to visit Panama.

88



TITAN Tugboat

In 1996, the Titan tugboat arrived to Panama. This tugboat had almost 60 years in service by the time it arrived to Panama to remove, and then reinstall, the floodgates of the west wing of the Miraflores Locks. After an airstrike in the Hamburg port, in the Northern Coast of Germany, one of the four most powerful tugboats in the world sank. The other three were sent to Allied countries, and the Titan tugboat made it to Long Beach, California. There it remained in service for almost 50 years. In 1996, it was transported from California to Gamboa. The tugboat had to be lowered to its lowest height, 85 meters, to be able to go under the Bridge of the Americas. The tugboat arrived to support its two predecessors, tugboat Ajax and tugboat Hercules. Tugboat Titan was the strongest one in the world, having the ability to lift up to 350 tons, yet the floodgates could reach double that weight. Therefore, the floating mechanism that the floodgates have had to be used to ease their movement through water. Tugboat Titan had a Nazi swastika drawn on it for many years.

89



Panama Canal handover

On December 14, 1999, the President of Panama, Mireya Moscoso, and former U.S. President Jimmy Carter signed an official transfer document. This diplomatic note confirmed the transfer of the Canal to Panama, which was scheduled to occur on the 31st of that month. That document also solidified the role of the Panama Canal Association to administer the Canal as an organ independent of the government, so that it would not be influenced by partisan politics. Jimmy Carter, accompanied by U.S. cabinet members, came on behalf of the American government since he had originally signed the Torrijos-Carter Treaty establishing the parameters for the Canal transfer. The official transfer ceremony occurred on December 31 at the foot of the administration building. It was a festive event, which was attended by not only hundreds of Panamanians, but leaders of various countries around the world.

90



Inauguration of the Centennial Bridge

The Centennial Bridge was built in honor of Panama's 100th anniversary, on November 3rd, 2003. The bridge was inaugurated on August 15th, 2004, commemorating 90 years since the inauguration of the Panama Canal. The Centennial Bridge became



100 Historic Facts

Educational Campaign of the US Embassy

the second bridge to cross over the Panama Canal, with a length of over a thousand meters, and a height of 80 meters. Access points that connected it to the highway were finished on September 2, 2005.

91



Visit from President George W. Bush

In 2005, the U.S. President George W. Bush visited Panama as part of his tour through Latin American countries. Panama was the last country in his tour, which included Argentina for the Summit of American Countries, and Brazil. Bush was the first U.S. President to visit the Canal after its handover in 1999. Bush met with the President of the Republic, Martín Torrijos, to visit the Panama Canal facilities.

92



Referendum for the Panama Canal widening

On April 24th, 2006, President Martín Torrijos proposed a project to widen the Panama Canal. The project consisted on building two new locks, one in the Atlantic side and the other in the Pacific. The intention behind this was not only to allow more ships to pass, but allow for bigger ships (known as the Panamax) to pass as well. The project would also dig new waterways for ships, besides deepening and widening already-existing ones. All these technical changes would allow the increase of ship transit in Gatún Lake. As established by the Panamanian Constitution, and the Torrijos-Carter Treaty, all decisions pertaining to the Panama Canal have to be voted for on a National Referendum. This proposal was voted for by Panamanians on October 22nd, 2006, and won with a landslide victory of 76.8 percent. Construction work officially begun almost a year later, on September 3rd, 2007.

93



USNS Comfort crossing through the Panama Canal

The USNS Comfort is one of the two hospital ships from the US Navy, the other one being the USNS Mercy. In June of 2009, the Comfort passed through the Panama Canal to fulfill its civic assistance duties in seven countries throughout Latin America. The US Navy hospital ships are tasked with providing emergency assistance to troops during battle. The Comfort, as well as the Mercy, have among their many technical aspects, about a 1,000 hospital beds, 12 operation rooms, radiology services and a pharmacy.



94



Fulbright Stories: Ruby Ferguson

In 1954, Chiriquí resident Ruby E. Ferguson was selected by the Fulbright Scholarship Program for a Master's Degree in TESOL (Teaching of English as a Secondary Language) in the University of Michigan, making her the first Panamanian citizen to become a part of this prestigious program. After finishing her Master's, she started working in the World Health Organization's (WHO) Regional Office for the Americas in 1956, where she stayed for 10 years.

In 1967, she became part of the faculty staff of the University of Puerto Rico as a professor of English Language Teaching; and in 1977, she starts working in the Regional Center for the University of Panama in Chiriquí, as Chair in the English Department in the Liberal Studies School, where she taught many different subjects.

95



Machinery of the Panama Canal expansion

Regarding the Panama Canal Widening Program, just the fact of having prepared and achieved the approval for the complex scaffolding that shapes one of the biggest and most important contemporary engineering feats in Panama (and maybe the world!) represents an unprecedented milestone accomplished by Panama and Panamanians.

96



Mural de Olga Sinclair

In honor of the 100th anniversary of the Canal, renowned Panamanian artist Olga Sinclair designed a commemorative mural and invited the participation of more than 5,000 children to help paint it. The event on January 18, 2014, organized by Ms. Sinclair and the Canal Authority (ACP), beat the Guinness Book World Record for the largest number of children painting simultaneously. The Embassy of the United States contributed to the event by bringing in 300 Panamanian students participating in our Access English summer camp.

97



Visita del Vicepresidente Joseph Biden

In November, 2013, U.S. Vice President Joseph Biden visited Panama to observe the progress of the canal expansion. While here, Vice President Biden met with government officials and toured the Miraflores Locks and observed work on the Canal expansion, and mentioned that he was very impressed. He visited



Panama in the company of several American leaders, mayors of port cities such as Baltimore and Philadelphia, and a Senator from Georgia. Our Transportation Secretary Foxx also accompanied the delegation. In the speech Vice President Biden gave at the Palacio de las Garzas, he emphasized the great work that Panama was doing, not only for the country and for the United States but, for the world. He also mentioned the importance of modernizing American ports to receive larger ships, and remain competitive internationally.

98



Environmental reconstruction in the widening project

Due to the importance of the tropical forest for the Panama Canal, care has been taken to keep damage to the environment to a minimum during the widening of the Canal. The ACP has reforested 4 acres for every two acres used in the Canal expansion. Specimens unique to the region, both flora and fauna, are moved and reintegrated in other locations. However, once the works are finished, it will allow for the transit of more eco-friendly ships. Also, the new floodgates will require less water to move. The Canal expansion has also allowed for archeological studies that would have proved impossible otherwise. These researches have modified the archeological perception that existed regarding the formation of the Isthmus of Panama.

99



Roosevelt Society Visit

In March of 2014, the Theodore Roosevelt Association visited Panama with the intention of honoring its founder, President Theodore Roosevelt, who was deeply involved and interested in Panama. The association visited the Panama Canal, an enterprise handled by President Roosevelt. Besides the Panama Canal expansion works, they visited the Corozal Cemetery, where many of the Canal's construction workers are buried, and decorated with the Roosevelt Medal. They were greeted in the Embassy by Ambassador Farrar.

100



Llegada de las compuertas del nuevo juego de esclusas.

On August 20, 2013, the 16 new pair of locks for the Panama Canal expansion arrived. These locks traveled from Italy and were built specifically for the Panama Canal. The measures of the lock are 58 meter width, 10 meters gauge and 30 meters height. They were transported on the Sun Rise ship, which stayed with the locks until they were installed. The ship returned to Italy to bring the next four locks.



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LA ESTRELLA DE PANAMÁ