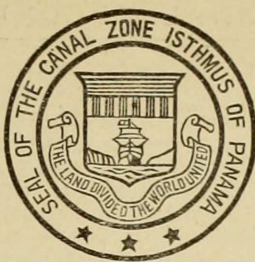


CANAL



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Address all Communications,

THE CANAL RECORD,

Ancon, Canal Zone,

Isthmus of Panama.

No communication either for publication or requesting information will receive attention unless signed with the full name and address of the writer.

NOTES OF PROGRESS.

CANAL OPENED TO TRAFFIC.

Message of Congratulation from the Secretary of War.

The following cable message has been received:

WASHINGTON, D. C.,

August 15, 1914.

COL. GEORGE W. GOETHALS,

Culebra, Canal Zone.

On behalf of the Government and the people of the United States I express to you and through you to all concerned in the achievement, the intense gratification and pride experienced today. By the successful passage of vessels through the Canal the dream of the centuries has become a reality. Its stupendous undertaking has been finally accomplished and a perpetual memorial to the genius and enterprise of our people has been created. The fully earned and deserved congratulations of a grateful people go out to you and your colaborers.

LINDLEY M. GARRISON,

Secretary of War.

Official Trip of the "Ancon."

Commercial traffic between the Atlantic and Pacific Oceans by way of The Panama Canal was inaugurated on Saturday, August 15, by the Government steamship *Ancon*, which made the trip from entrance to entrance in approximately nine hours, well within the previously estimated time for the passage of a ship through the Canal. The complete trip from the ship's berth at dock No. 9, Cristobal, to the end of the dredged channel, five miles out in the Bay of Panama, was made in approximately nine hours and 40 minutes. There were no unscheduled delays, and the handling of the vessel in the locks and through the channel sections characterized the entire operation as one of the smoothest up to that time.

The *Ancon* carried, as guests of the Secretary of War, about 200 people, the list inclu-

ding President Porras and his cabinet and other Panama Government officials, the members of the diplomatic corps and resident consuls-general, officers of the Tenth Infantry and Coast Artillery Corps, officials of The Panama Canal, and a few others. A special train was run, leaving Panama at 5 a. m., on Saturday, conveying the guests from the Pacific end direct to the dock at Cristobal.

The vessel left its berth at about 7.10 a. m., arrived in the Atlantic entrance at 7.30, and at Gatun Locks at 8 o'clock. It entered the lower lock at Gatun at the same hour and passed out of the upper lock on the water of Gatun Lake about one hour and a quarter later. The entrance to the Culebra Cut section at Gamboa was reached at about 11.15, and Cucaracha slide was passed at 12.20 p. m. Pedro Miguel Lock was reached at 12.56, and the vessel passed into Miraflores Lake at about 1.19. It entered Miraflores Lock at about 1.56, and passed out of the lower lock into the sea channel at 3.20. It arrived off Balboa docks at 4 o'clock, and reached the end of the dredged channel at 4.30. This completed the official trip, and the vessel returned to Balboa, anchoring in the channel at about 5.10 p. m. People gathered to witness the passage at various points along the route, and at Balboa as many as 2,000 were present.

The *Ancon* is practically a twin ship to the *Cristobal*. Both were formerly owned by the Boston Steamship Company, and at one time were in the trade between Puget Sound and the Orient under the names of the *Shawmut* and the *Tremont*. They were purchased under authority of Congress contained in the Sundry Civil Appropriation Act of May 27, 1909, and were turned over to the United States Government on January 1, 1909. At the same time their names were changed, the *Shawmut* to the *Ancon*, and the *Tremont* to the *Cristobal*. They are steel twin screw steamers of 9,606 gross and 6,195 net tons each, and were constructed by the Maryland Steel Company. They were originally purchased for use as cement carrying ships and were in that service, under the management of the Panama Railroad Company, during the period of lock construction. The *Ancon* on its first trip through the Canal carried a quantity of cargo for delivery at Balboa. It will return to the Atlantic side on Sunday, August 23, and will sail on its voyage to New York on Monday, August 24.

Commercial Vessels Using the Canal.

The following commercial vessels, which had been waiting at the terminals, were passed through the Canal on Sunday, August, 16:

Northward, Balboa to Cristobal—*Pleiades*, Luckenbach Steamship Company; *Pennsylvanian* and *Arizonian*, American-Hawaiian Steamship Company, en route from San Francisco to New York.

Southward, Cristobal to Balboa—*Missou-*

rian and *Nebraskan*, American-Hawaiian Steamship Company, and the yacht *Lasata*, a pleasure craft, en route from New York to Pacific ports.

The *Isabella* of the Luckenbach Steamship Company, and the *Admiral Dewey*, now owned by the Pacific Alaska Navigation Company, passed from Cristobal to Balboa, on their way from New York to San Francisco, on August 17 and 18, respectively.

The *Santa Catalina*, W. R. Grace and Company, and the *Kentuckian* and *Montanan*, American-Hawaiian Steamship Company, are now due at Balboa from Pacific ports and upon their arrival will pass directly through the Canal, for New York.

All of the abovenamed vessels are of American register.

Mr. Charles H. Boucher, representative of the American-Hawaiian Line has advised that his company expects to have a vessel pass through the Canal northbound every 72 hours, and in like manner, one southbound at the same intervals of time, which will mean the passage of one of this company's vessels through the Canal every 36 hours.

First Vessel of War Through the Canal.

The Peruvian torpedo destroyer *Teniente Rodriguez* arrived at Colon on Sunday, August 16, and was passed through the Canal on Tuesday, August 18, making it the first vessel of war to use the waterway. The destroyer has been on a trip up the Amazon River as far as Iquitos, stopping on the return trip at Para, Trinidad, and Curaçao. It is a vessel of 460 tons, built in France about two years ago for the Peruvian Government, and is manned by a crew of 54.

Panama Railroad Not a Cocarrier After November 15.

Following the opening of the Panama Canal to commerce, a 90-day notice, dating from August 15, will be served on all cocarriers of the Panama Railroad Company to the effect that the existing working arrangement whereby the railroad acts as an intermediate carrier will be terminated. After the expiration of the 90-day period the steamship lines to the Isthmus will be expected to make their own arrangements for the transfer of cargo, either at Cristobal or Balboa, as may be most advantageous, and the railroad will serve as a cocarrier only in case of emergency.

Heavy Fall of Rain Around Gatun.

An unusually heavy rain fell in the vicinity of Gatun on the afternoon of August 12. The maximum fall for one hour, 3.45 p. m. to 4.45 p. m., at Gatun, amounted to 4.72 inches. This hourly record has been exceeded but twice on the Isthmus since automatic records have been kept, namely, 5.86 inches in one hour at Balboa on June 2, 1906, and 4.90 inches at Colon on October 8, 1908. The heaviest fall on August 12 occurred at Agua Clara reservoir, amounting to seven inches in a little less than two hours.