

SOUVENIR
OF THE
PANAMA CANAL



FERNANDO DURÁN

30-07-98.

Lot #: 1162.
2 folletos

Published by

I. L. MADURO'S SOUVENIR STORE

P/O Box 281

34—46, Fifth Street and Cathedral Plaza,
P A N A M A.

Postal Cards, Views, Souvenirs, Curios,
Fine Panama Hats,
Japanese and Chinese Silks and Novelties,
Books, Stationery and Office Supplies,
Novelties, Notions, &c., &c.,
(Copyright.)



The Panama Canal

THE Panama Canal is a waterway connecting the Atlantic and Pacific Oceans, cut through the narrow neck of land connecting the continents of North and South America. On account of the great scale on which the work has been done, it has been quite impossible for the mind of the ordinary layman to grasp all its details. It will therefore not be inappropriate to give here a few statistics, which may help to bring home the magnitude of the work which has been performed.

Entering the Canal from the Atlantic Ocean in Limon Bay a ship proceeds up a sea level channel seven miles to Gatun, where it is lifted 85 feet by means of a flight of 3 locks, passing thence into Gatun Lake, an enormous artificially created sheet of water 164 square miles in area. This lake has been formed by impounding the waters of the Chagres River by means of the great dam at Gatun. In the construction of this Dam, contrary to ordinary expectations, very little masonry has been used in proportion to its size. In appearance it is a huge mass of earth piled up across the valley joining the hills on either side and forming part of the landscape. Its dimensions are: length $1\frac{1}{2}$ miles, width at the bottom $\frac{1}{2}$ mile, at water-line 300 feet, and 100 feet at top, height 105 feet above sea level.

The Spillway is located about midway in the dam and is built through a natural hill, practically of solid rock, through which a channel 300 feet wide was cut. The Spillway is capable of discharging 154,000 cubic feet of water per second. The Hydro-Electric Plant is located on one side of the Spillway. This plant produces enough power to work the machinery of the entire canal, run the Panama Railroad and give light to the whole Canal Zone.

After entering the lake a vessel may go at almost full speed for a distance of 23 miles, where it reaches the entrance to the Culebra Cut. The width of the channel through the lake varies from 1000 feet to 700 feet and through the cut narrows to 300 feet. Speed has to be reduced in passing through the Cut until Pedro Miguel Lock has been reached.

At Pedro Miguel Lock the vessel is lowered 30 feet to the level of Miraflores Lake, a small artificial lake of about 2 square miles. Passing through Miraflores Lake the vessel arrives at Miraflores Locks, where it is lowered by 2 flights 55 feet to the sea level channel on the Pacific side whence it steams a distance of 8 miles to deep water in the Pacific.

The total length of the Canal from deep water to deep water is $50\frac{1}{2}$ miles and the time occupied in passing through is from 10 to 12 hours according to the speed of the vessel. Three hours of this time are used in passing the locks.

The Culebra Cut, on which the most difficult portion of the work was encountered is 9 miles long and has a bottom width of 300 feet, one-hundred and five million cubic yards of earth were taken from this cut, which goes right through the range of hills crossing the Isthmus.

At the Atlantic entrance to the canal is located the town of Colon, a vastly improved town to what the Americans found it, when first beginning work on the canal. It has wide straight and well laid out streets, is kept very clean and has a number of fine buildings. Here are located the fine Panama Canal Hospital and the Washington Hotel, a fine building of reinforced concrete in Spanish Mission Style, capable of accommodating 175 guests and provided with every modern convenience.

Adjoining Colon is the American town of Cristobal with its fine Palm Avenue and dwellings for the employees of the Panama Canal. Here are also the offices of the Panama Railroad Co., the new concrete piers fitted with the latest devices for quick loading and unloading of the largest vessels, as well as the Atlantic Terminal Coaling Plant, the largest of its kind in the world.

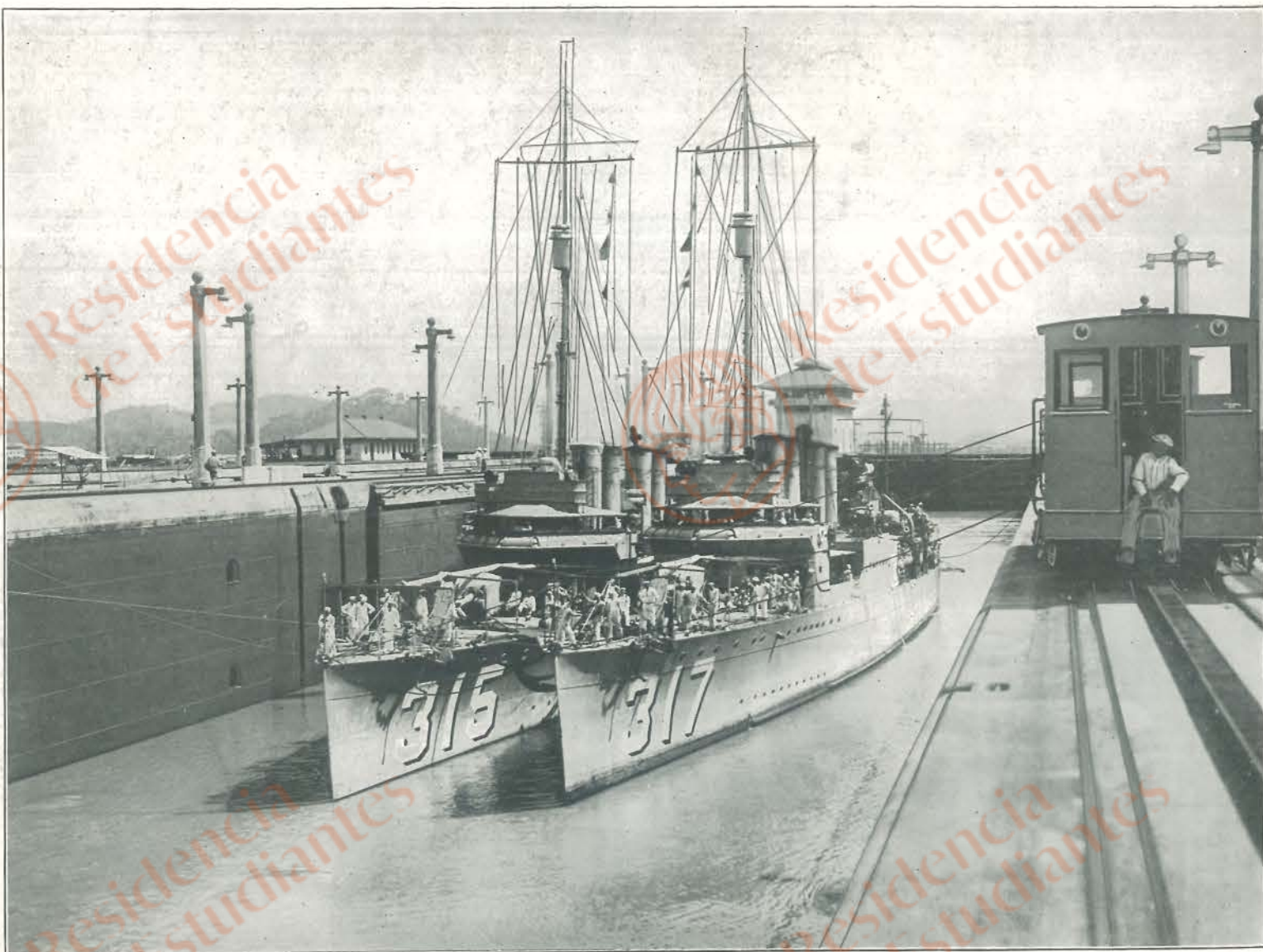
On the Pacific side is the City of Panama, the Capital of the Republic of the same name. It will be found a most interesting city with its spanish style of architecture, fine old Cathedral and Churches, sea wall fortress and narrow and tortuous streets teeming with polyglot population.

Adjoining Panama is the American Settlement of Ancon, where the celebrated Ancon Hospital, the largest and finest tropical hospital of the world, the Tivoli Hotel, the largest and most popular hostelry on the Isthmus and numerous pretty flower clad cottages for the employees of the Panama Canal are located. There are numerous pleasant and picturesque roads around Panama and Ancon, and 8 miles away are the ruins of the old City of Panama, which was destroyed and sacked by Morgan and his band of Pirates nearly two hundred and fifty years ago.

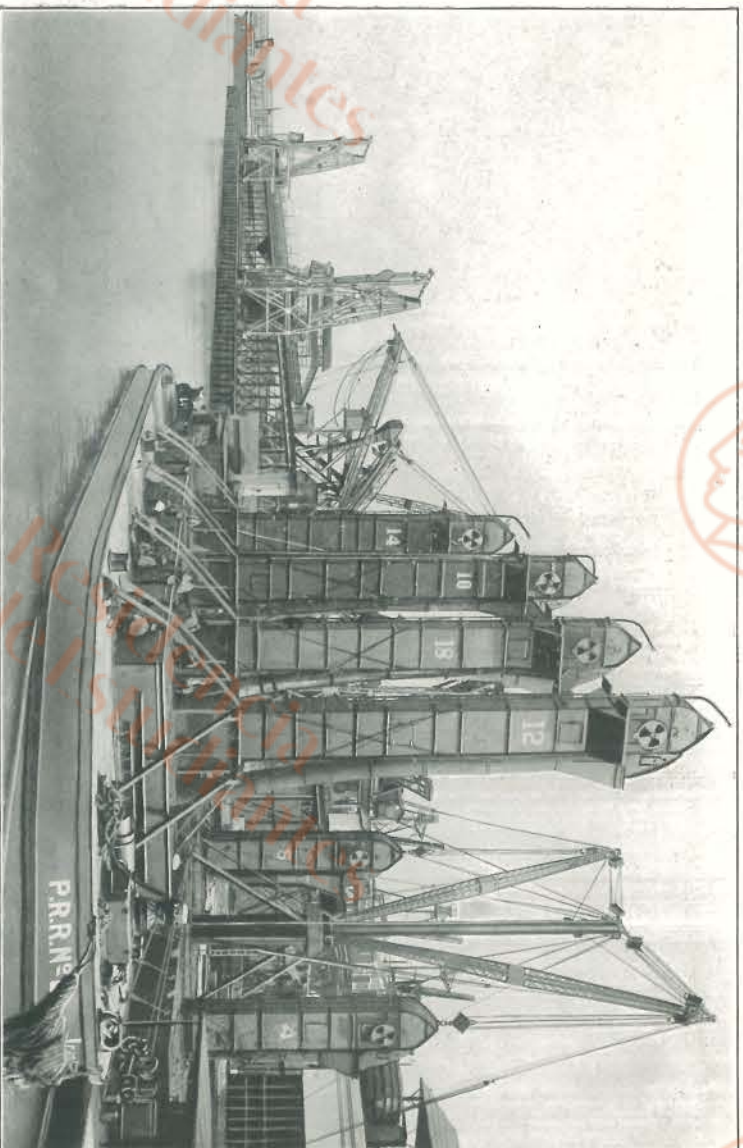
At the present time the Government of the United States is contemplating the construction of 500 miles of fine concrete roads in the Republic of Panama, leading to various points in the Interior. This will be welcome to tourists and visitors who for lack of good roads to the Interior have heretofore confined their visits to the two terminal cities and the canal, but who will soon be able to motor through some of the most beautiful tropical scenery and see the natives and study their customs in their homes. The Republic of Panama abounds in a beautiful Flora and Fauna as well as in a quantity of small and big game and the building of roads into the Interior of the country will give the sportsman opportunity to follow his inclination be it with the Rod and Reel, Scattergun or Rifle. The naturalist will find many specimens of insects and the botanist have opportunity to enlarge his collection of Ferns and Flowers as well as add some rare and valuable orchids to it.



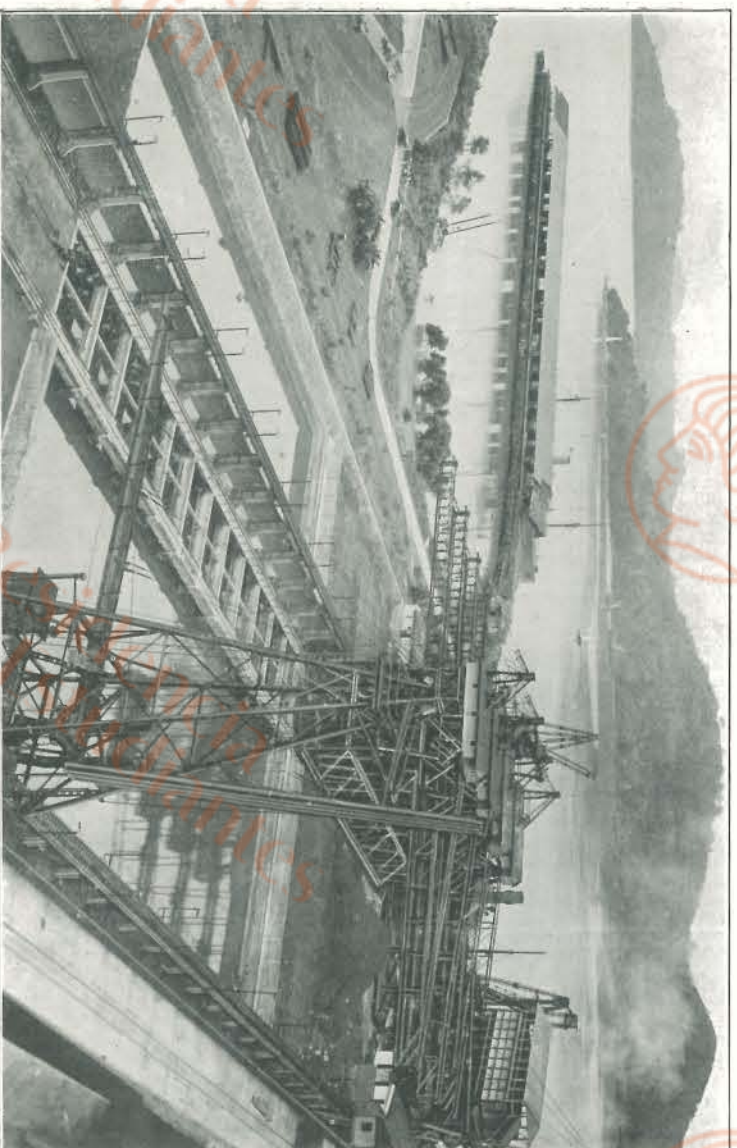
The Culebra Cut. Dotted Line shows Material Removed. Width across top about 3,000 feet. 146 million cubic feet excavated. Panama Canal.
El Corte de Culebra. Línea de Puntos Demuestra Material Sacado. Que Ascende a 146 millones de pies cúbicos.
Ancho Entre Cumbres Aproximadamente 3,000 pies, Canal de Panama.



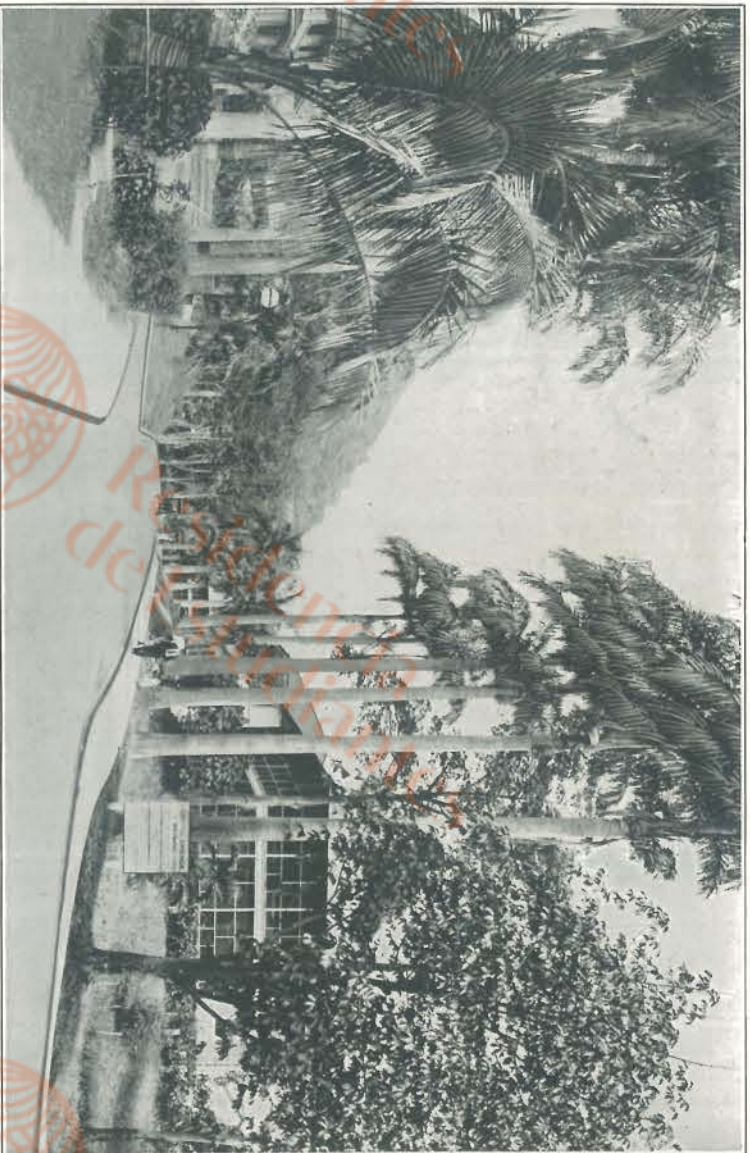
U. S. Destroyers in Miraflores Locks, Panama Canal.
Caza-Torpederos en las esclusas de Miraflores, Canal de Panama.



Coaling Plant showing loading of Coal Barge, Cristobal, Canal Zone.
 Planta Carbonera del Atlantico, Mostrando Lanchon Aljijador Cargando Carbon, Cristobal, Zona del Canal.



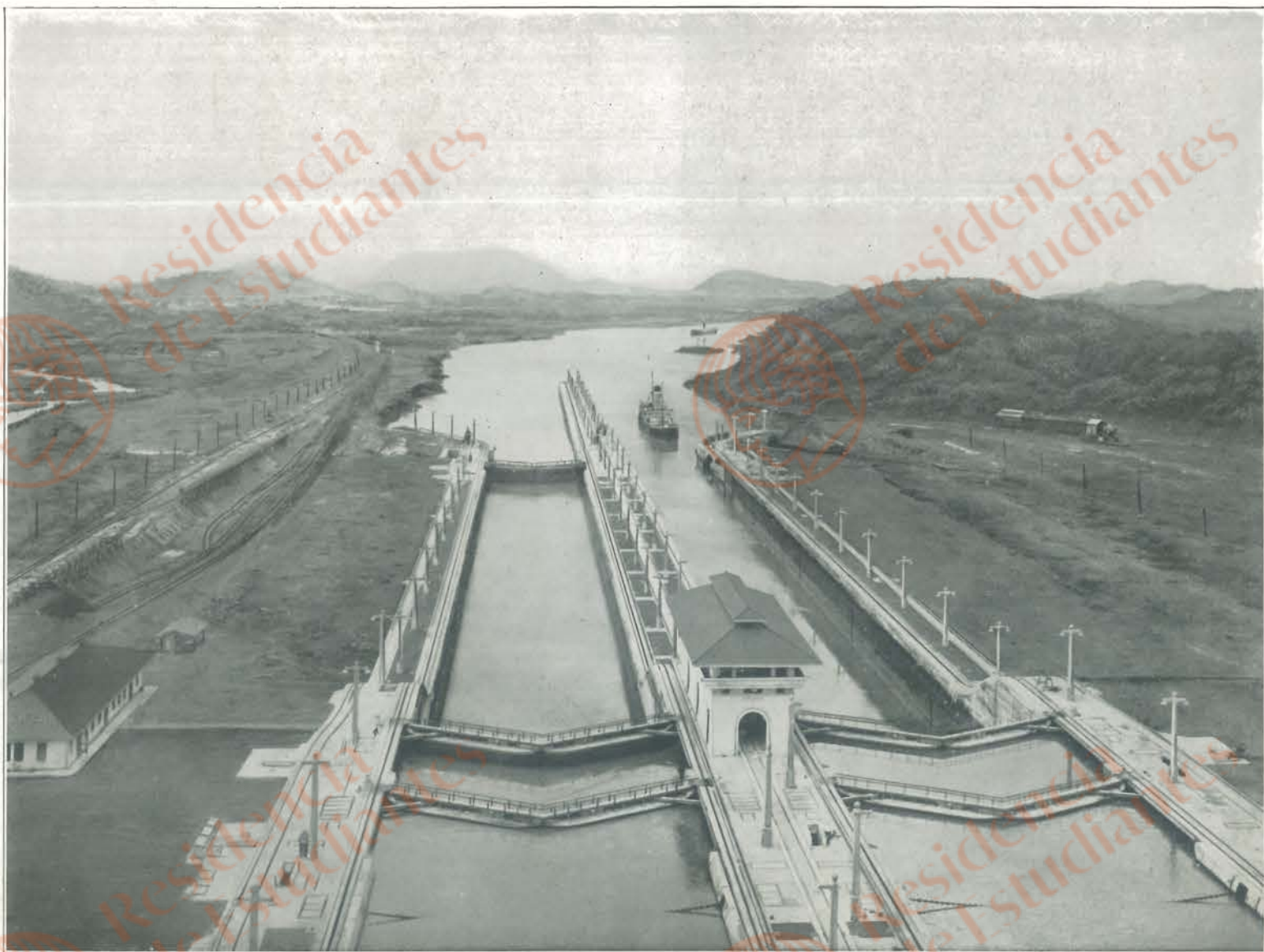
Pacific Coaling Station, showing entrance to the Panama Canal.
 Planta Carbonera del Pacifico, mostrando entrada al Canal de Panama.



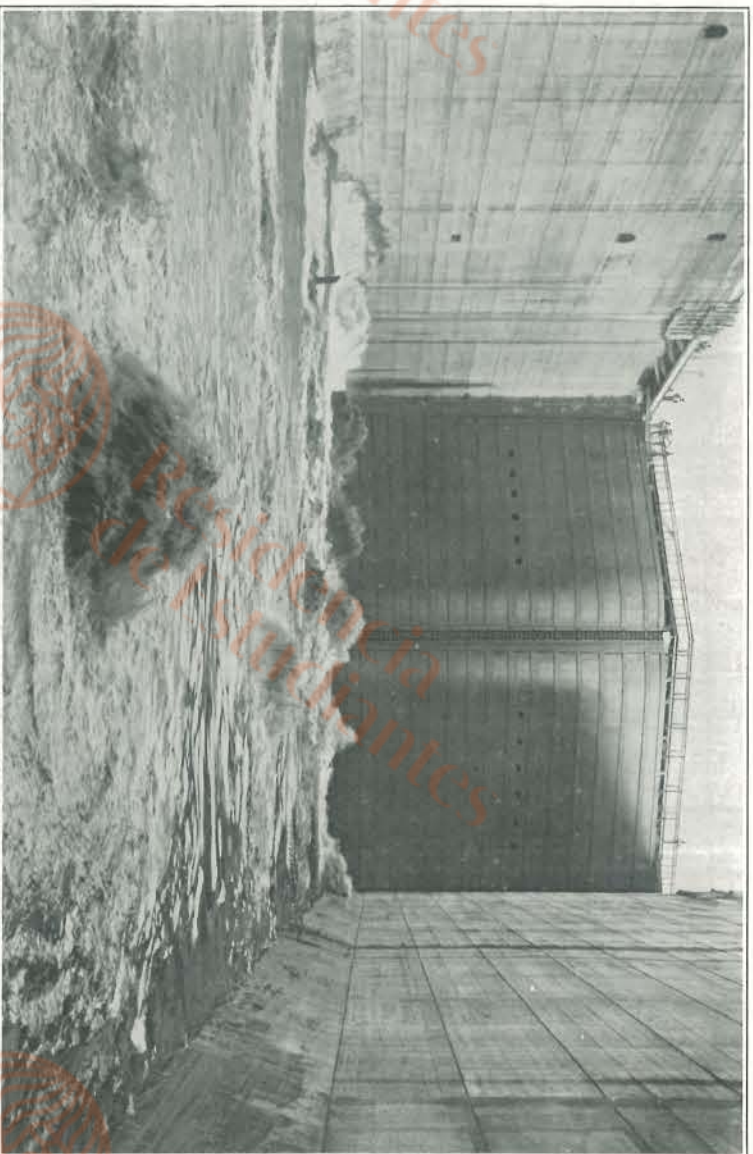
Palm Avenue, Hospital Grounds, Ancon, Canal Zone.
Avenida de las Palmas, terrenos del Hospital, Ancon, Zona del Canal.



Street Scene showing beautiful Royal Palms, Corozal, Canal Zone.
Una Calle en Corozal, Zona del Canal, Con Hermosas Palmas Reales.



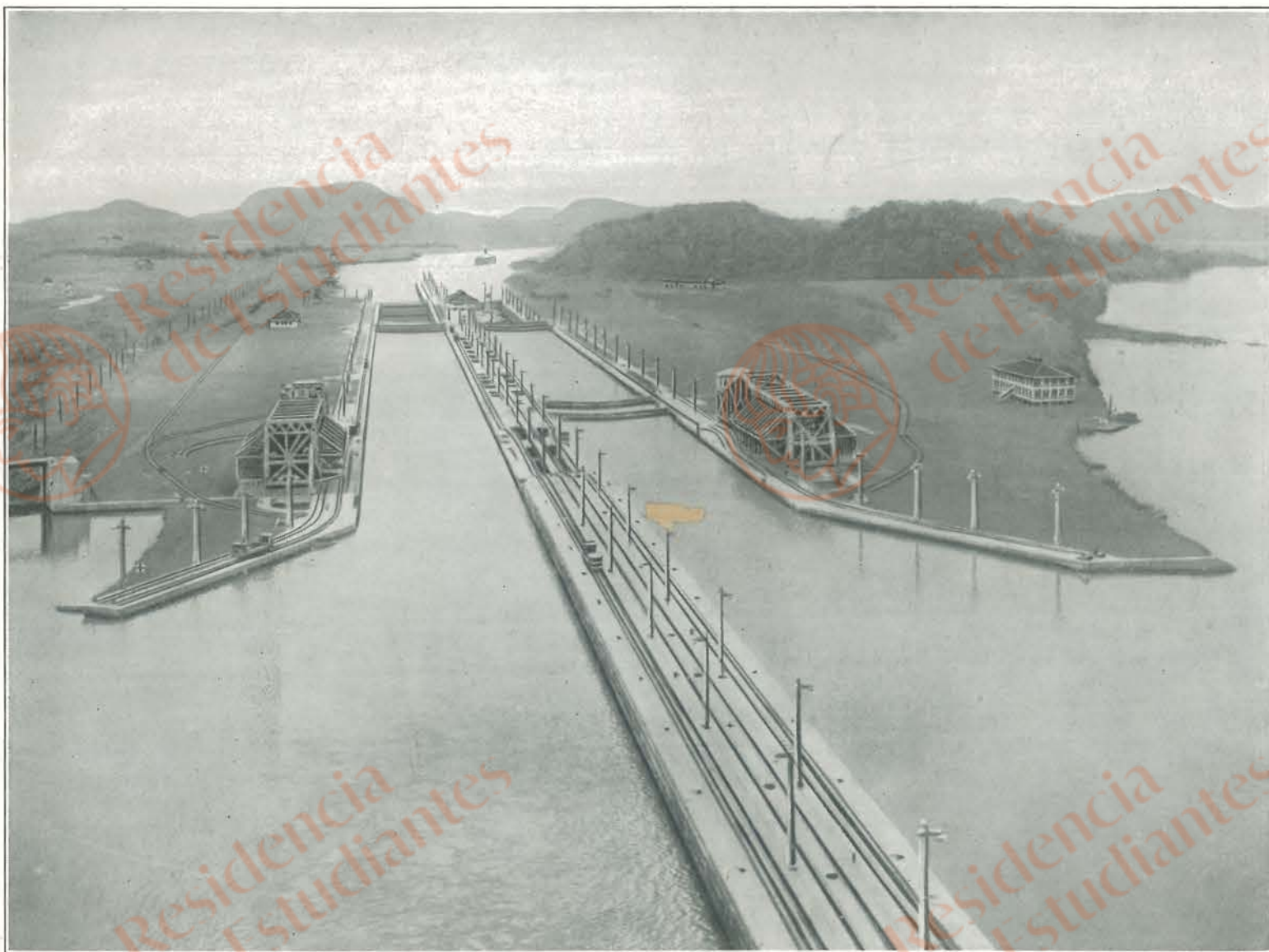
General View, Miraflores Locks, looking South, Panama Canal.
Vista general de las esclusas de Miraflores, mirando hacia el Sur, Canal de Panama.



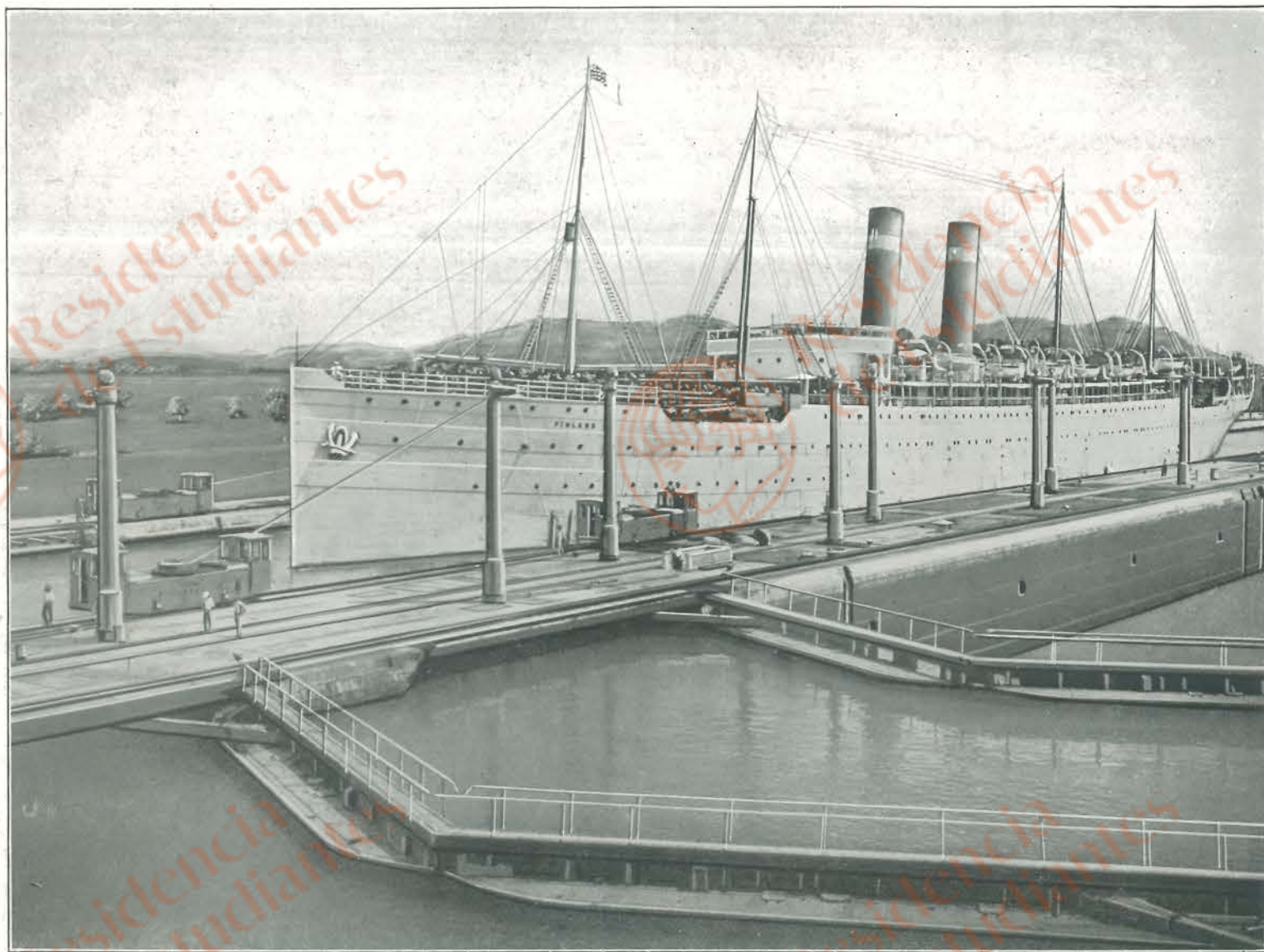
Filling upper Miraflores Lock, Panama Canal.
Llenando la esclusa superior de Miraflores, Canal de Panama.



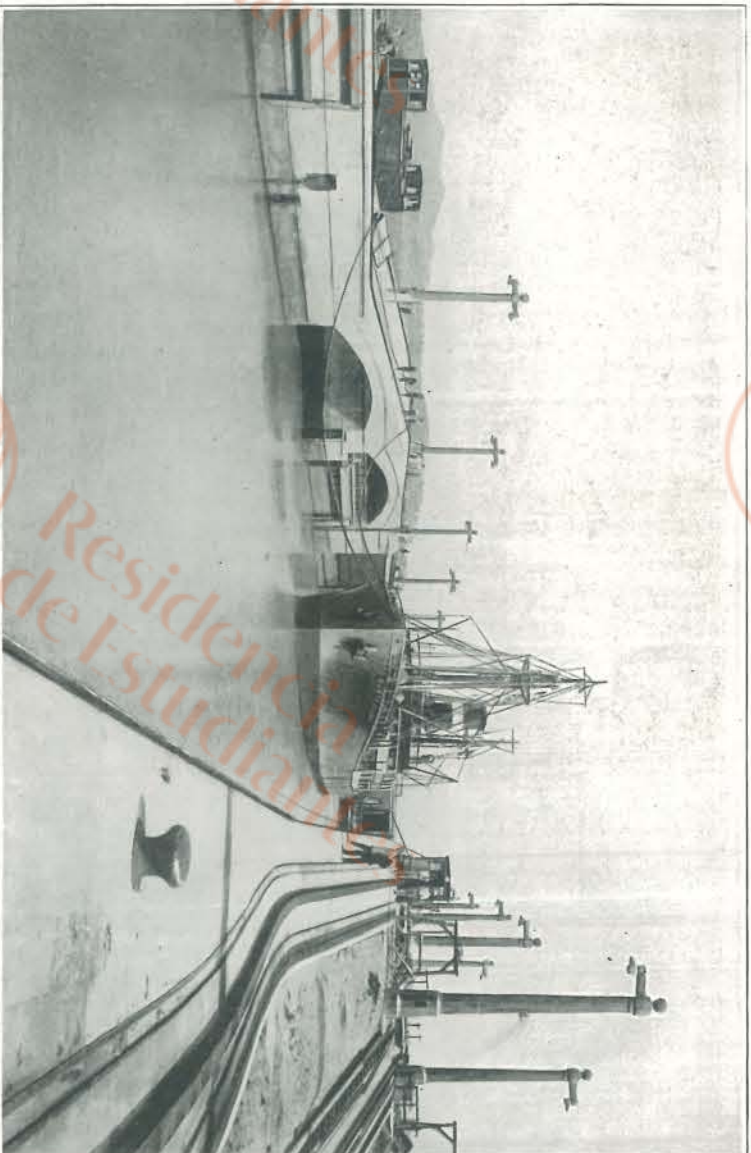
Opening Lower Guard Gates, Miraflores Locks, Panama Canal.
Abriendo las compuertas de guardia inferiores, esclusas de Miraflores, Canal de Panama



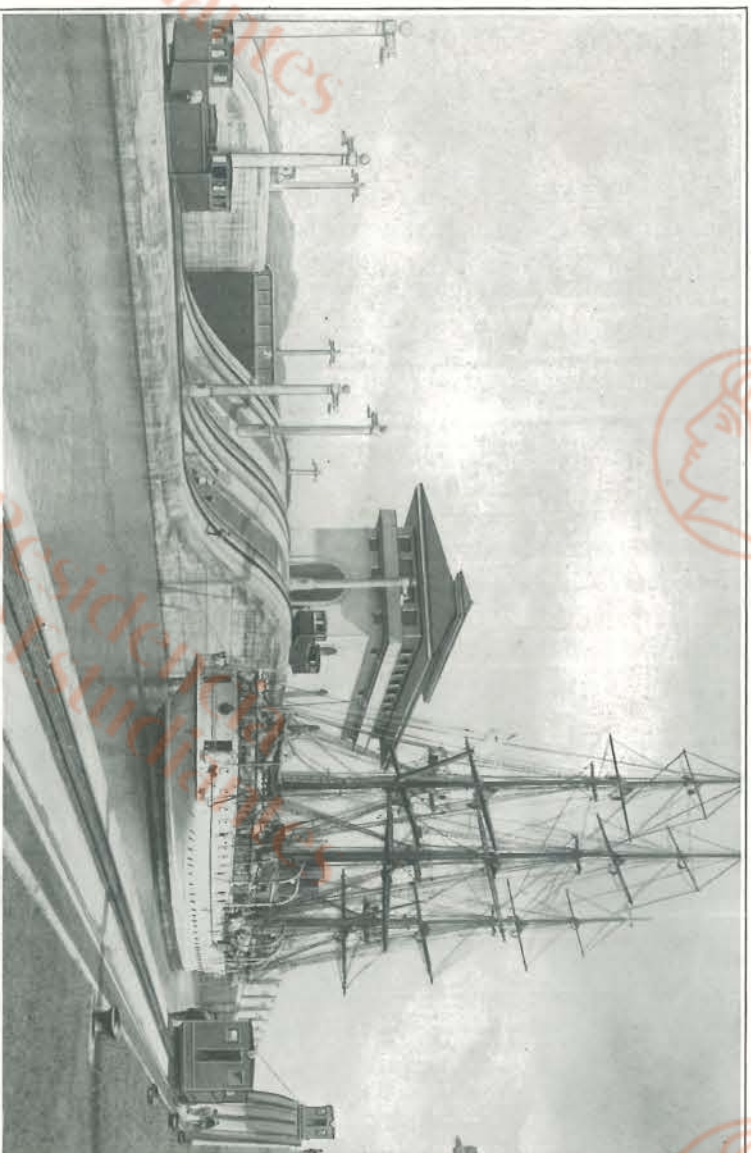
General View of Miraflores Locks, Panama Canal.
Vista general de las esclusas de Miraflores, Canal de Panama.



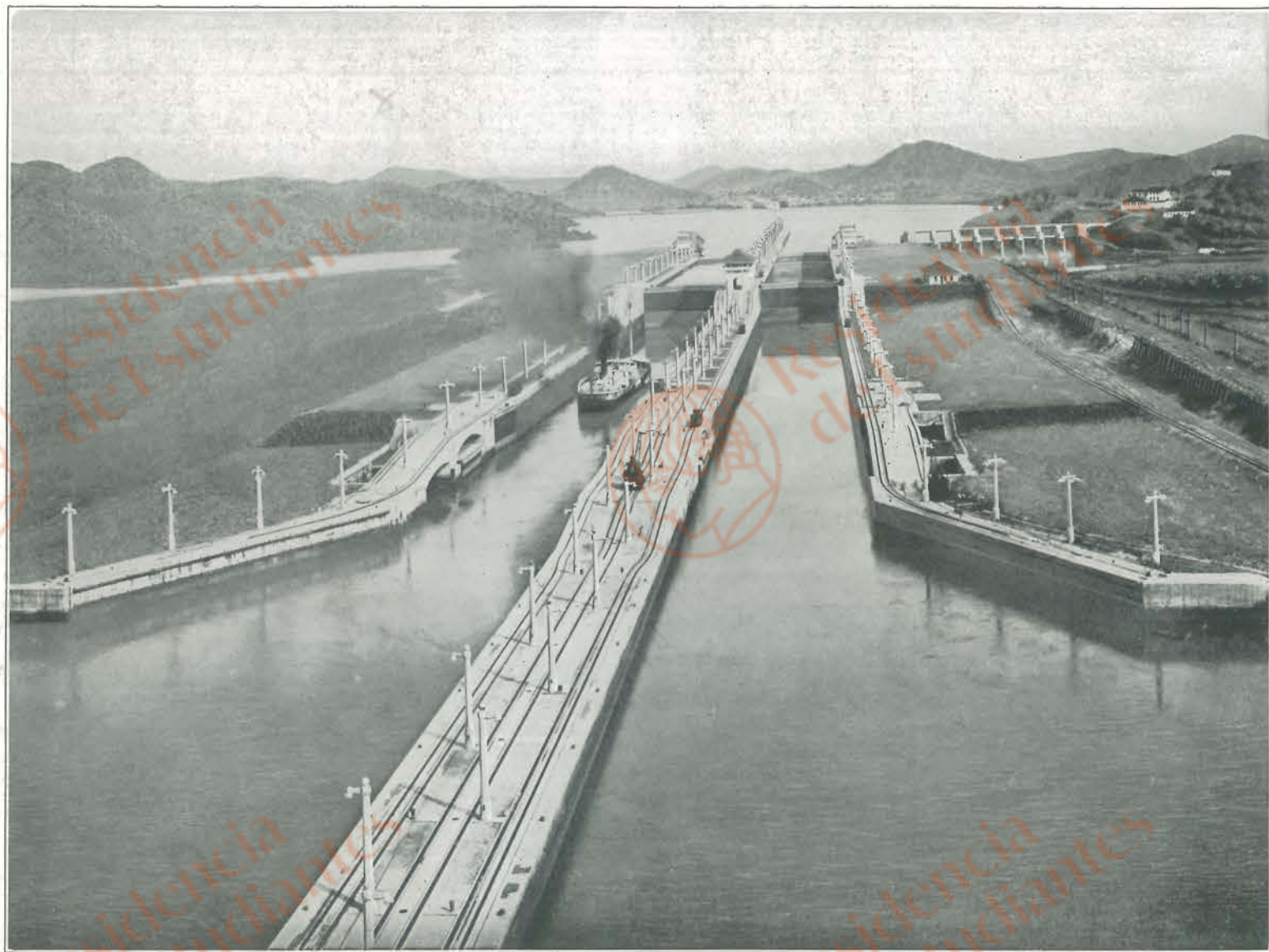
S.S. "Finland" in Miraflores Locks, Panama Canal.
El Vapor "Finland" en las esclusas de Miraflores, Canal de Panama.



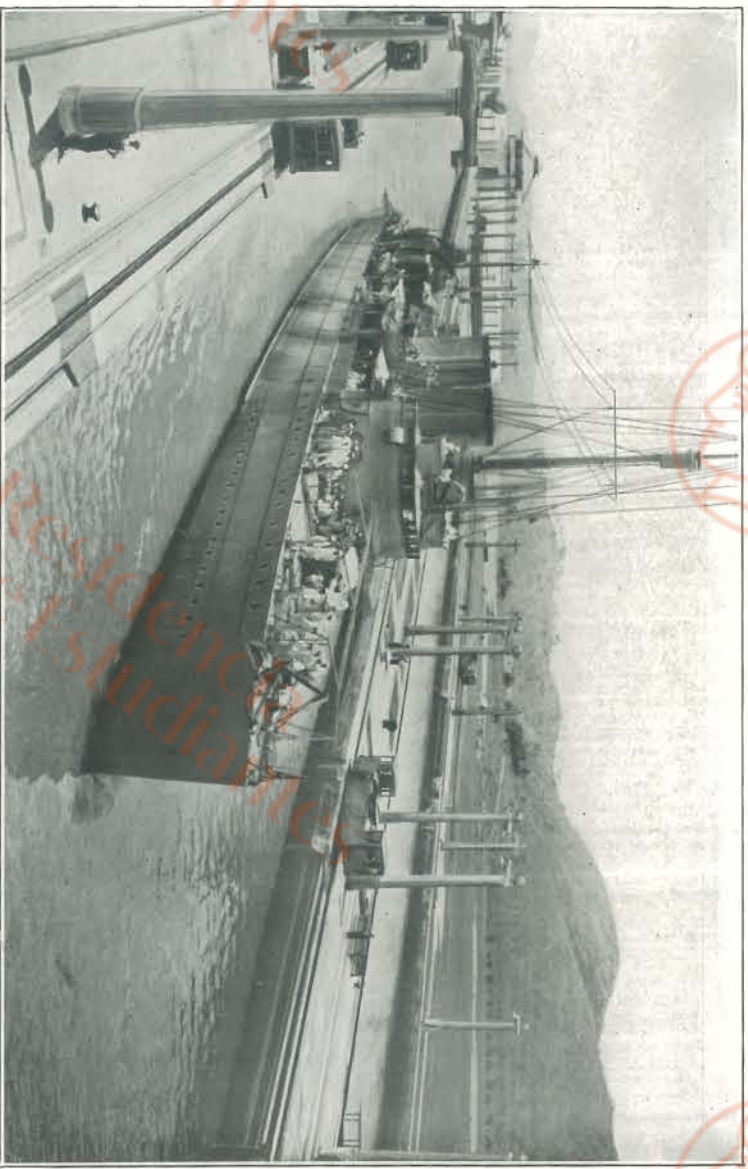
Electric Locomotives (Mules) towing Steamer through Miraflores Locks, Panama Canal.
 Hiñanderas eléctricas remolcando un vapor á través de las esclusas de Miraflores, Canal de Panama.



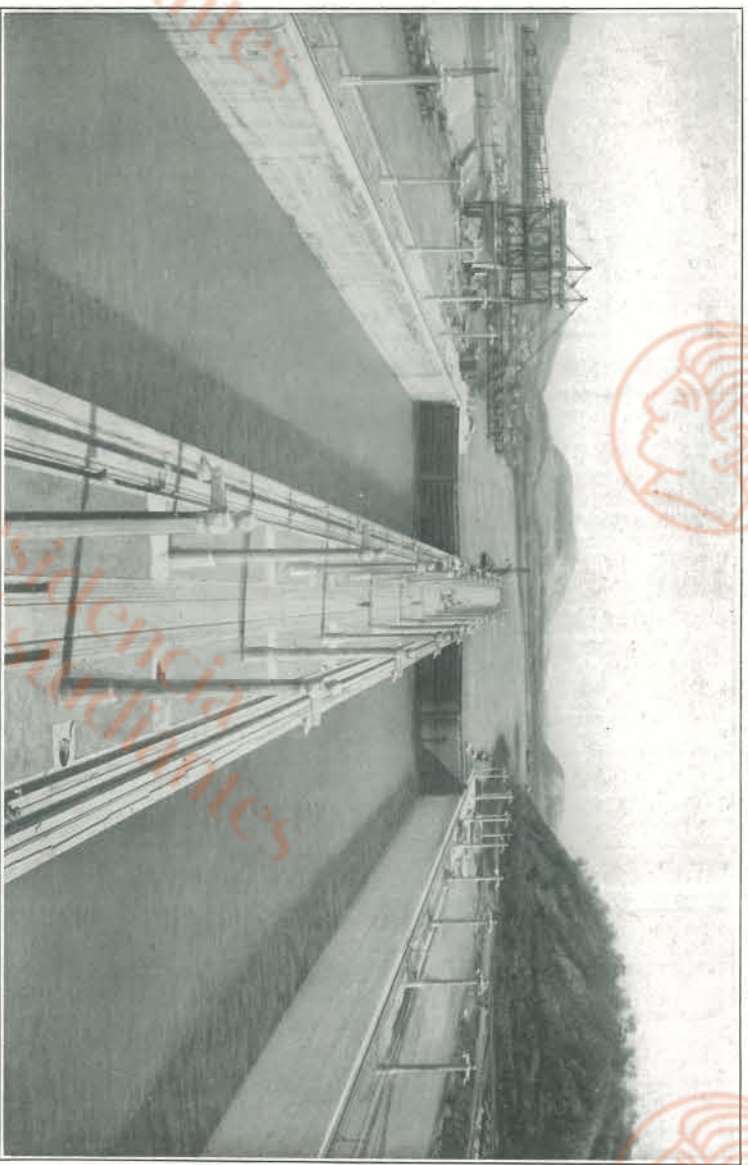
Argentine Training Ship "Presidente Sarmiento" entering Miraflores Locks, Panama Canal.
 Vapor escuela Argentino "Presidente Sarmiento" entrando las esclusas de Miraflores, Canal de Panama.



General View of Miraflores Locks, looking North, Panama Canal.
Vista general de las esclusas de Miraflores, mirando hacia el Norte, Canal de Panama.



U. S. Torpedo Boat Destroyer passing Pedro Miguel Locks, Panama Canal.
Destructor de Torpederos, Americano, pasando las esclusas de Pedro Miguel, Canal de Panama.



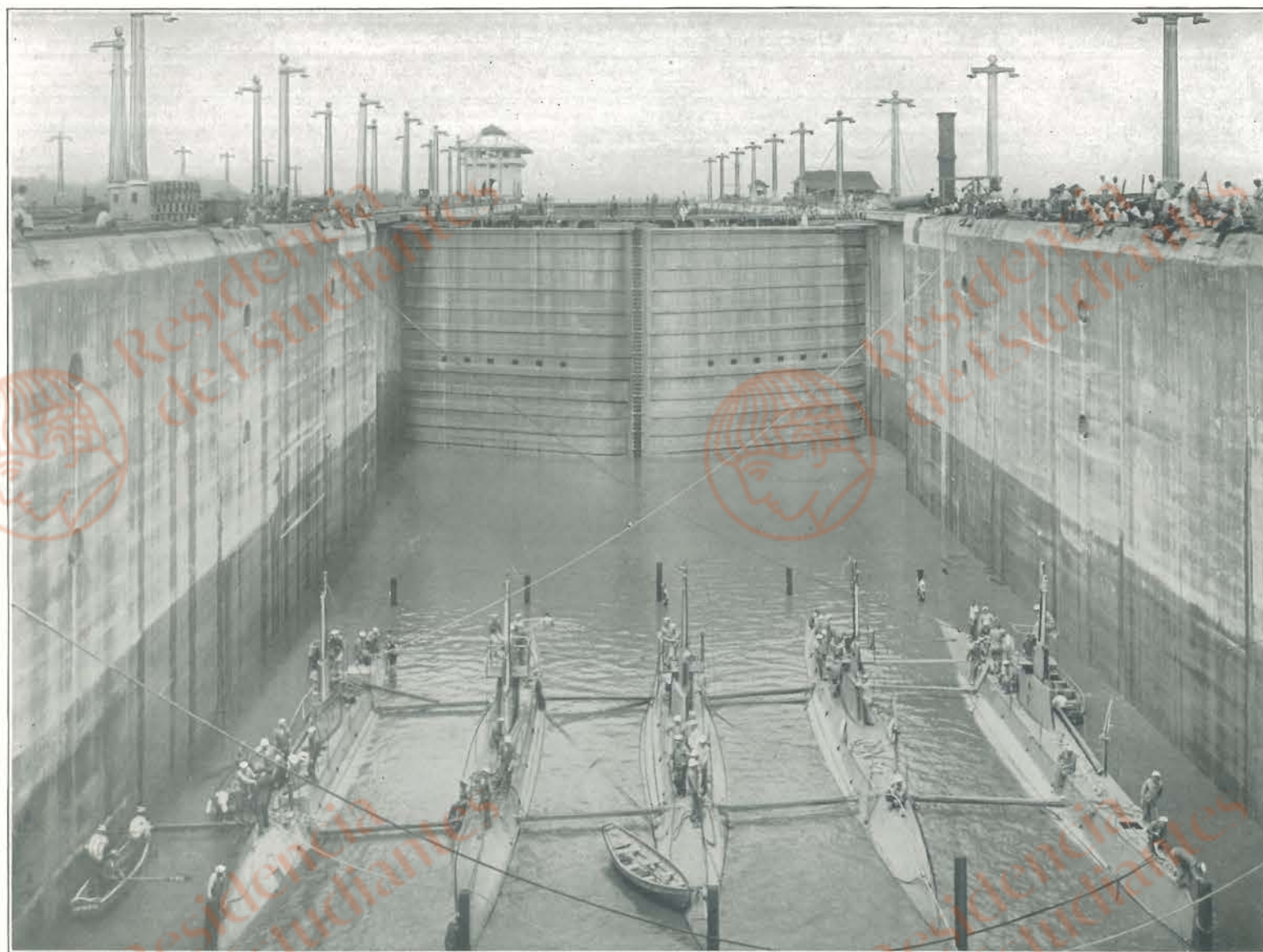
Lower Chamber, Miraflores Locks, Looking South, Panama Canal.
Recamara inferior de las esclusas de Miraflores, mirando hacia el Sur, Canal de Panama.



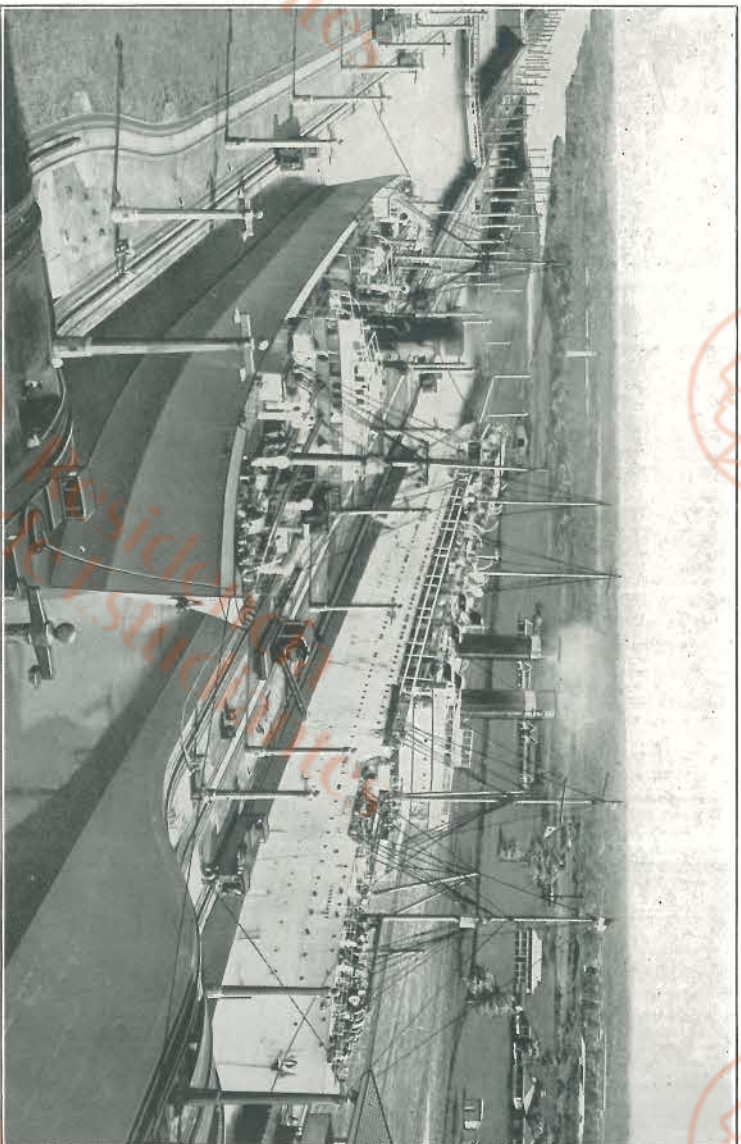
U. S. Warship passing Culebra Cut, Panama Canal.
Vapor de guerra Americano pasando el corte de Culebra.



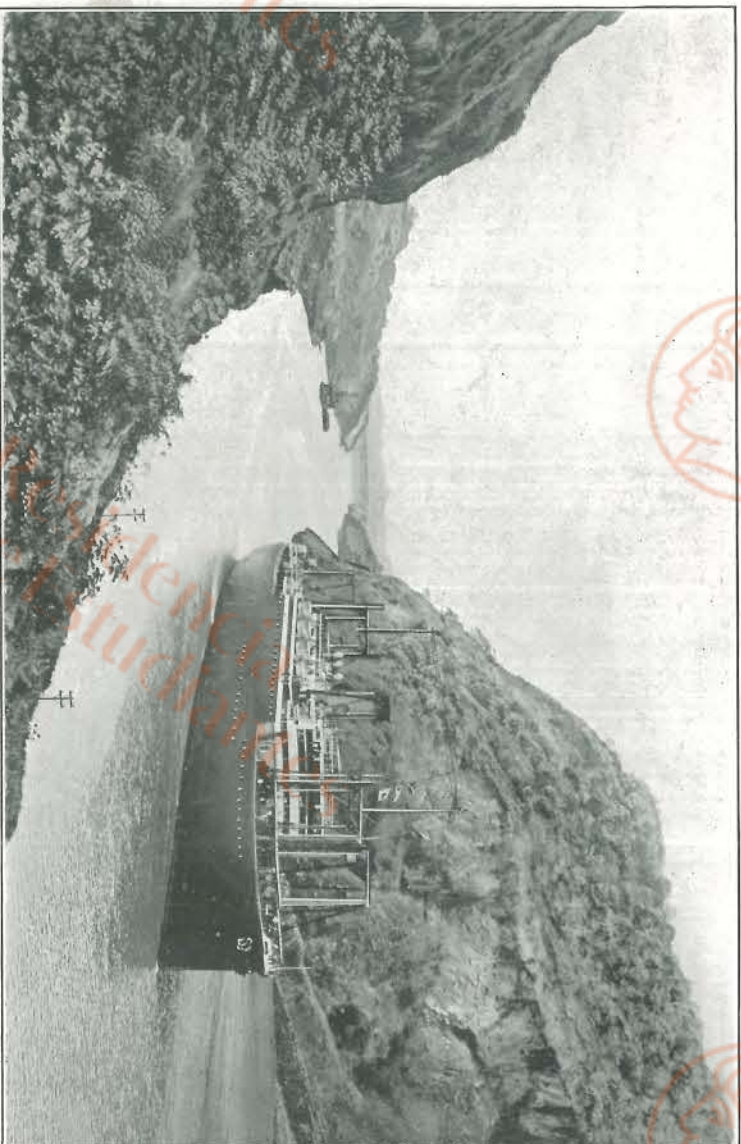
General View of Gatun Locks, looking South, Panama Canal
Vista general de las esclusas de Gatun mirando hacia el Sur, Canal de Panama.



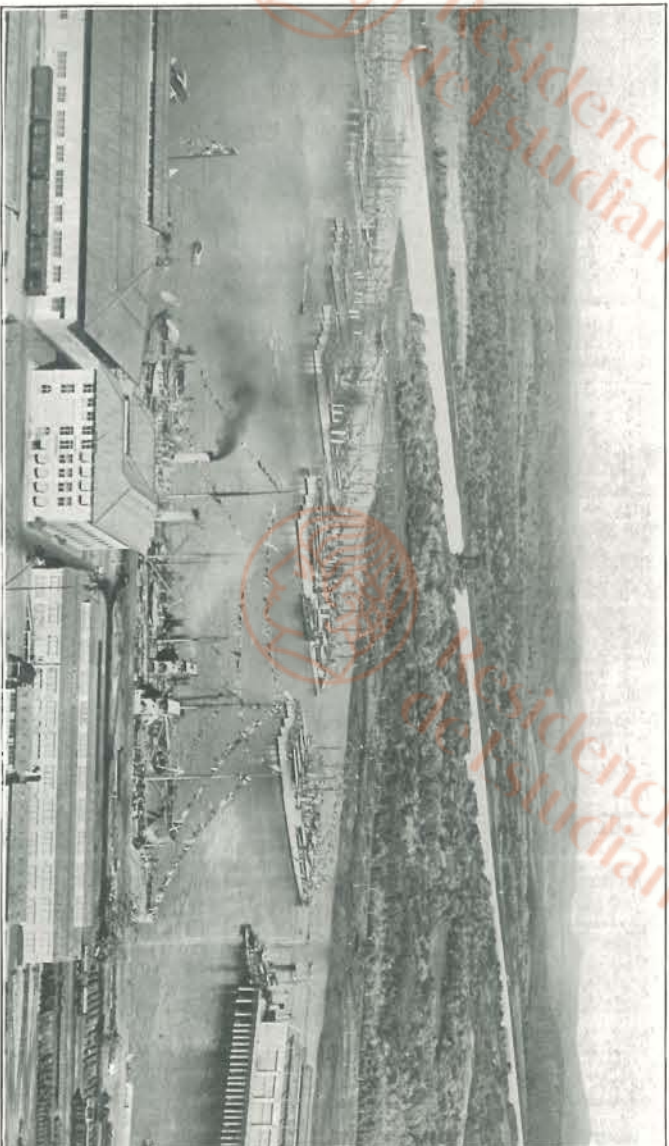
U. S. Submarines in Gatun Locks, Panama Canal.
Submarinos Americanos en las esclusas de Gatun, Canal de Panama.



S.S. "Kroonland" going through the Locks at Gatun, Panama Canal.
 Vapor "Kroonland" Pasando por las esclusas de Gatun, Canal de Panama



S.S. "Buckeye State" in Gaillard Cut, Panama Canal.
 Vapor "Buckeye State" en el corte de Gaillard, Canal de Panama.



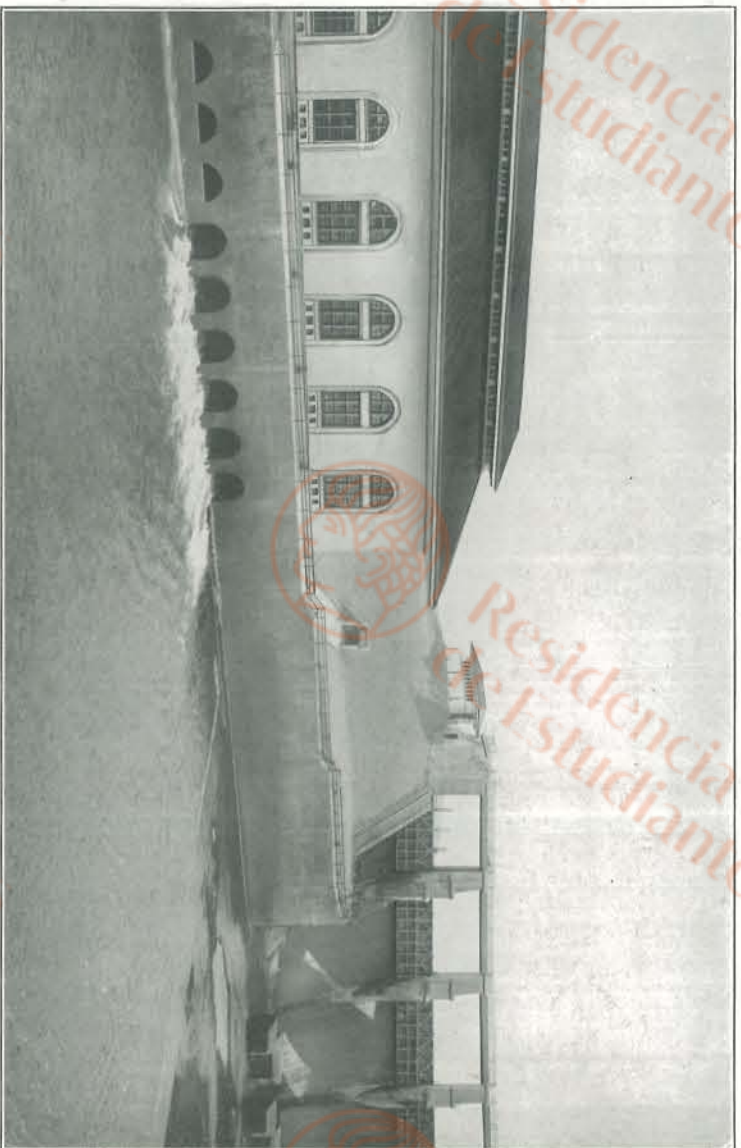
Pacific entrance to Panama Canal, showing U. S. Destroyers.
Entrada del Pacífico al Canal de Panama, mostrando Caza-Torpederos de los Estados Unidos.



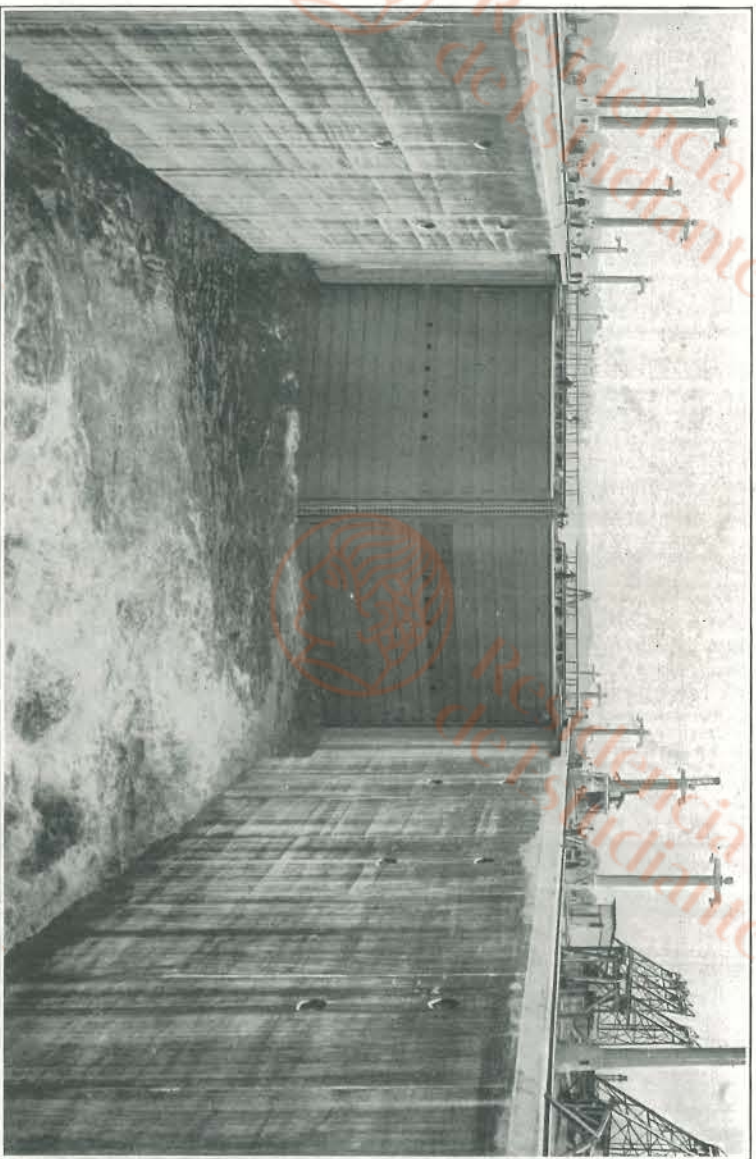
Dutch Passenger Steamer passing through Culebra Cut, Panama Canal.
Vapor de pasajeros Danes, pasando el corte de Culebra, Canal de Panama.



Gatun Spillway in Operation, showing Seven Gates Open.
Desague de Gatun funcionando, mostrando siete compuertas abiertas. Canal de Panama.



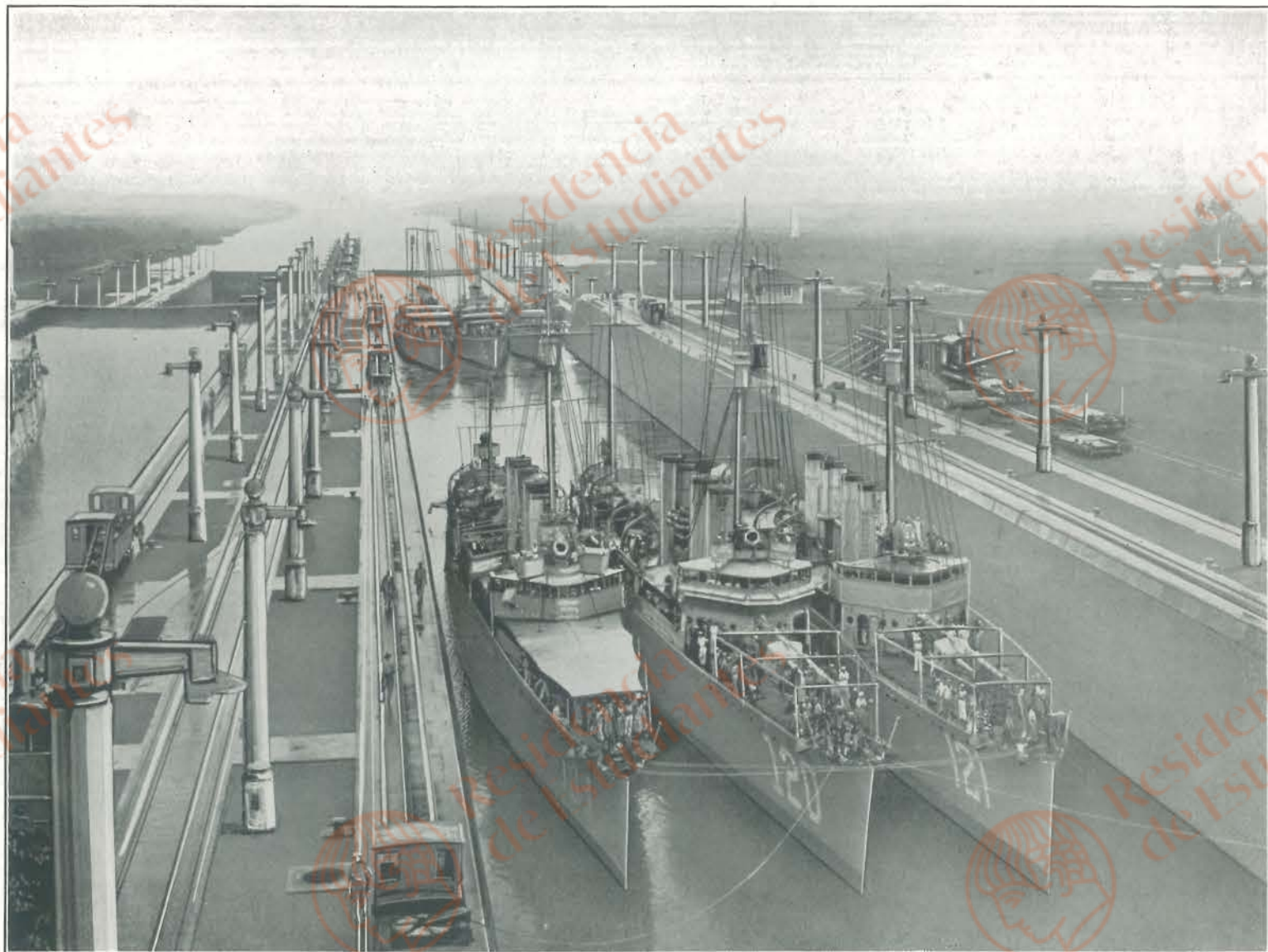
Hydro-Electric Station, Gatun, Panama Canal.
Estacion Hidroelectrica, Gatun, Canal de Panama.



Filling North Section of Gatun Locks, Panama Canal.
Llenando la sección norte de las esclusas de Gatun, Canal de Panamá.



Gatun Spillway in Operation, Panama Canal.
Desague de Gatun funcionando, Canal de Panamá.



U. S. Destroyers entering Middle Chambers, Gatun Locks, Panama Canal
Caza-Torpederos entrando en la Compuerta Central de las esclusas de Gatun, Canal de Panama.



20,000 Ton Ocean Liner in West Chamber of Pedro Miguel Locks, Panama Canal.
Vapor Mercante de 20,000 toneladas en la Compuerte Occidental de las esclusas de Pedro Miguel, Canal de Panama.



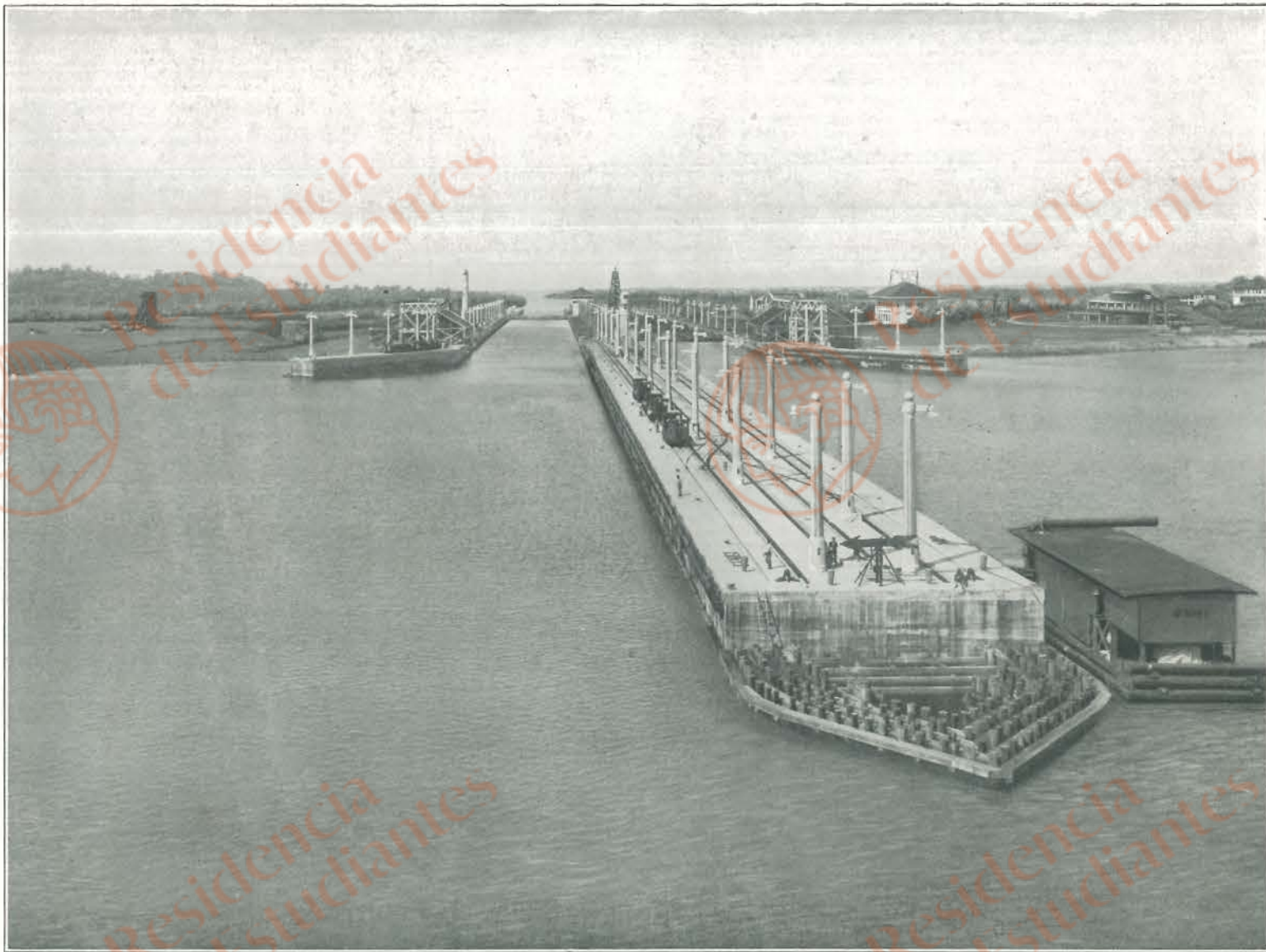
U. S. "C" Class Submarines, in Gatun Locks, Panama Canal.
Submarinos Americanos clase "C" en las esclusas de Gatun, Canal de Panama.



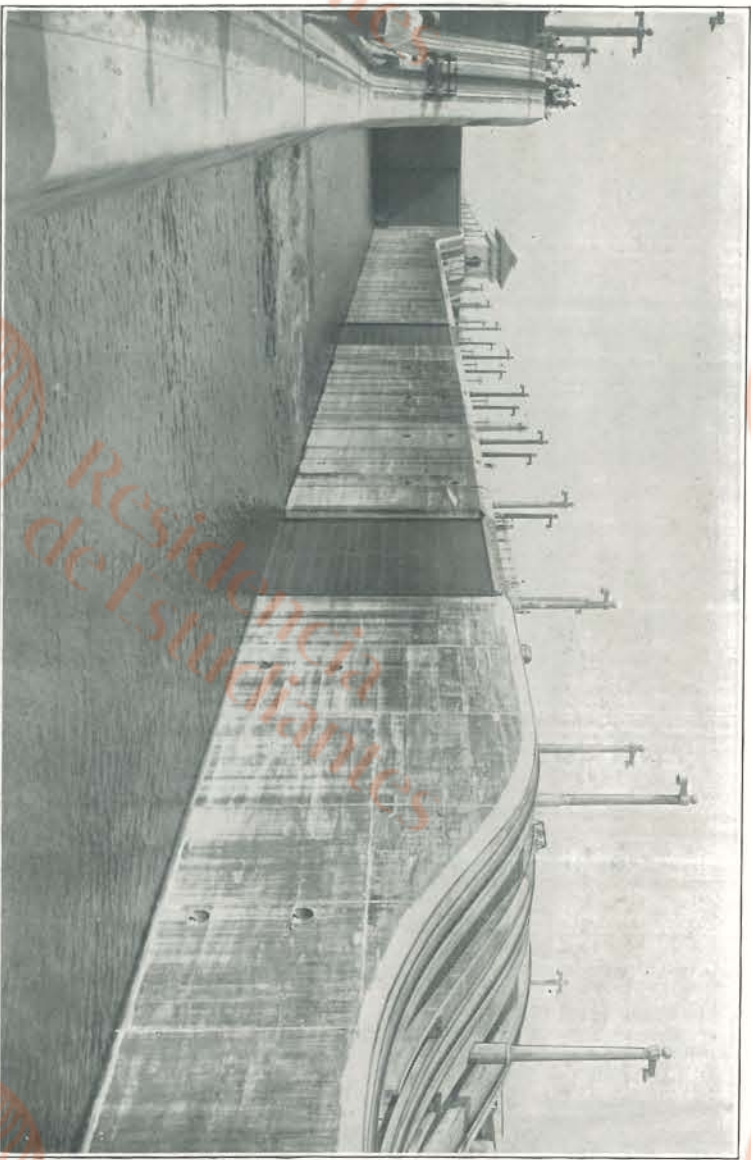
Gatun Locks, looking South, Panama Canal.
Exclusas de Gatun, mirando hacia el Sur, Canal de Panama.



Steamship "Resolute" entering Miraflores Lake, Panama Canal.
Vapor "Resolute" entrando en el lago de Miraflores, Canal de Panamá.



South approach Wall to Gatun Locks, Panama Canal.
Muro de acercamiento por el lado sur a las esclusas de Gatun, Canal de Panama.



Admitting Water from higher into Lower Chamber, Gatun Locks, Panama Canal.
Admitiendo agua de la recámara superior a la inferior, esclusas de Gatun, Canal de Panama.



Electric Towing Locomotive in operation at Gatun Locks, Panama Canal.
Hilanderas eléctricas funcionando en las esclusas de Gatun, Canal de Panama.



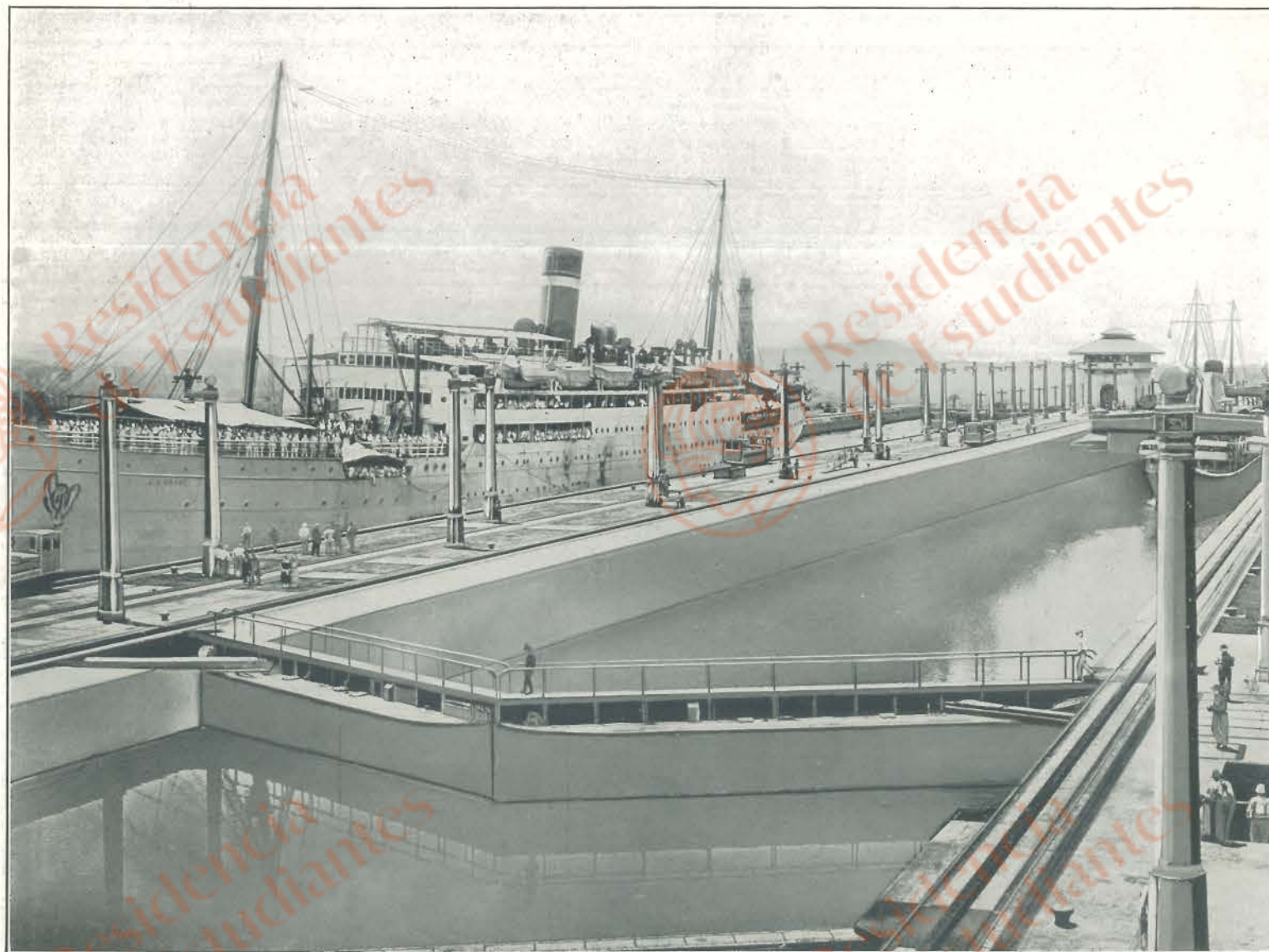
Operating Emergency Dam, Gatun Locks, Panama Canal.
Funcionando la represa de emergencia, esclusas de Gatun, Canal de Panama.



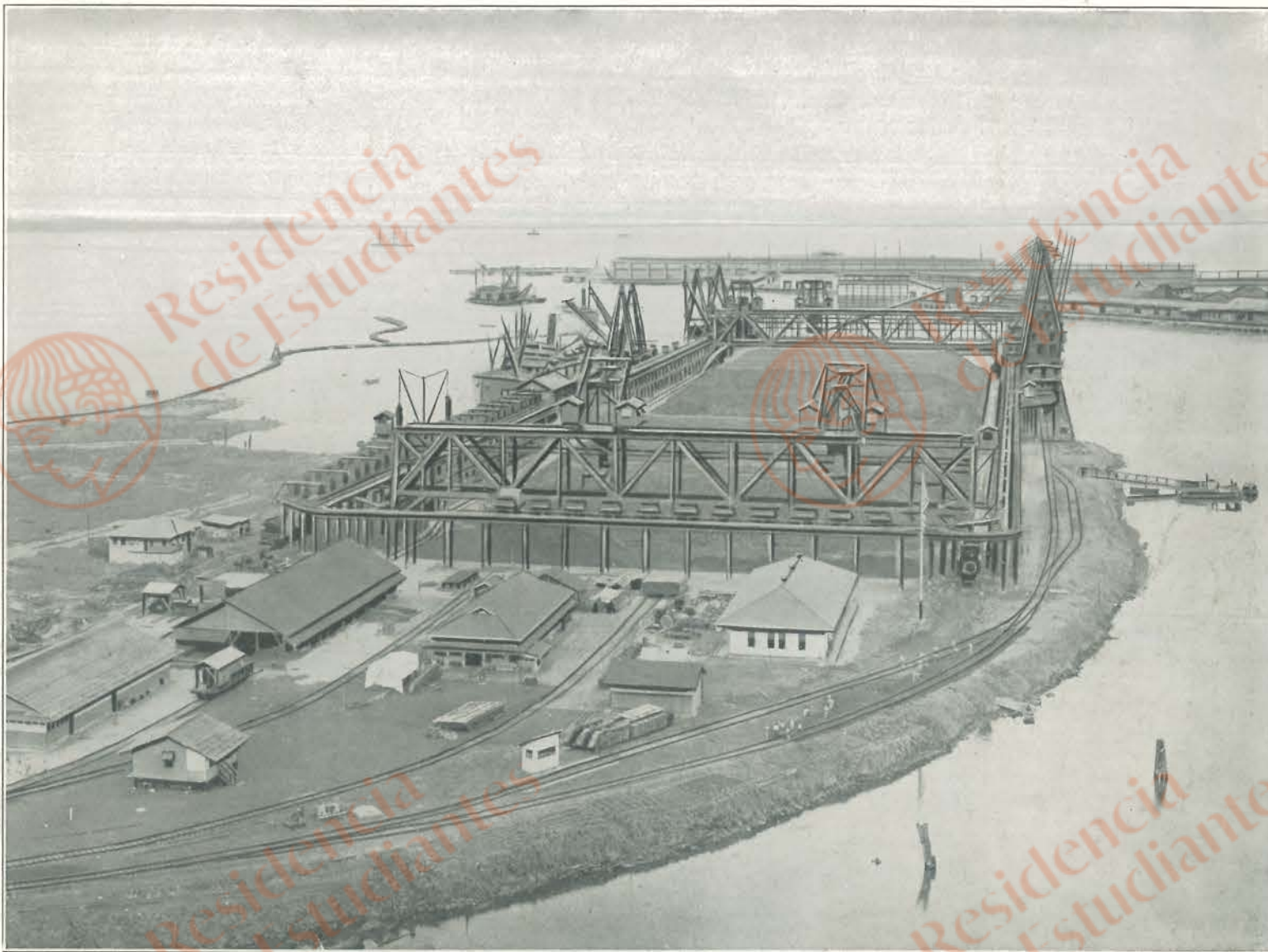
Loading Coal through chutes at the Cristobal Coaling Plant, Canal Zone.
Cargando Carbon por medio de Planos Inclizados en la Planta Carbonera de Cristobal, Zona del Canal.



Submarine Tender "Severn" being towed through Gatun Locks by Electric Locomotive (Mule) Panama Canal.
Remolcador de Submarinos "Severn" remolcado por Hilanderas Electricas en las esclusas de Gatun, Canal de Panama.



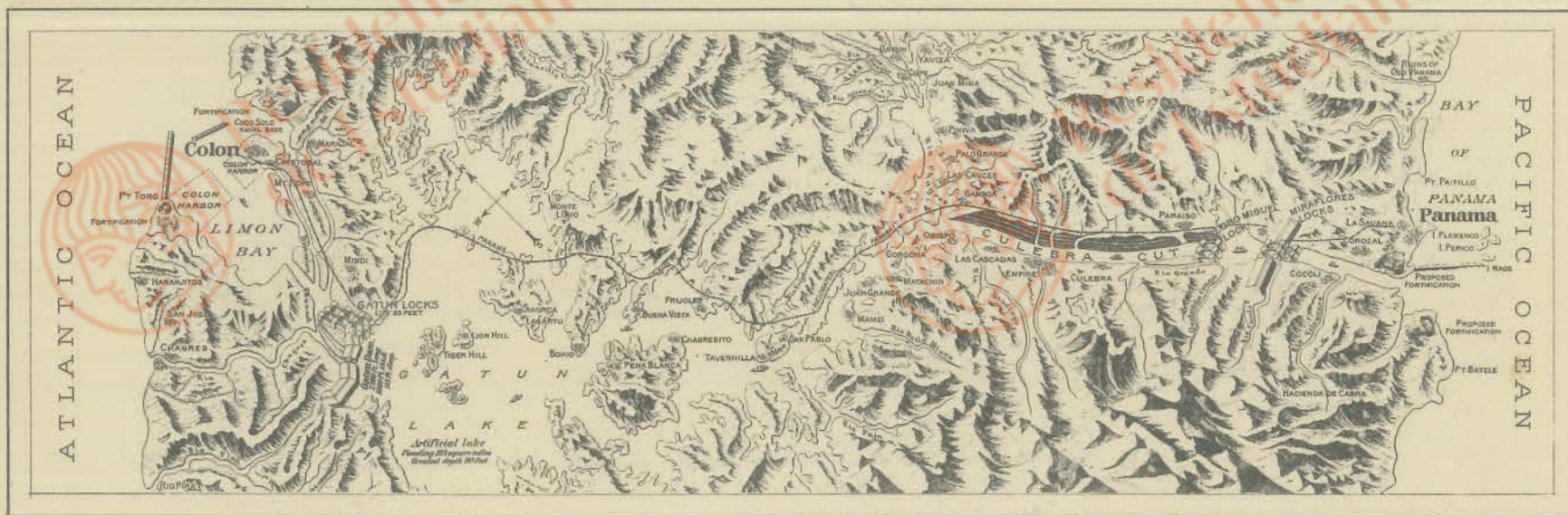
U. S. Army Transport "Grant" in Gatun Locks, Panama Canal.
Buque Transporte Militar "Grant" en las esclusas de Gatun, Canal de Panama.



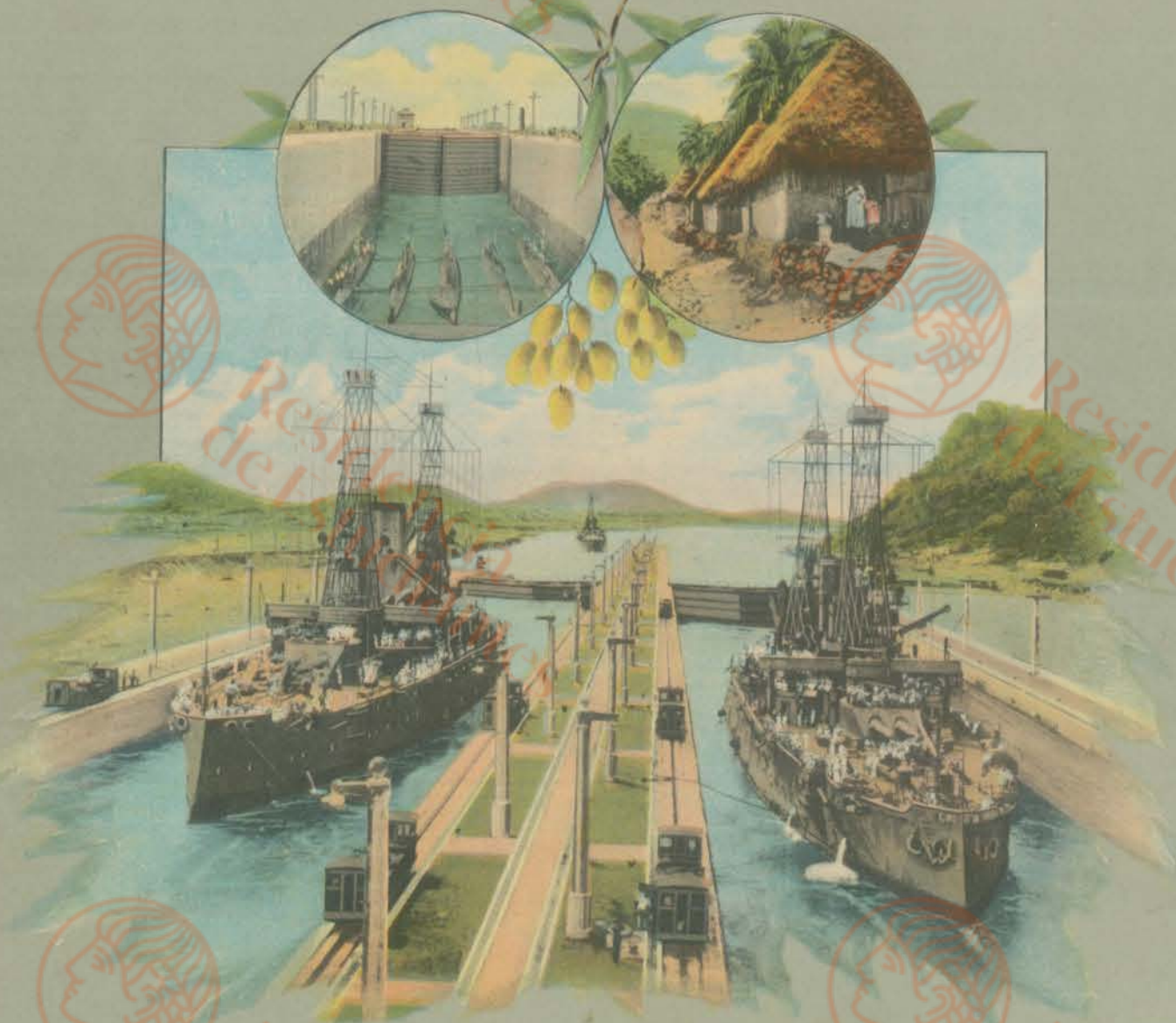
Atlantic Terminal Coaling Plant, the largest of its kind in the world, Cristobal, Canal Zone
Planta carbonera terminal del Atlantico, la mas grande del mundo en su clase, Cristobal, Zona del Canal.



Piers 7 and 8, Cristobal, Canal Zone.
Muelles 7 y 8, Cristobal, Zona del Canal.



Model of the Panama Canal.



0998-1162-
FED (1-2)