The Panama Canal: a Triumph
Entrenched in Tragedy

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Senior Group Exhibit

Student-composed words in process paper: 470
Student-composed words on exhibit: 499
The Panama Canal revolutionized commerce, inspired medical innovation, and redefined the global politics of the 20th century. Our school’s curriculum largely ignored its construction by subsuming its tragic history under the title of American triumph, so we made it our project to expose this lesser-known history. Our initial fascination lay in the Canal’s grandeur; our research revealed its immeasurable cost. We were attracted by the span of its impact on medicine and global trade, but we were enthralled when we learned of the particulars of the truth behind this architectural triumph. We focused our project on the delayed benefits that came to Panama from the Canal: while it contained the potential for worldwide gain upon completion in 1914, nearly a century passed before universal triumph (to Panama and to the world) began to emerge from the shadow of American imperialism.

Because of our limited background knowledge, we began with broad research. We used the San Diego Public Library to find books such as *The Canal Builders* by Julie Greene, a lucid history of labor on the Panama Canal. Then, we sought secondary sources—articles and journal entries—from databases such as *Britannica ImageQuest* and *Gale World History in Context*. As we dove into primary sources, we discovered myriad disparate perspectives and were challenged to narrow our focus. Our favorite source was an interview with Joanie McCoy, a third-generation occupant of the Canal Zone who further elucidated the complexity of its history by sharing family memories and political opinions. After the first stages of research, our group had uncovered unique perspectives that became the six foci of our project: the economic, political, and technological triumphs and tragedies of the Canal.

The construction of this exhibit required fewer hands but no less creative skill than did the Panama Canal. About four weeks before the competition, we purchased supplies and began
construction. It took one week to paint the boards, drill holes for the hinges, and cut the roof. Then, we raised the text and images on sheets of Plexiglass to emphasize the large physical map of Panama in the background. We hoped to use the visual impact of an exhibit to gain the viewer’s sympathy—words are powerful, but photos of working conditions and sharp political cartoons capture the full sweep of this century-long saga. We also made a few changes for the state competition, as we added a mini-documentary and a timeline with special lighting.

The best historiography approximates truth; the worst obfuscates it. Our project strives to tie together disparate strands of the Panama Canal’s history and recognizes the tragedy that accompanied technical triumph. The Canal represented the intersection of heroism and immorality, of opportunism and vulnerability, and of triumph and tragedy. It stands today as a symbol—not of American superiority, but of the true costs and benefits of awe-inspiring industrial development.
Bibliography

Primary Sources

Images

Battleship 'Ohio' / Panama Canal / Photo. Photograph. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/109_166276/1/109_166276/cite. Accessed 2 Feb 2019. This image shows the passage of American battleships through the Canal. It is included in the Facilitation of War section to demonstrate the chiefly military activity that took place during World War I.

Can science colonise the tropics? (colour litho). Illustration. Britannica ImageQuest, Encyclopædia Britannica, 6 Dec 2017. quest.eb.com/search/108_2387668/1/108_2387668/cite. Accessed 13 Feb 2019. This illustration, created in 1913, depicts a man dressed in scholarly robes presenting the Panama, specifically the Canal Zone, to American workers and businessmen. It reveals the fear of yellow fever and malaria that many people had following the French attempt at building a canal in Panama. It also shows the attempt by the United States to make medical advancements in Panama. We used this drawing in the technological triumph section of the exhibit.

A Crown He Is Entitled to Wear. June 4. Photograph. Retrieved from the Library of Congress, <www.loc.gov/item/2002697705/>. This is a political cartoon depicting a huge accomplishment during President Roosevelt's presidency: the development of the Panama Canal. This cartoon gave us insight into the triumphant view of American politics and the
Panama Canal. We used this cartoon in our project to show this perceived triumph for many.

Department of State. Bureau of Inter-American Affairs. Office of Central American and Panamanian Affairs. 1958-ca. 1964. Photograph of Students holding a Panamanian Flag. 9 Jan. 1964. National Archive Catalog, catalog.archives.gov/id/45646388. Accessed 27 Jan. 2019. This image illustrates students protesting during the Flag Riots. It is important because it shows the gravity of the riots and how involved students were in facilitating the riots. It was used in the Flag Riots section of the exhibit.

Department of State. Bureau of Inter-American Affairs. Office of the Director for Panama. Photograph of Student with a Banner saying Fleming Go Home. 9 Jan. 1964. National Archives Catalog, catalog.archives.gov/id/35847607. Accessed 27 Jan. 2019. This image was taken during the Flag Riots, otherwise known as the Communist Riots. It was used in the Flag Riots section of the exhibit.

Photograph of Students on the balcony of Balboa High School. 9 Jan. 1964. National Archives Catalog, catalog.archives.gov/id/45646393. Accessed 27 Jan. 2019. This image is of American students holding up the United States flag. It shows the opposing side of the conflict against Panama for the zone and it also shows the importance of students during the riots. It is used in the flag riots section of the exhibit.

source illustration depicts the construction of the Panama Canal. We used this image in our Economic Tragedy section.

How the Bisection of a Continent Affects Trade Routes', from 'Wonder of Land and Sea', published in 1914. Fine Art. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/108_265290/1/108_265290/cite. Accessed 10 Feb 2019. This illustration by G.F. Morelli shows the three most popular routes that used the Panama Canal. Liverpool and San Francisco, London and Honolulu, and New York and San Francisco were closely knit by commerce as the Canal eliminated an average of 6,000 miles from each destination to the next. We include this drawing in the Global Trade section to demonstrate the Canal's global benefits.

Keppler, Udo J., Artist. A revelation in revolutions / Kep. N.Y.: J. Ottmann Lith. Co., Puck Bldg. Photograph. Retrieved from the Library of Congress, <www.loc.gov/item/2010652322/>. This is a political cartoon that caricatures the roles of the United States and Panama in the planning and construction of the canal. From it, we were able to learn more about the argument that the United States used Panama selfishly. We used this cartoon in our project to show how what many Americans perceived to be a triumph ended up being a tragedy for Panama.

realized that it had to defend its new creation. Thus, the Canal was equipped with large weapons such as the one depicted in this image. We include it in the Facilitation of War section to demonstrate America's commitment to defense (often of unnecessary proportions).

PANAMA CANAL CARTOON, 1912. - 'Uncle Sam's Canal.' An Irish cartoon of 1912 on British protests against free tolls for American ships passing through the Panama Canal, a toll regulation repealed by President Woodrow Wilson in 1914. Fine Art. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/140_1633904/1/140_1633904/cite. Accessed 10 Feb 2019. In this cartoon, a lanky Uncle Sam towers over his stodgy British counterpart (most likely a politician). It demonstrates Britain's anxiety about the free passage of American ships through the Panama Canal and is included in the Global Trade section.

PANAMA CANAL CARTOON, 1904. - Death waiting in the fever-ridden swamps for the builders of the Panama Canal. American cartoon, 1904, by Joseph Keppler, Jr. Fine Art. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/140_1641871/1/140_1641871/cite. Accessed 7 Feb 2019. This primary source illustration, depicts "Death" waiting at the Panama Canal. This drawing highlights the high mortality rates and unsafe conditions many workers faced when they migrated to Panama. This picture was used in our Economic Tragedy section.

Panama Protection. Photographer. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/115_2741941/1/115_2741941/cite. Accessed 2 Feb 2019. This photograph shows one of the 14-inch guns that guarded the Panama Canal beginning in
1940. The U.S. doubled their defense of the Canal in the early 40s, an extension of their projects in 1915 to reinforce security during the first World War. The photo is included in the Facilitation of Tragedy section.

PBS, director. *Panama Canal.* PBS, Public Broadcasting Service, 24 Jan. 2011, www.pbs.org/wgbh/americanexperience/films/panama/. This film by PBS gives an overview of the Panama Canal and its history from the French attempts at construction to today. While we benefited from the information contained in the documentary, we mostly used this film for its primary source images and video for our media.

*Cite.*

**U.S. Trade Routed Through the Panama Canal.** Caulderwood, Kathleen, and Marcus Baram. "Panama Canal Anniversary 2014: The World-Changing Economic Impact Of The Canal." *International Business Times*, 6 Dec. 2015, www.ibtimes.com/panama-canal-anniversary-2014-world-changing-economic-impact-canal-1656834. This image depicts the myriad trade routes that intersected at the Panama Canal. The article that contained it, a tribute to the Canal's 100th anniversary, provided much useful knowledge about the economic impact and compared the project to the seismic shift from "the Pony Express to Gmail." Both the image and the information were useful in constructing the Global Trade section.

Worker deaths on the Panama Canal. Fine Art. Britannica ImageQuest, Encyclopædia Britannica, 25 May 2016. quest.eb.com/search/108_254438/1/108_254438/cite. Accessed 7 Feb 2019. This primary source illustration depicts the environment of the Panama Canal which was largely characterized by the deaths of many of the workers. This source explains that
underdeveloped technology and diseases caused the deaths of many people. This image was used in our Economic Tragedy section.


**Books**

Bullard, Arthur. *Panama, The Canal, The Country and The People*. New York, The Macmillan Company, 1914. *Internet Archive*, archive.org/details/panamacanalcount00bulluoft/page/n8. Accessed 16 Feb. 2019. This book, from the perspective of the author, recounts his experiences traveling to and working on the Panama Canal. His perspectives are accompanied by photographs that he took. Quotations from the novel were used in the flag riots section to show the tensions between Panama and America; photographs and quotations were used in the economic tragedy side to show the commodification of people.

in 1913, just before the canal was opened, is about the construction of the canal. This source also had pictures of the canal during its construction. Ewing Mears talked about the advanced engineering and sanitation efforts in the construction of the canal like it was a great American triumph. We used this source to show American pride in the technological triumphs that occurred.


**Newspapers**

By, MICHAEL M. "Big Ditch Debate." *New York Times* (1923-Current file), Feb 19, 1978, pp. 1. ProQuest, https://search.proquest.com/docview/123806762?accountid=84567. This is an American newspaper article about the question of ownership of the canal written in 1978, a rocky time for Panama-U.S. relations over the Panama Canal. This newspaper offered us an American perspective on whether or not the U.S. should keep the canal or hand it over to Panama. We used this article to inform ourselves on the argument of keeping the Canal as evidence of American Power, and also to make connections between the canal and other major U.S. matters of the time (for example, the Vietnam War).
By FRANK L KLUCKHOHN Special to THE NEW YORK TIMES. "AIR BASES PLEDGED BY THREE NATIONS TO DEFEND CANAL." New York Times (1923-Current file), Mar 04, 1940, pp. 1. ProQuest, https://search.proquest.com/docview/105450066?accountid=84567. This newspaper provided an article about Roosevelt's successful request to patrol the airways above Panama during World War II. This period was the Canal's most active military moment. A callout from the beginning of the article is included in the Facilitation of War section.


"PANAMA CANAL PROBLEMS." Scientific American, vol. 91, no. 25, 1904, pp. 426–426. JSTOR, www.jstor.org/stable/26003305 This primary source journal, published by Scientific American in 1904, offers insight to the problems of the Panama canal, specifically the high mortality rate. This source argues that diseases greatly affected the workers at the Canal, yet little was done to remedy this problem. This information is included in our Economic Tragedy section.

Patton, Blaine. "Digging the Panama Canal: THE GREATEST ENGINEERING FEAT EVER UNDERTAKEN BY MAN IS NEARING COMPLETION." Los Angeles Times (1886-1922), Jun 12, 1910, pp. 1. ProQuest, https://search.proquest.com/docview/159548429?accountid=84567. Accessed 12 Feb. 2019. This black and white newspaper graphic depicts the amount of soil dug for the Culebra Cut. We used this image in the technological triumph section to show the progress of the canal construction.

Rogers, W. A., Artist. Held up the wrong man / W. A. Rogers. Photograph. Retrieved from the Library of Congress, <www.loc.gov/item/2010645505/>. This is a cartoon showing the responsibility the United States felt for Panamanian independence after the Hay-Bunau-Varilla treaty. By depicting Colombia as a bandit, while Roosevelt is shown heroically, it gives off an feeling of American superiority, which was common at the time of construction of the canal. We used this image in our project to show early Panamanian-American relations and how those were influenced by the people of Panama and the Zonians.
Roger W Babson of, Wellesley Hills. "PANAMA CANAL'S EFFECT ON TRANSCONTINENTAL ROADS." *New York Times (1857-1922)*, Sep 17, 1911, pp. 2. ProQuest, https://search.proquest.com/docview/97178658?accountid=84567. Accessed 20 Jan. 2019. This article discussed the predicted impact the Panama Canal could have on railroad costs. This was helpful in learning about the opinions about the economic impact of the Canal on the use of the Panama Railroad. We used this source to develop more ideas about the economic triumphs of the Canal.

**Periodicals (other)**

Brooks, Vivian. Through my Uncle’s Panama Canal I’ll Sail. Library of Congress, 1914. World Digital Library, www.wdl.org/en/item/16924/. This song, written by Vivian Brooks, was published around the time of the opening of the Panama Canal. It is one of many songs written on this subject, and represents the excited American attitude toward this canal. We used this song to learn more about the emotional American perspective of the Canal and we printed out a copy of the score for display on our exhibit.

Donovan, C. The Panama Swim. Library of Congress, 1914. World Digital Library, www.wdl.org/en/item/16917/. This song, written by C Donovan, was published about the unification of the world because of the opening of the Panama Canal. It is one of many songs written on this subject, and represents the excited American attitude toward this canal. We used this song to learn more about the American perspective of the Canal and we printed out a copy of the score for display on our exhibit.

journalist's perspective on the flag riots that broke out in Panama. It has nice primary source quotations and images that were used in the flag riots section.

Green, Gladys. The Panama Swim. Library of Congress, 1914. World Digital Library, www.wdl.org/en/item/16921/. This song, written by Gladys Green, was published around the time of the opening of the Panama Canal. It is one of many songs written on this subject, and represents the excited American attitude toward this canal. We used this song to learn more about the American perspective of the Canal and we printed out a copy of the score for display on our exhibit.


Interviews

The immediate benefits of the canal to the U.S. We included a quote about the shift from overseas to overland trade after World War II caused a dip in the cost of diesel.

McCoy, Joanie. Interview. 7 Feb. 2019. We interviewed Joanie McCoy, the California representative for the Panama Canal Society. Joanie's family lived in Panama from 1908 to 1973. Her grandfather helped build the canal, and her father helped operate it, and she grew up there until college. Joanie offered us invaluable insight into the life of a "Zonian", and how that impacted her opinions on the canal and relations between Americans and Panamanians. She offered us a lot of information on the Flag Riots, harsh treatment of Panamanian workers, and the passing of control of the canal to Panama from the United States.

“Theodore Roosevelt.” Internet Archive, Universal Studios, 1 Jan. 1970, archive.org/details/1934-07-02_Roosevelt_Sails_On_10000_Mile_Trip. This video of an interview with Roosevelt demonstrates his enthusiasm for the project. We watched it to gain insight about his personal attachment to the project. As anticipated, his enthusiasm is effusive.

Witkin, Michael. “Interview with Michael Witkin, 2015 July 5.” 2019. University of Florida Digital Collections, Accessed 9 May 2019. This interview with Michael Witkin highlighted the life of someone living in the Canal Zone during the period of time in between construction and the passing of the Canal to Panama. Witkin's interview taught us a lot about life in "the Zone" and the relationship between Zonians and Panamanians. We used audio clips from this interview in our media.
Government Reports and Documents

Mason, Chas F. "Statistical Tables." Report of the Department of Health of the Panama Canal for the Year 1914, Washington, 1915, pp. 22-54. Hathitrust, babel.hathitrust.org/cgi/pt?id=nyp.33433075974489;view=1up;seq=6. Accessed 16 Feb. 2019. This report is a summation of data made by the health officials located in the Panama Canal. The statistical tables and charts were used as images in the economic tragedy section to show the human lives that were lost in one year, at the canal.

"Memorandum to Drafting Office on Canal Treaty discussions." 3 Mar. 1964. National Archives Catalog, catalog.archives.gov/id/23813182. Accessed 27 Jan. 2019. This memorandum spoke about the conflicts that were occurring in Panama, and it contained the United State's response to the conflicts. It is important because it shows how the United States thought they were negotiating enough, whereas Panama felt like there were not enough conversations. This information was helpful in crafting the flag riots section.

"Theodore Roosevelt's Corollary to the Monroe Doctrine (1905)." Our Documents - Interstate Commerce Act (1887), www.ourdocuments.gov/doc.php?flash=false&doc=56#. This document is President Theodore Roosevelt's Corollary to the Monroe Doctrine. Roosevelt's statement in this document essentially expanded the statement made by the Monroe Doctrine to include the United State's role as a police force in the Western Hemisphere, a declaration that was essential to the justification of U.S. affairs in Panama. We used a quotation from this document in our project to demonstrate the responsibility the United States felt for Panama.
United States, Congress. *Hay-Bunau-Varilla Treaty*. Government Publishing Office, 19 Nov. 1903. *National Archives Catalog*, catalog.archives.gov/. Accessed 28 Feb. 2019. The Hay-Bunau-Varilla Treaty was the original treaty made between the United States and Panama about the possibility of a canal. This treaty established joint control over the canal and secured future independence for Panama from Colombia with help from the U.S. We used this treaty for direct quotations in our project and as a primary source documenting the early stages of relations between the United States and Panama.


United States Army. *Report of the Health Department of the Panama Canal for the Year 1914*. By Chas F. Mason, Washington, 1915. *HathiTrust*, babel.hathitrust.org/cgi/pt?id=nyp.33433075974489;view=1up;seq=3. Accessed 27 Jan. 2019. This report is of the health and sanitation conditions of the Canal Zone during the year 1914. While the death rate decreased from when the canal was first being built, it shows the disparity between the black and white workers. This report had graphs that were used in the economic tragedy section.
United States Department of State. *Papers Relating to the Foreign Relations of the United States*. U.S. Government Printing Office, 1882. This is a publication from the United States about their foreign relations around the late 19th century. It offers insight into the imperialist attitude of the U.S. and many other countries in the time leading up to the planning and construction of the Panama Canal. We used it to understand more about the reasons behind the canal and the justification of affairs in Panama.

**Secondary Sources**

**Books**

Greene, Julie. *The Canal Builders: Making America's Empire at the Panama Canal*. Penguin Books, 2010. Not only did this book emphasize the perspective of laborers on the Panama Canal, but it also described the social movements inspired by World War II. We included a quote about postwar tensions between America and Panama about sovereignty and control of the canal.

McCullough, David. *Path Between the Seas*. Simon and Schuster, 1977. This book offered insight to the poor working conditions and high mortality rates at the canal. We used this information in our Economic Tragedy section.

**Web Sites**

the original canal. The information was used when looking at the legacy and modern-day connections of the Panama Canal.

Byrne, Ashley. "50 years ago this week, riots determined the fate of the Panama Canal." PRI, 10 Jan. 2014,
www.pri.org/stories/2014-01-10/50-years-ago-week-riots-determined-fate-panama-canal. Accessed 20 Feb. 2019. This article shares how the Panama Flag Riots are commemorated today as Martyr's day. It shows the lasting impact that the riots had and also has quotations from Panamanians that experienced the riots. A quotation from the interview found in the article is used in the Flag Riots section of the exhibit.

Child, Lt. Colonel Jack. "Military Aspects of the Panama Canal Issue." U.S. Naval Institute,
Military Aspects of the Panama Canal Issue, 1 Jan. 1980,
www.usni.org/magazines/proceedings/1980/january/military-aspects-panama-canal-issue. This article was written by a Lieutenant Colonel in the U.S. military and provided descriptions of the military functions of the canal. Most interestingly, it hypothesizes what would have happened during wartime had the Panama Canal never been completed. We included a quote about this subject in our Technological Tragedy section.

Kahn, Carrie. "The $5 Billion Panama Canal Expansion Opens Sunday, Amidst Shipping Concerns." NPR, National Public Radio, 25 June 2016,
www.npr.org/2016/06/25/483523910/the-5-billion-panama-canal-expansion-opens-sunday-amidst-shipping-concerns. Accessed 6 May 2019. This source discusses the new expansion of the Panama Canal, its benefits and potential problems. It also provided
images of the new Gatun Locks. This article was useful in understanding the modern connections of our project.

Lieffers, Caroline. "How the Panama Canal Took a Huge Toll On the Contract Workers Who Built It." Smithsonian.com, Smithsonian Institution, 18 Apr. 2018, www.smithsonianmag.com/history/how-panama-canal-took-huge-toll-on-contract-workers-who-built-it-180968822/. Accessed 16 Jan. 2019. This article by Caroline Lieffers shows the effect of lack of regulation during the creation of the Panama Canal. The working conditions and the diseases in the Canal Zone caused the deaths of the workers in the French and American canal projects. This source contained quotations from workers in Panama. We used this information to learn more about the toll these conditions had on the hard laborers.

Maurer, Noel, and Carlos Yu. "What Roosevelt Took: the Economic Impact of the Panama Canal." www.hbs.edu/faculty/Publication%20Files/06-041.pdf. This was, by far, the most informative article we found in our initial research. It focused upon the economic impact of the Panama Canal, from its shadowy start in the hands of Wall Street tycoons and French engineers to its "net positive social benefit." We included a few quotes about the global impact of the canal in the Economic Triumph section.

states that there is a decrease in global trade due to the policies that are being made between China and the United States, however, there are some exceptions such as international air freight. This information was helpful in the modern connection section of the exhibit.

"Spotlight: Social Effects Of The Panama Canal." *WMOT*, WMOT, 13 May 2017, www.wmot.org/post/spotlight-social-effects-panama-canal#stream/0. Accessed 23 Jan. 2019. This podcast highlighted the influence of the Canal's construction on the surrounding environment and Panamanian opinions on the effect of the Canal on their economy. This was useful to learn about the grand impact the Panama Canal has on the economy today. We used this source to understand the modern influence and legacy of the Canal's construction.

Stern, Alexandra Minna. "The Public Health Service in the Panama Canal: A Forgotten Chapter of U.S. Public Health." *U.S. National Library of Medicine*, Association of Schools of Public Health, 2005, www.ncbi.nlm.nih.gov/pmc/articles/PMC1497783/. Accessed 29 Jan. 2019. This article by Alexandra Minna Stern talks about the role of the Public Health Service in Panama. This source was important to our project because it talked about the more long term effects of the sanitation efforts in Panama and the role of William Gorgas in the prevention of yellow fever and malaria in the Canal Zone. We used this information to construct the technological triumph side of the exhibit.

"Wider Impact - The Panama Canal." *The Economist*, 18 July 2016, www.economist.com/business/2016/06/18/wider-impact. Accessed 20 Feb. 2019. This article is about the economic impact that the new Panama canal locks has. This
information can be applied and compared to the influence that the first set of locks had on the economy. This information was helpful in understanding the modern day importance of the Panama Canal.

Caulderwood, Kathleen, and Marcus Baram. "Panama Canal Anniversary 2014: The World-Changing Economic Impact Of The Canal." International Business Times, 6 Dec. 2015, www.ibtimes.com/panama-canal-anniversary-2014-world-changing-economic-impact-canal-1656834. This article described the impact of the Panama Canal on global commerce: from California to Chile, the canal lowered transportation costs for governments and citizens worldwide. We include a quote about Chilean iron in the Global Trade section to demonstrate one immediate benefit to a country other than America.

Detmer, Jennifer. "The Republic of Panama: Past, Present, and Future Regarding the Panama Canal." Ethics of Development in a Global Environment, Stanford University, 23 Aug. 1999, web.stanford.edu/class/e297c/war_peace/americas/hpanama.html. This journal article provided specific information about the Treaties of 1977 and 1979, both of which are crucial to our explanation of the delayed benefits to Panama. We included a quote about the Neutrality Treaty of 1979 in the Technological Tragedy section to demonstrate America's continued military presence in the canal.

Anthologies/Collections

This article provided a general overview of the canal's history, from the Culebra cut to the Hay-Herrán Treaty. We found information about the canal's wartime activity and decided to include it in our Technological Tragedy section. We included a quote in this section about the materials and troops that passed through the canal during three major wars.

Arbena, Joseph L. "Colombian Reactions to the Independence of Panama, 1903-1904." The Americas, vol. 33, no. 1, 1976, pp. 130–148. JSTOR, www.jstor.org/stable/979991. This journal provided an article that touches on Panama's secession from the perspective of Colombians. It shows how integral the United States was in the leaving of Panama and shows the non-violent nature of the event. It was helpful in formulating ideas for the historical context section of the exhibit.


U.S. Department of State, U.S. Department of State, history.state.gov/milestones/1801-1829/monroe. This article about the Monroe Doctrine highlighted the main arguments of the publication. It was very useful in gaining context
for our project and supplementing what we know about American imperialist values of the 19th and 20th centuries.

**Tertiary Sources**

Brinkley, Alan. *Unfinished Nation*. Mcgraw-Hill Education, 2013. This textbook by historian Alan Brinkley, offers insight to the acquisition and creation of the Canal by America. We used this information in our section of American Imperialism to demonstrate America's strong-armed tactics to acquire the Canal.


The Panama Canal was a project of biblical proportions when it opened in 1914. At the lower tip of Central America, engineers created the world’s largest man-made lake by building the world’s largest dam. The decades-long construction project claimed tens of thousands of lives, led to the creation of the state of Panama, and cost the equivalent of $14 billion today. Cutting a canal through Panama would connect the Atlantic Ocean to the Pacific Ocean. Passenger, cargo, and military ships would no longer have to travel around the southernmost tip of South America. The 51-mile route shaved nearly 8000 miles off the journey between the coasts of North America. 15, 1914) that the Panama Canal was opened to traffic. It was a historic occasion, for it fulfilled a dream that had persisted for nearly four centuries. But the canal has since been a focus of Latin American grievances against the United States, particularly in the years of rising nationalism following World War II. The opening of the canal represented a triumph of engineering after several failures, notably by French companies. The United States Government entered the picture in 1902. Colombia, of which Panama was then a province, rejected a U.S. offer of compensation for a route across the The Panama Canal (Spanish: Canal de Panamá) is a major ship canal that traverses the Isthmus of Panama in Central America, connecting the Atlantic and Pacific Oceans. Construction of the canal was one of the largest and most difficult engineering projects ever undertaken. It has had an enormous impact on shipping between the Pacific and Atlantic oceans, obviating the long and treacherous route via the Drake Passage and Cape Horn at the southernmost tip of South America. A ship sailing from New York to Rather, the canal is an engineering triumph over nature. It has also been a major influence on world trade. The canal is owned and administered by the country of Panama. Some 190,000 tons of steel were entrenched in heavily reinforced concrete to build the lock chambers. The new lock complexes have 16 gates, which measure about 190 feet (58 meters) in length and up to 33 feet (10 meters) in width. The largest gate is more than 100 feet (30 meters) high. The Panama Canal survived two world wars without damage. But what would another conflict bring? In recent years the United States has maintained a two-ocean navy, which somewhat diminishes the importance of the canal for U.S. warship transit. The canal, however, remains vital for carrying wartime supplies.