

# The First Year of Operation of the Panama Canal

### Conclusions Drawn Concerning the Effect of the Canal on Trade Movements. New Life for the Sailing Ships—Absence of German Ships Has Been One of the Factors in Lessening the Volume of Traffic. Guesses as to the Future Business of the Canal—Cost of Handling Sailing Vessels.

charges from the saving of eighty days at sea at \$75 per day, or a total of \$6,000, the net saving to the operator would be \$3,200.

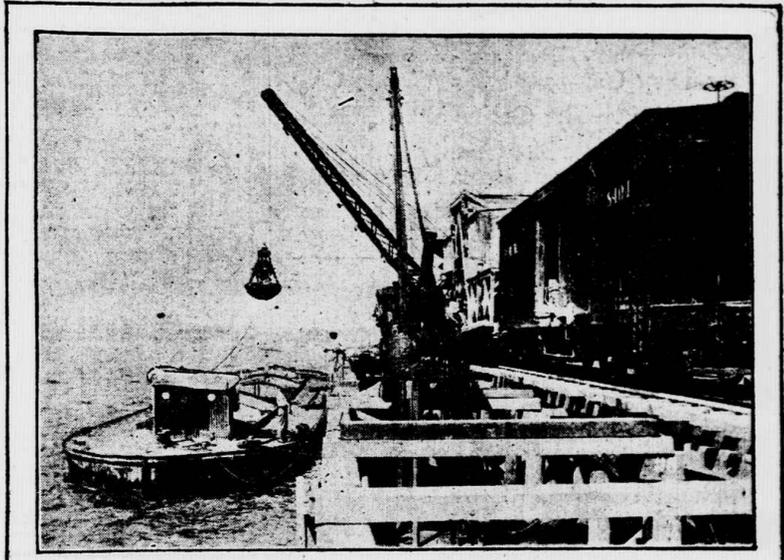
This mathematical demonstration of the money value of the canal to sailing ships may be subject to some variations, but the conservative estimate is that both of big and little sailing vessels through the canal, and the conclusion is so conservative an official as Gov. Goethals and his associates that the canal route is favorable to them.

The experience in regard to traffic routes, making allowance for the upset caused by the world war, in the main justifies anticipations. Thus far, the chief volume of traffic is the coastwise trade; that is, from the Atlantic to the Pacific and vice versa. This amounts to 40 per cent of the total volume.

During the first six months of operation the cargo tonnage was pretty evenly balanced, since it approximated 500,000 tons each way. Later months of the year, however, do not maintain this equilibrium. For example, during the month of May the eastbound cargoes were but little in excess of 73,000 tons, while the westbound were more than 118,000. The figures for the full year are not yet available.

The nature of this coastwise traffic is pretty well understood and does not need detailed analysis. From the Pacific coast, wines, fruits, fish, some ores and general products. Hawaiian sugar also may be considered part of the coastwise commerce. From the Atlantic to the Pacific the cargoes consist of general merchandise, coal, structural iron and miscellaneous machinery.

The traffic from the Pacific coast to Europe has been largely of grain, which constitutes more than one-half, and of general produce similar to the eastbound American coastwise trade. The traffic from Europe to the Pacific, due in part to the light light, is to be observed, shares on the voyage from New York to San Francisco a vessel might be expected to save eighty days at sea. It is stated that a ship of two thousand tons and up may be operated at sea at a cost of \$75 per day. The charges for passing such a vessel through the canal would approximate \$2,700. Subtracting these



PANAMA RAILWAY DOCKS AT CRISTOBAL. PLACING GRAVEL IN HOPPER OF CONCRETE MIXER.

American city which has been progressive enough to encourage the project.

Some years ago the Peruvian government subsidized and ultimately took over a steamship line to ply between Panama and west coast ports. Twin-screw steamers with passenger and cargo facilities were built in Europe and put into service. Since the opening of the canal the Peruvian government has sought to utilize this steamship line for through communication with the ports of the United States. It has had difficulty in getting sufficient freight guaranteed for return cargoes, but it finally decided to take some chances, and one of its steamers, the Mantaro, was dispatched to Baltimore with a cargo of nitrates. The distance between Callao and Baltimore is a fraction under 7,300 miles.

Chile, which has a very efficient subsidized merchant marine, is ready to extend that service to the American ports whenever return cargoes can be assured. The whole question of taking the full benefit of the canal on the part of American manufacturers and exporters is in their showing enough enterprise to assure return cargoes.

The first year of the canal, in addition to the actual volume of traffic which it discloses, sheds light on many questions that were raised during its construction. It is clear that the tolls are not too heavy for world traffic to bear.

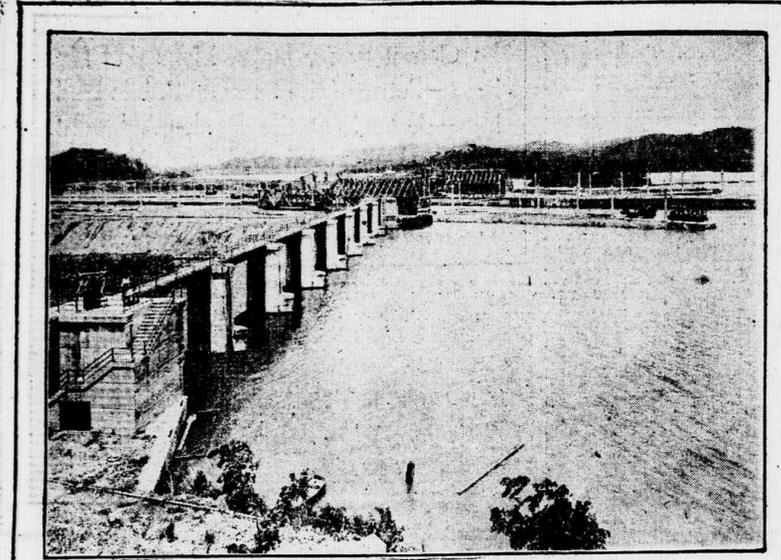
Since the canal administration has shown the feasibility of the canal for sailing craft, it may be that when the normal European demand for the nitrates is restored the nitrate fleet will work its way up the west coast instead of passing down and around Cape Horn.

Charles M. Schwab's Chilean iron ore properties are already sending their products through the canal. Copper, which is an important product of both Peru and Chile, follows its direct course across the isthmus without railway transshipment, as was formerly required. The copper industry is receiving some stimulus on this account. Some of the cargoes also go directly through the canal to England.

Peru, so far, has shown the most enterprise in taking advantage of the canal to promote its commerce by means of through steamship facilities. Baltimore, on its part, is the one



A RECENT VIEW OF THE BALBOA TERMINALS UNDER CONSTRUCTION.



MIRAFLORES SPILLWAY AND LAKE AS THEY APPEAR THIS SUMMER.

BY CHARLES M. PEPPER.

IT is a year since the Panama canal was opened. The exact date of the passage of the steamship Ancon, which marked the formal event, was August 15, 1914. The year has been a momentous one. Expectations that were entertained and estimates that were made of their prospective volume of traffic cannot, however, be judged because the conditions have been abnormal.

World commerce in a world war period affords little basis for measuring it in normal peace periods, yet some conclusions may be drawn concerning the effect of the canal on trade movements.

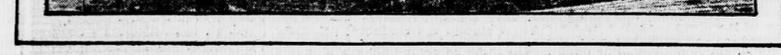
The absence of German ships has been one of the factors in lessening the volume of traffic. The Germans in their mercantile marine, as in everything else, were fully prepared to utilize the canal. Their calculations had been made to the minutest detail. Some of the business which they would have had, of course, has gone to their competitors.

The value of the British fleet to the largest sailing ships afloat. The Bell is 352½ feet long by forty-nine feet in the beam and twenty-eight deep, and has a net tonnage of 3,600 tons.

The passage of these four-masted sailing vessels, with their relatively large tonnage, would seem to settle definitely the commercial feasibility of the canal for this class of merchant craft. Various smaller sailing ships also have passed through.

The canal commission has been so impressed with the prospect that it has sought the co-operation of the United States hydrographic office to give full knowledge regarding seasonal winds and other information regarding directions for sailing vessels. It has also formulated suggestions that the sailing vessels make arrangements with regular steamship lines to pick them up in the area of doldrums and tow them into Balboa.

The commission gives some suggestive figures regarding the cost of handling the sailing vessels going through the canal and the saving in net expense from port to port. It estimates that on the voyage from New York to San Francisco a vessel might be expected to save eighty days at sea. It is stated that a ship of two thousand tons and up may be operated at sea at a cost of \$75 per day. The charges for passing such a vessel through the canal would approximate \$2,700. Subtracting these

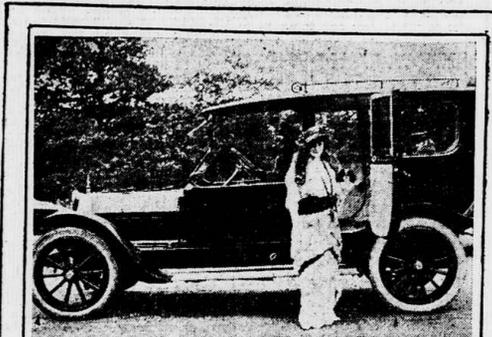


THE NEW TOWN OF BALBOA AS IT NOW APPEARS.

## British War Lords Call on American Woman for Help in Obtaining Workers

LONDON, July 29, 1915.

Q UITE recently, finding itself in more or less of a hole, the British war office applied to an American woman to pull it out. This woman is Mrs. Mary E. P. Turnbull, formerly of New York. Her husband is agent general in Great Britain for the Canadian province of New Brunswick. He is a native of St. John's, of which city his father owned the greater part, and where he, too, has large real estate holdings.



MRS. MARY E. P. TURNBULL, Who is asked to help the British war office by writing and producing a moving picture film designed to attract volunteers to assist hay baling.

The matter in which the war office wanted Mrs. Turnbull's help was one of hay. The British army in the field needs a lot of baled hay, some 10,000 tons a day, and until comparatively recently the art and science of making hay into bales was but dimly comprehended in this country and hardly practiced at all. It is said, in fact, that when the war began there were exactly two hay-baling machines to be found between John o' Groats in the north and Lands End in the south. There are considerably more of them at present, and what the British war office wants is to demonstrate effectively how the baling of hay is done. In response to an appeal for volunteer hay balers it has got some 6,000, and wants still more, and recently conceived the idea of getting them by means of a "movie" film.

It is where Mrs. Turnbull comes in. Among many other things she is a clever graphic artist. She made the dramatization of Frank Norris' novel, "The Pit," that was used over here under the title of "The Wheat King," and another piece of hers, "His Lordship's Cure," which already has done well in South Africa and on tour. Of late, in connection with the war work, in common with most other society women, Mrs. Turnbull has gone in for film-writing, too.

Some time ago she wrote and produced quite a striking moving picture play. This was in connection with the so-called Blue Cross Society, which looks after the horses wounded in bat-

ter, exhibitions, too, and the result should be thousands of fun-loving children, to be sent to the hay-baling industry.

Meanwhile, Mrs. Turnbull has no end of other kinds of war work on hand. She is usually seen in the city in a distinguished looking and is always beautifully gowned. She goes everywhere and knows everybody, and her list of acquaintances being Lady Roxburgh, who is, perhaps, the most intimate friend of Queen Mary, whom Mrs. Turnbull herself has had many letters in appreciation of her various activities. She was one of the first to be struck by the fact that the soldiers who are being trained for the front in various lonesome parts of the country needed certain amusements.

Mrs. Turnbull is vice president of the American circle of the famous Lyceum Club and vice chairman of its dramatic branch. In this capacity she recently organized a benefit matinee at the fashionable Haymarket Theater in aid of the naval disasters fund. The attraction was a piece called "The Royal Way," which some time ago won a prize offered by the Lyceum Club for the best play submitted by one of its members, and the matinee realized a profit of more than \$1,000. This, however, was not enough to satisfy its energetic American organizer, who forthwith hit on the project of auctioning the original of a painting made especially for reproduction on the southern coast by Charles William Wyllie, the marine artist. It represented the sinking of H. M. S. Good Hope in the fight with von Spee's squadron.

So to England I came, accompanied by my mother, from whom, I may tell you, I have never been separated since, not even during the two years that I spent in Australia. It was the first American girl to make a serious appearance on the London stage—long before Fay Davis, who is generally looked upon as the pioneer—and I made good quite soon. I first studied with the famous Sarah Thorne, who gave a special matinee of "The Joker" for me. As a result of it I got two offers of engagements—one from George Alexander, the signature of the other letter I couldn't read, so I paid hardly any attention to it. Later it proved to have been from Forbes Robertson, who looked upon me as the pioneer—and I made good quite soon. I first studied with the famous Sarah Thorne, who gave a special matinee of "The Joker" for me. As a result of it I got two offers of engagements—one from George Alexander, the signature of the other letter I couldn't read, so I paid hardly any attention to it. Later it proved to have been from Forbes Robertson, who looked upon me as the pioneer—and I made good quite soon.

Mrs. Turnbull has been married for fourteen years and has three children, a boy of thirteen, now at Harrow and wishing he were at the front, and two little girls, both exceedingly attractive. A photograph of the younger of them was taken by Queen Mary's Christmas cards last year.

Previous to her marriage Mrs. Turnbull was well known on the stage, first in New York and later in London, as "Elliott Page." She told about her dramatic life she sat at tea in her garden, with a white Australian cockatoo, which she brought back from that country and which is a gifted conversationalist, screaming impolite nothing in its interests, not to mention other "stunts" of a similar kind, such as the season's meetings in connection with almost every conceivable feature of war organization, also lecturing on car wheeling, and the like, and her own, including "nutrition" and economy in cookery. Her own cooks, one might mention, have to go through a list that discourages nine out of ten of them and makes the tenth into a sure treasure.

Later she played with Wilson Barrett in "The Sign of the Cross" and with Charles Hawtree in "The Mummy" and created a record by herself producing and appearing in what was virtually the first "sketch" ever done by a West End actress at a London music hall. The American girl herself went to Australia and played there successfully for a couple of years. She was a great success socially, it seems, going, as she put it, "from one government house to another." And then she came back to England, and, after some more acting in distinguished company, got married. Since then, as a playwright, Mrs. Turnbull has made quite a name for herself. One of her first pieces written with Nora Yvonne and called, "Notoriety" was accepted by Charles Hawtree, who paid \$1,000 down for it and then, having had bad luck in the meantime, had to postpone production so long that the play got out of date. "The Wheat King" was given at the Apollo, London, in 1904, and had a pleasing reception, though no one concerned made a fortune out of it. Later "His Lordship's Cure" was produced, first in Johannesburg and afterward at a special matinee in London.

This piece, in which chrysanthemum culture figures prominently, was written by Mrs. Turnbull in collaboration with "Dolf Wyllard," the author of "The Story of Eden" and so many other plays. Mrs. Turnbull is rather proud of this, as it represents the only occasion on which Miss "Wyllard" has consented to collaborate with any one. The special matinee of this play was given by Mrs. Turnbull for the benefit of a special fund that was being raised by Prince Francis of Teck for the Middlesex Hospital, and so successful was it that she was promptly made a life governor of that institution. It will not be surprising in the least if "His Lordship's Cure" makes a hit when presented regularly here, and meanwhile its energetic author, this time in collaboration with Ronald Macdonald, son of a famous father, is hard at work on a new play. Its theme is exceptionally interesting, being concerned with conditions in England as they are likely to be after the war.

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A SCENE IN MRS. TURNBULL'S WAR OFFICE FILM.