Hotel Tivoli

Under the Management of the Subsistence Department

Ancon, Canal Lone, Minday, April 22 — 1912

Dearest Mouna.

I find a six day hoot leaves
Tom errow, so I will send off a few
fines & Tell of the progress of the
Trip - Pleaver will have teff for
Mew Orleans before this reaches you.

I sent as awfward crowd on been
arrival in low. Laterday; please
forgins the script, but I had clack
my right Thumb and an efective for
four teffer reaching Knigoton. It is
how heatest r I do not expect Dlose

The day in Kingston fast Thursday was as usual there very hot i dusty, that two took a motor on arrival at eight, ran out to spanish Town saw the fareinstin old thurch, with

The old register containing our names uncles date of Tel. 25 - 1904! We also went over the old Tovernors House which you and did not do It was well worth it showing the pours & areunstance in which the old Royal Loverners fewer - I have we motored on D Kin lobe or Bag Walk or I Thust confee that That quel fingotten how very wonderful that of rive is Your I Turned hack at Bag Walk Station, hat having a motor enabley wo & go on six or seven miles thro! the plantation tourby & the Natural Bridge, a very wonderful formation of socks - his hefere we sent a darky up a três for fresh Coccamils Dquench our Theret We got back to the My. The Bank Hotel (new of course, as the ole and went down in the earthquake root several lives) pust in hime make Deveral purchases of hals clothes et

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and Defreel a crowd of huericans offthe Victoria Luize (old Wenterhland) including the Wen. Latter, R.a. C. Smiths et. By the every the wrecks of the par old Pinizessi V. L. rafauelle Hawburg haut still hie on the recan side of the long seef quarding the harber - We sailed at four r hence had no true to get upoto Hew lasthe where the troops are garusoned -The trup & tolow was hotter uneventiful, except for a travelling femerican livens on Loand hound for The your The West load of fout aderica -Colon came in right at noon In Laturday, two hours ahead of Time I we had have to & strine

around the lower of lolon proper (under Vanaman control) + the astjoining Crestabal (under our contral of the true Worthern Perminal afthe lawal) The lemerican quarters were a revelation, apoller or lowfirlable, get with len air of absolute efficiency there are beated the low missary headquarter Cold storage plant for the whole Zone ete. The ice-cream factory alone or the largest in the world! The observation parter car on the Tear of the train gleve in splendiel glimpses of the count as we come across, reaching landona at 650 first at dark, but still light enough De the water of the laceful This hotel is just above the lower tour room over look the Day of Janama - We are most wanfertable & of course under management of The J. C.C. (Istherian land housiness)

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And

Ancon, Canal Lone, Da aus way ones we mil a Mr. Wait, who is on the harber work, at Colon + had rem across for a spre. here - We promptty should higelies, t later he took us allower the lest - so that by 2 a.m. we had Leen introduced Dall the tucks of The Gade - It is a most interesting place - every toung + nationality, but Hear o fairly orderly a very different I duan a then under the French -Lette Color rallho surrounded by the your it is under l'avance control to only subject to us in the weather of sanitation, order hiers etc. Jesterday morning are drove anth Bathoa, the Pacific Terminas

of the land + sets of the future

Mocks of har her - tremendous operations

how in progress - Thence through the wonderful hasketal prounds on the hill back of the Hotel. let faur we took, the haw tack to bulebra - the location of The great but I home of the bed heinstration. - Commissiones Monssean Twas waiting Dwest us + two called he Soethals I had a nice long talk We all thired with Mr Mr. Rouseen had a delight ful love ing & look the Train hack at hime - Mrs. Hanseau was the claughter of Herbert Squires bur first minutes here I a very Internate friend of Wain wrights - & fact the latter is the executor of Mr. Lguires r truster for his chilelen so we were all recewed with open mor go this morning we test at 6. 30 by train tack to bulletra (= hour) Housean het us with an observation

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Subsistence Department

Ancon, Canal Lone,

lugar + look us for two hours through The being the of the great cut - nearly nine miles - We ran over hacks rewitches among the blasts + drills + shooels to damp Trains, the whole Trips to Mump Trains, the personally wa-Austed by Commissioner Yoursean, who I Take it is probably more the right Land man of Easthal Than any hoely else - at len we altended a Testure on the toward given for lawn In the Light - Leeing trains in the Madel Koon or afterwards we Three lanched with The Sausseauco meeting Mr. larlos Brosensa the Leasting of the Hope Works of the Republic If Janama & refeter of the President as well pop as his trather I land Zulers . Most of the afternoon we spent

In specting the great locks of leder Miguel (called here leter M' Sile) of Miraflores, the latter a double flight of locks - These lacks raise The vessels &5 feet & the level of the cut -I can't kegin. to descrets it shaws Le come 20 enthusiante that if & dedut stop Leverted with all night The Two thengs that impress the most are the lut, because of the Polossal hole made in the frome, of the locks he cause of the engineering problèms + sige - Suragine an intreate Concrete structure nearly a mile long and Three or four hundred feet with , with gales of steel weighing you lows africe! Toethals raid in his quely way Tast right: We tilse Whave huericans Come down, he canse they all say it makes them better limericans" longht, after visiting a lailer, we

5. ... 28-467 Hotel Tivoli Under the Management of the Subsistence Department Ancon, Canal Lone, are having a queet lovening & going to Led enely - for it is pretty tuning to go all day in the hear, this the larly mornings + svenings are delightful lool Wil ourrow we leave at 6.30 afair Les Sation, the frent dans at the listantic end ferty miles from here which will infound a lake of 160 aquare miles! - We return at Two r drive out & see the ruing of Old Panama Rig willes from

here IT was sacked a de shoped by Sei Henry Morgan The Eureaucer!

in 1671! Willianday we impect The seifer end harbo works in

The Commission facuel + sail Thursely offernoon frem tolor -

your very welcome cable dated Friday was delivered the (Thousand) evening + I promply answered

Lower heginning toget anxwis -The Titance Tragedy is tooherwhee We know practically no detail - only scraps here other. Law counting bu your saving all the papers for larry day Law away up to liperit 30 - When we reach N. Orlean. Lam 20 flad Hower was all to move the chicks down welay - 21 will sie her time liget well selled. Love them all a freat many tiese. I huge from Father - I will send a time by I hursdays derent haut tothey tent you will hardly get it before another time from M. Orleans Loug wish you could see this would of the world - prealer them the Tower of Babel or the Grameds -For your affectionale son Transhi offorsevel By the way we said on the "Abarangez" - not the Parismina"

ANCON, CANAL ZONE APRL 22, 1912

MONDAY

Dearest Mama

I find a six-day boat leaves tomorrow, so I will send off a few lines to tell of the progress of the trip. Eleanor will have left for New Orleans before this reaches you. I sent an awkward scrawl on our arrival in Colon Saturday; please forgive the script, but I had stuck my right thumb into an electric fan just before reaching Kingston. It is now healed and I do not expect to lose the nail. The day in Kingston last Thursday was, as usual there, very hot and dusty, but we took a motor on arrival at eight, ran out to Spanish Town, saw the fascinating old church, with the old register containing our names under date of Feb. 25th, 1904! We also went over the old Governor's House which you and I did not do. It was well worth it, showing the pomp and circumstance in which the old Royal Governors lived. Thence we motored on to Rio Cobre and Bog Walk and I must confess that I had quite forgotten how very wonderful that drive is. You and I turned back at Bog Walk Station, but having a motor enabled us to go on six or seven miles thro' the plantation country to the Natural Bridge, a very wonderful formation of rocks. As before we sent a colored boy up a tree for fresh cocoanuts to quench our thirst.

We got back to the Myrtle Bank Hotel (new of course, as the old one went down in the earthquake and cost several lives) just in time [to] make several purchases of hats, clothes, etc., and to greet a crowd of Americans off the "Victoria Luise" (old "Deutschland") including the Wm. Loebs, R. A. C. Smiths, etc. By the way the wrecks of the poor old "Prinzessin V. L." and of another Hamburg boat- still lie on the ocean side of the long reef guarding the harbor. We sailed at four and hence had no time to get up to New Castle where the troops are garrisoned.

The trip to Colon was hotter and uneventful, except for a travelling American circus on board bound for the Zone and the West Coast of South America. Colon came in sight at noon Saturday, two hours ahead of time and we had time to drive around the town of Colon proper (under Panama control) and the adjoining Cristobal (under our control and the true northern terminal of the Canal). The American quarters were a revelation, spotless and comfortable, yet with an air of absolute efficiency. Here are located the Commissary headquarters, cold storage plant for the whole Zone etc. The ice cream factory alone is the largest in the world!

The observation parlor car on the rear of the train gave us splendid glimpses of the Canal as we came across, reaching Panama at 6:50 just at dark, but still light enough to see the waters of the Pacific. This hotel is just above the town and our rooms overlook the Bay of Panama. We are most comfortable and of course under management of the I.C.C. (Isthmian Canal Commission). On our way over we met a Mr. Wait, who is on the harbor work at Colon and had run across for a spree here. We promptly dined together, and later he took us all over the city, so that by 2 a.m. we had been introduced to all the tricks

of the trade. It is a most interesting place, every tongue and nationality, but clean and fairly orderly-a very different Panama than under the French. Like Colon, although surrounded by the Zone, it is under Panama control and is only subject to us in the matter of sanitation, orderliness, etc.

Yesterday morning we drove out to Balboa, the Pacific terminus of the Canal and site of the future docks and harbor. Tremendous operations now in progress, thence through the wonderful hospital grounds on the hill back of the hotel. At four we took the train back to Culebra, the location of the Great Cut and home of the Administration. Commissioner Rousseau was waiting to meet us and we called on Goethals and had a nice long talk. We all dined with Mr. & Mrs. Rousseau, had a delightful evening and took the train back at nine. Mrs. Rousseau was the daughter of Herbert Squires, our first minister here and a very intimate friend of Wainwright's. In fact the latter is the executor of Mr. Squires and Trustee for his children, so we were all received with open arms.

This morning we left at 6:30 by train back to Culebra (1/2 hour). Rousseau met us with an observation engine and took us for two hours through the length of the great Cut, nearly nine miles. We ran over tracks and switches among the blasts and drills and steam shovels and dump trains, the whole trip personally conducted by Commissioner Rousseau, who, I take it, is probably more the right-hand man of Goethals than anybody else. At ten we attended a lecture on the Canal given in the Model Room for tourists on the sight-seeing train, and afterwards we three lunched with the Rousseaus, meeting Mr. Carlos Arosemera, (the Secretary of Public Works of the Republic of Panama and nephew of the President) as well as his brother and two sisters.

Most of the afternoon we spent inspecting the great locks of Pedro Miguel (called here Peter McGill) and Miraflores, the latter a double flight of locks. These locks raise the vessels 85 feet to the level of the cut. I can't begin to describe it and have become so enthusiastic that if I didn't stop I would write all night. The two things that impress the most are the Culebra cut, because of the colossal hole made in the ground, and the locks because of the engineering problems and size. Imagine an intricate concrete structure nearly a mile long and three or four hundred feet wide, with double gates of steel weighing 700 tons apiece!

Goethals said in his quiet way last night: "We like to have Americans come down, because they all say it makes them better Americans." Tonight, after visiting a tailor, we are having a quiet evening and going to bed early, for it is pretty tiring to go all day in the heat, tho' the early mornings and evenings are delightfully cool. Tomorrow we leave at 6: 30 again for Gatun, the great dam at the Atlantic end forty miles from here which will impound a lake of 160 square miles! We return at two and drive out to see the ruins of Old Panama six miles from here. It was sacked and destroyed by Sir Henry Morgan the Buccaneer in 1671! Wednesday we inspect the Pacific end harbor works in the Commission launch and sail Thursday afternoon from Colon.

Your very welcome cable dated Friday was delivered this (Monday) evening and I promptly answered. I was beginning to get anxious. The Titanic tragedy is too horrible. We know practically no details, only scraps here and there. I am counting on your saving all the papers for every day I am away up to April 30th when we reach N. Orleans.

I am so glad Eleanor was able to move the chicks down today. It will give her time to get well settled. Give them all a great many kisses and hugs from Father. I will send a line by Thursday's direct boat to N.Y. but you will hardly get it before another line from N. Orleans.

I only wish you could see this wonder of the world, greater than the Tower of Babel or the Pyramids.

Your affectionate son

Franklin D. Roosevelt

By the way we sail on the "Abangarez"-not the "Parismina"