

May 20, 1948.

Mr. H. W. Dorsey

Dr. A. Wetmore

Itemized expense account covering field trip to Panamá 1948.

Herewith I beg to forward my itemized expense account covering my recent field trip to Panamá in the total of \$509.66. An advance of funds in the sum of \$750.00 was made to me.

I enclose my check for \$240.34 to cover the difference. Please have the account checked and if the totals and the sum returned are not correct notify me immediately.

A. Wetmore,
Secretary.

lp

Expenses incurred in connection with a field trip to Panamá,
February 3 to April 9, 1948.

1948

February 3	Passport fee	\$ 1.00
" 6	Light weight travel bag	13.14
	6 lbs. cornmeal	1.00
" 15	Station porter .....	.50
	Lv. Washington via Seaboard Air Line R.R. 2:50 p.m.	
	Dinner	2.25
" 16	Breakfast	1.50
	Pullman porter .....	.75
	Arr. Miami, Florida 12:50 p.m.	
	Station porter .....	.35
	Taxi to hotel	1.10
	Hotel porter .....	.35
	Lunch	1.60
" 17	Breakfast .....	.25
	Hotel 1 night (1)	10.00
	Telephone .....	.10
	Transfer baggage to Pan American Airways Office	.75
	Porterage at office .....	.25
	Busfare to airport .....	.85
	Porterage at airport .....	.50
	Lv. Miami via Pan American Airways 8:10 a.m.	
	Arr. Balboa Canal Zone 2:30 p.m.	
	Baggage porter at airport .....	.25
	Taxi to hotel .....	.30
	Hotel porters .....	.50
	Waiter's fee .....	.25
" 18	Taxi hire 2-1/2 hours at \$3.00	7.50
	Fee for driving permit Canal Zone	1.00
	1 doz. identification photos	2.00
	1 copy traffic regulations .....	.05
	Waiter's fee .....	.50
" 19	Waiter's fee .....	.50
	Telephone .....	.30
	Taxi 1/2 hour	1.50
	Taxi 1-1/2 hours	4.50
	Telegram to Dr. Stirling in Parita .....	.23
	Driver's license in Panamá	1.00
	Waiter's fee .....	.50
	Hotel porter .....	.25
	Taxi	2.00
		<u>\$ 59.37</u>

Brought Forward \$ 59.37

1948

February 20	Waiters fees .....	.85
	Taxi .....	.50
	Ink .10, mucilage .06 .....	.16
	Supplies for gifts to natives	4.50
	Spray gun .44, insect spray 1.26	1.70
	3 flashlight batteries .....	.30
	2 towels for field use	1.50
	Postage - official .....	.15
	Hotel porter .....	.25
	Taxi	3.00
	Field equipment	3.25
" 21	(Room retained in Ancon) Lv. Panama City 7:00 a.m. Arr. Barro Colorado Island 8:30 a.m.	
" 22	Gratuities	3.00
	Meals and lodging Barro Colorado with one assistant	7.00
	Lv. Barro Colorado Island 4:10 p.m. Arr. Balboa, Canal Zone 6:15 p.m.	
	Hotel porter .....	.25
	Waiter's fee .....	.25
" 23	Breakfast .....	.75
	Hotel (2)	38.94
	Tips	1.00
	Taxi .....	.50
	Lv. Balboa 10:15 a.m.	
	Lunch	1.75
	16-9/10 gal. gas	6.76
	Drink .....	.10
	Arr. Parita, Herrera 5:00 p.m.	
" 25	Specimens .....	.15
" 26	Postage, official .....	.25
" 27	Gasoline 5-6/10 gals.	2.20
	1 woodpecker .....	.10
" 29	4 specimens .....	.35
March 1	2 specimens .....	.10
" 3	9 gals. gasoline	3.50
" 4	1 specimen .....	.05
	Gasoline	1.20
		<hr/>
		\$ 143.73

Brought Forward \$ 143.73

1948

March 5	1 specimen .....	.05
"	6 1 specimen .....	.05
"	7 Gasoline	1.35
	3 specimens .....	.25
	1 brush .....	.09
	Supplies for gifts	1.10
	Salary to assistant March 1-6 inclusive 6 days at \$2.00	12.00
"	8 2 specimens .....	.10
"	10 7-7/10 gals. gasoline	3.00
"	14 Gasoline	3.00
	Salary to assistant March 8-13 inclusive 6 days at \$2.00	12.00
"	15 Postage official .....	.33
	Greasing car	2.55
"	16 Gasoline	1.70
"	19 Gasoline	2.30
	Salary assistant March 15-20, 6 days at \$2.00	12.00
"	23 Gasoline, 1 qt. oil	2.85
	Specimen .....	.10
"	24 Postage, official .....	.44
	Specimen .....	.05
"	25 Gasoline	2.20
	2 specimens .....	.10
	Postage .....	.22
"	26 1 dozen oranges .....	.30
	Soft drinks (purchased in travel for water) .....	.50
"	28 Gasoline	1.00
	Oranges .....	.30
	Soft drinks (purchased in travel for water) .....	.20
	Food .....	.80
"	29 Gasoline	1.44
"	30 Specimen .....	.05
"	31 Meals, lodging & laundry, February 24 to March 31 in- clusive, 37 days at \$2.25 (3)	83.25
	Gasoline & grease	1.65
	Gratuities to servants	5.00
	Salary to assistant 6 days, March 22-25, 29-30, 6 days ..	12.00
		<u>\$ 308.05</u>

Brought Forward \$ 308.05

1948

April 1	Lv. Parita, Herrera 3:15 a.m. Arr. Balboa Canal Zone 10:15 a.m. Porterage in freight office	1.00
	Hotel porter .....	.75
	Waiters fees	1.00
	Freight on 15 cases specimens & field equipment, Balboa, C.Z. to Washington, D.C. (4)	64.90
	Porterage	1.25
" 2	Charge for drayage on 13 cases field equipment, paid by James Zetek on my behalf January 21 on arrival of field outfit in the Canal Zone (5)	5.50
	Lunch (2 guests, official)	1.95
	Waiters fees .....	.45
	Taxi fare .....	.40
	Gasoline	3.00
" 3	Taxi fares	1.50
	Waiters fees	1.00
	Hotel porters .....	.75
" 4	Breakfast .....	.80
	Gasoline	2.50
" 5	Waiters fees .....	.25
	Hotel porter .....	.25
	Taxi .....	.50
	Station porter .....	.25
	Room reserved in Ancon. Lv. Panama City 7:00 a.m. Arr. Barro Colorado Island, C.Z. 8:30 a.m.	
" 6	Meals & lodging Barro Colorado Island from lunch April 4 to lunch April 5	4.00
	Servants, fees & baggage handling	3.00
	Lv. Barro Colorado Island 4:00 p.m. Arr. Panamá 6:00 p.m.	
	Taxi to hotel .....	.40
	Hotel porters .....	.50
	Waiters fees .....	.50
" 7	Hotel porters .....	.25
	Waiters fees .....	.50
	Taxi for official calls 3 hours at \$3.00	9.00
	Taxi .....	.50
" 8	Hotel from lunch April 1 to lodging April 8, including room, meals, laundry & pressing (6)	71.13
	Breakfast	1.00

\$ 486.83

Brought Forward \$486.83

1948

April 8	Hotel porter .....	.50
	Taxi to airport .....	.35
	Baggage porter .....	.50
	Excess baggage - 3 kilos at 1.10 (7)	3.30
	Lv. Balboa via Pan American Airways 7:45 a.m. Arr. Miami 1:50 p.m.	
	Porterage on baggage at airport .....	.50
	Taxi to Florida East Coast Station	2.40
	Trans. req. for ticket & pullman to Washington	
	Station porter .....	.35
	Lv. Miami 4:00 p.m.	
	Additional charge for occupancy of entire Pullman section (8)	1.55
	Dinner	2.50
" 9	Breakfast	1.60
	Lunch	2.90
	Pullman porter .....	.75
	Arr. Washington, D.C. 4:30 p.m.	
	Grand total	<u>504.03</u>

I certify that the above is a true and correct statement.

A. Wetmore,
Secretary.

lp

1948

Feb. 3	Passport fee	1.00
	6 Light weight travel bag	13.14
	.. 8 lbs communal	1.00
15	Station porter	50
	lv. Washington via S. A. Co. 2 ⁵⁰ p.m.	
	Dinner	2.25
16.	Breakfast	1.50
	Pullman porter	75
	Station porter	
	arr. Miami Fla. 12 ⁵⁰ p.m.	
	Station porter	1.10
	Taxi to hotel	35
	Hotel porter	35
	lunch	1.60
17.	Breakfast	25
	Hotel 1 night (1)	10.00
	Telephone	10
	Transfer baggage to P.A.A. office	75
	Porterage at office	25
	Bus fare to airport	85
	Porterage at airport	50
	lv. Miami via Pan American Airways	5.10
	Arrive Balboa Canal Zone 2 ³⁰ p.m.	
	Baggage porter at airport	25

Taxi to hotel		30
Hotel porters		50
Waiters fee		25

18 Taxi hire 2 1/2 hours @ 3.00 7.50

Fee for driving permit Canal Zone 1.00

1 doz. identification photos 2.00

1 copy traffic regulations .05

waiters fees 25 50

19. waiters fees 30 50

Telephone

Taxi 1/2 hour 1.50

Taxi - 1 1/2 hours 4.50

Telegram to Dr. Sterling in Parita .23

Drivers license in Panamá 1.00

waiters fees 50

Hotel porter 25

Taxi 2.00

20 waiters fees 25 60

Taxi 50

incl. 10 mileage 06 16

Supplies for gifts to natives 4.50

~~the~~ spray gun 44, insect spray 126 1.70

	2 flashlight batteries	30
	2 towels for field use	1.50
	Postage - official	.15
	Hotel porter	25
	Taxi	3.00
	Field equipment	3.25
21.	(Room retained in Ancon)	
	lv. Panama City 7 ⁰⁰ a.m.	
	arr. Barro Colorado Island 8 ³⁰ a.m.	
22	gratuities	3.00
	meals & lodging Barro Colorado	
	with 1 assistant	7.00
	lv. Barro Colorado Island 4 ⁰⁰ p.m.	
	arr. Balboa, C.Z. 6 ⁴⁵ p.m.	
	Hotel porter	25
	writer	25
23.	Breakfast	75
	Hotel (2)	38.94
	Tips	100
	Taxi	50
	lv. Balboa 10:15 a.m.	
	lunch	1.75
	16 9/10 gal gas	6.76
	drink	.70

arr. Parita, Herrera 5⁰⁰ p.m.

25.	5 specimens	.75
26.	postage, official,	25
27.	gasoline 5 ⁶ / ₁₀ gal.	2.20
	Woodpecker	10
29	4 specimens	.35
March 1	2 "	10
3	9 gal. gasoline	3.50
4	1 specimen	.05
	gasoline	1.20
5.	1 specimen	.05
6.	1 specimen	.05
7	gasoline	1.35
	3 specimens	.25
	1 brush	.09
	Supplies for gifts	1.10
	Salary to assistant March 1-6	
	inclusive 6 days @ 2 ⁰⁰	12.00
8	2 specimens	.10
10	7 ⁷ / ₁₀ gal. gasoline	3.00
14	gasoline	3.00
	Salary to assistant March	
	8-13 inclusive 6 days @ 2 ⁰⁰	12.00

Mar. 15.	Postage official	33
	greasing car	2.55
16	gasoline	1.70
19	gasoline	2.30
Subtotal March 15-20, 16 days @ 2.00		12.00
23	gasoline, 1 qt oil	2.85
	specimens	10
24.	Postage on board	5.00
	Postage, official	.44
	Specimen	.85
25	gasoline	2.20
	Specimens	10
26.	Postage	22
	1 dozen oranges	30
	Soft drinks (purchased in travel)	50
28	gasoline	1.00
	oranges	30
	Soft drinks (purchased in travel)	20
	food	.80
29	gasoline	1.44
30	specimens	05
31	Meals, lodging + laundry, January	
February 24 to March 31 maintenance		
37 days @ 2.25	(3)	83.25
	gasoline + grease	1.65
	gratuities to servants	5.00

Salary to assistant 6 days, March 22-25,
29-30, 6 days. 12.00

April 1. by Santa Herrera 3¹⁵ - a.m.
~~Breakfast (official papers) 3.45~~
arr. Balboa Canal Zone 10¹⁵ - a.m.
Portage in freight office 1.00
Hotel porter 75
water fees 1.00
freight on 15 cases specimens
& field equipment Balboa, C.Z.
to Washington, D.C. (4) 64.90
Portage 1.25

April 2. Charge for drayage on 13
cases field equipment, incurred
paid by James Zetek on my
behalf Jan. 21 on arrival
of field outfit in the Canal (5) 5.50
Lunch (2 guests, official) 1.95
water fees ³⁵/₁₀ 45
taxi fare 40
gasoline 3.00

April 3. taxi fare 1.50
water fees 1.00
Hotel porters 75

April 4 breakfast 80
 Gasoline 2.50
 5. Waiters fees 25
 hotel porter 25
 taxi 50

Stationary party in Ancon) 25
 (from retirement in Ancon)
 W. Panama City 7⁰⁰ - a.m.
 Barro Colorado Island
 Arr. ~~Florida~~ C.Z. 8³⁰ - a.m.

April 6 meals & lodging Barro Colorado Island lunch
 April 4 to lunch April 5 4.00

Servants, fees & baggage handling 3.00

W. Barro Colorado Island 4⁰⁰ - p.m.
 Arr. Panamá 6⁰⁰ - p.m.

taxi to hotel 40

hotel porters 50

waiters fees 50

7 hotel porter 25 25

waiters fees 50

Taxi for official calls

3 hours @ 3⁰⁰ 9.00

taxi 50

April 8. Hotel from lunch April 1 to lodging
 April 8, including room, meals,
 laundry + pressing (6) 71.13
 Breakfast 1.00
 Hotel porter 50
 Taxi to airport 35
 Baggage porter 50
 Excess baggage - 3 Kilos @ 1¹⁰ (7) 3.30
 W. Balboa via P.A.A. 7⁴⁵ - a.m.
 Arr. Miami 1⁵⁰ - p.m.
 Postage on baggage at airport 50
 Taxi to Florida East Coast Station 2.40
 Trans. reg. for ticket + pullman
 to Washington
 Station porter .35
 W. Miami 4⁰⁰ - p.m.
 Additional charge for occupying
 of entire Pullman section (8) 1.55
 Dinner 2.50
 Apr. 9. Breakfast 1.60
 lunch 2.90
 Pullman porter 75
 arr. Washington, D.C. 4:30 p.m.

Supplies

- ✓ ink 10 ✓
- ✓ m~~u~~ilage 06 ✓
- ✓ envelopes 15 ✓
- ✓ Panamanian air mail stamps. 1.50 ✓
- ✓ ~~2 bath towels~~ gold label
- ✓ Cigarettes 1.00 ✓
- ✓ Khaki shirts
- ✓ hammock
- ✓ flit gun - 44 ✓
- ✓ flit - 126 ✓
- ✓ auto route map.
- ✓ tooth paste
- ✓ 3 batteries - 30 ✓

1 -	100	5 -	200
5 -	100	10 -	500
10 -	<u>150</u>	25 -	1300

- ✓ soap
- ✓ distilled water
- ✓ two copies centennial book
- ✓ whisk broom.
- ✓ tooth brush

Mr. Philan - Amer. Embassy

Foto Charles, opposite Amer
Postoffice

Museo Nacional, Av. Cuba
Dr. Alejandro Mendez, Director

Feb. 19

Maj. R. D. Harlan,

2-2101, Fort Amador 2102.
— QUARTERS 83-2114

Gen Crittendon

Lt. Col. Gen. Mather

Gorgas Hospital 446

~~Mr. Spenser~~ 6430

Dick Carrigan

will have dinner with me Fri evening

across from Day & Night Garage

Museo Nacional

Emerguedula desiosa ♀, Sept. 18,
1945 Puerto La Chorrera, R. de Panamá
coll. M. J. Takos.

Bob Harlan - Twoli 6³⁰
Dinner with him, bring
Carritero. Fin evening.

Lee - Russell Foster, lunch Fin 12⁰⁰

Feb. 21 Barro Colorado

Robert Brown Swanton Coll

Ernest V Entymann Harvard Biol. Lab

Johnson

Pipra mentalis ignifera

Diphosopus erythropygus

Trogon stegalus chrysurus

Ochetus ^{chrysatus} grandis

Troglodytes musculus

Healopternis giesbreghtii

Dridoprocne albilinea

Progne chalybea

Ramphastos ^{sulphuratus} brevicaudatus

Tendré todo listo para
Santa Feves veinte y tres
de Febrero a cualquier

hora

Dryocopus jugularis

Penelope purpurascens

Myrodynastes maculatus nobilis

Myiarchus cinerascens panamensis

Ereater albertus

Sporophila alvina

Buteo striatus

Florida caerulea

Tanager inornata

Cyanopus

Tachyphonus luct. pan

Colinus

Ramphoceros swainson

Basileuterus

Quercus rubra

Thraupis cana

Turdus singus

Calospiza larvata

Feb. 22

Get - can he buy supplies -
cement - lumber - nails

F. C. Redding 3 to Clayton
St. Col. Winston C. Fowler, C.E.

Wm. G. Westall Clayton

Dolly " "

Feb. 23

Spudamto 1735

Vw. Ballora 10¹⁵

Capira - Rio Nato an occasional
Yok-tailed Flycatcher, Tyrannus mel;
always Cathartes, occasionally
Coccyzus.

Rio Nato, Cantina Santa Clara

1230

2/27

Alvina

Don Fulo Arosamena

March 1, 2, 3, 4, 5, 6.

pd. $\frac{3}{7}$

8, 9, 10, 11, 12, 13

pd. $\frac{3}{14}$

15, 16, 17, 18, 19, 20

pd. $\frac{3}{21}$

22, 23, 24, 25, 29, 30

pd.

~~Dr. Major~~ & Mrs. Westall
with Zetek, April 5 Monday.

Zetek - Binson birds

BCd bird coll.

April 1 Thurs to Balboa

2 Fri Balboa

3 Sat "

~~3/23 Perrygo~~

~~5.00~~

Purchases

4	Chacaros	5.40
8	!!	2.40
1	alligator bag	20.00
2	belt	8.00
1	purse	5.00
1	necklace	29.95
3	Fifth's Rum	5.10
	Camisa de San Blas	10.00

1 Indian decorative dance ornament
(govt property) ~~decorative~~

1 pkg exposed film

6 100 ft rolls 16mm Kodachrome
8 rolls, black & white
4 " 35mm Kodachrome

March 26
Spudometer 2892

Domingo, Espinas, Guararí,
Guarico many mounds
around to other side peninsula
labors available

Puerto Mensabe

2 Hudsonian Curlew

Orpington

Semipalmated Plover

Black Hawk

Hamer Canary like trill

yellow warbler

Rio Caldera, at Punta Mala

Holmes.

Spudometer Pta Mala 2971
2892
79

3/28

Punta Mala 2972

Col. Talpacoti.

Salt. striatipennis

3 miles to road end.

Dirt road to La Palma

Specimen 3037

3053
16

3037
28

65

Shipment

Small arms Ammunition

Field Equipment

Natural History Specimens

(Zetek)

1
8
3
3

Reserve arr. set.

1 double + bath Stirling

1 single " Stewart

Bishop Sec. Emp. office. Bldg 164

Friday, April 2 7¹⁵ - Perrygo

Dinner, Maja Westall, pick us
up at Zetki's 7³⁰

~~Saturday~~ Zetki, a.m. at Clayton.
Embassy.
Ronne.

Saturday

Sunday

6:00 Curtis Clubhouse.

evening dinner Zetki's 6⁰⁰

Monday 7⁰⁰ to B.C. d.

Tuesday, return 6⁰⁰ p.m.

Wednesday evening Adyla 5³⁰

Thurs. 7⁰⁰ plane.

✓ Chironectis ✓

Bought from Indian
at Cerro Viejo above Toluca
Cortes.

April 4.

Babacoa
on llanos at Agua Blanca

Pipit

Meadowlark

Loistes.

Marsh Hawk

Mouth of Rio Chico

Phalacrocorax

~~Myctanassa~~

Condalia

Quara alba

Small Kingfisher

Mangrove Warbler

yellow-green Vireo

still

heart Sand piper

Black-billed Plover

Semipalmated

Erucates mawi, pusillus

Colinus

Coragyps

Dendrocygna

Buteogallus

Audubonian Curlew

Went Sandpiper

Myiozetetes

Myiarchus

Chonoxiphia

Fregata

Semipalmated Plover

La Jague Hunting Club

K.P. Curtis, Secy

Cerro Azul - Carbunco

Duck Hawk

~~Promises.~~

W. P. A. G. office Miami 6³⁰-a.m.

Dochla - Mrs. Parish 3³⁰

Grover - Columbus 6⁰⁰ - 6¹⁵

~~Promises~~

1946-502,681, on the
reach at Juradó.

about Jan. 22, 1948

Hermand Clark, 15 State St.
Boston, Mass.

Banded Gull.

Send him data

Russell - logging Mahogany
at Juradó

Yoder - on Chucumaguas.

Cocabito has good water, a valley
leading inland with fair amount
of level ground, and hills beyond
Best point to work near Colombia.

Dinner - Thurs. Mrs Terry
Tushi 7⁰⁰

Balboa. 2/18/48

Capt. John R. Millard, Engr. Section
Lt. Col. R. W. Adams, Helicopter Pacific Section
Maj. C. E. Gardner
re equipment

Director of Motor Vehicles
(Chief of Police).

Jep to be delivered at 0902
Amador, 8⁰⁰ - a ~~morning~~ ^{Friday} morning
Feb. 20,

Lt. Penteler, callbook 6193

Col. Pugh - in Col. Griffith's
office Albrook Field

Dr. Diet Carruth Balboa 6346.

La Fagua Hunting Club
Map. U.S. Army Engineers.
Panama Canal Department
Tactical Map.

Chepo Aheadrange and
Pasora "

Atlantic Coast Line.

to Miami 8⁴⁰ - a.m. 2⁰⁰ p.m. 5³⁵ - p.
arr. Washington 10¹⁰ - " 9⁴⁵ - a.m. 5⁰⁰ - p.

Seaboard

to Miami 9⁰⁰ p. 12⁴⁵ - a 4⁴⁰ - p. 9⁰⁰ - a.
arr. Wash. 4²⁵ - a. 6¹⁵ - a. 1⁴⁵ - 1³⁵ - p.

4/7 mileage on trip 3441

MRS. MARTHA CARRIKER
✓ 307 MASS. AVE., N.E.
ATLANTIC - 3875

scabies Benzyl
Benzonate.

✓ Alberto Maggiore
Brother-in-law of Adela Peuss

Promises

Not available

Dr. Robert Terry wants to
secure Bull. 103 bound
in one volume (not the
separates)

Send Alejandro Mendez 25 or
~~20~~ mounted birds for his
museum.

✓ Joseph Dusek

Pedasi, Los Santos, R.P.
Send him snake pamphlet

✓ 1/2 Isabel Franco

Virgilio Franco

(Justina Dominguez)

Prov. Los Santos

República de Panamá

El Sesteadero

cerca Las Tablas

✓ Senor Carlos Charbon

J. H. Puley's bibliography

address for Dover Publications
Sturges - Birds of Panama
to

✓ Mrs. I. F. McIlhenny

Box 274

Balboa Hts. -

Send: Mendez a small
✓ lot of mounted birds for teaching
✓ examples of each order, 7 or
ostrich & cassowary ~~shea~~
and use eggs!

Film 1 - color ✓

1-3 Bathrooms +rijole, containing the lake.
laboratory 2/21/48

4-8 B.C.I. 2/22

9-10 Rio Parita, ocean Monaguillo 2/24

11. Perrygo + Jozi, hos Voladores 2/26

Film 2 ✓

1-11 Alvarca, shell mound,
Garden wally, Dinos, Erminio -
4 mi. n. Parita. 2/29/48

Film 3 ✓

1-2. Parita. barnowls. 2/29

3 Honorina, the cook. 3/1

4-9 Potuga 3/2

10-11 hos Voladores. 3/2

Film 4 ✓

1-8. Startings dig beyond the Parita
River. Startings, Steward, Fulo Arsamung,
Cholo Conti, Miguel Conti. Dick's
boy Erminio. 3/2

9-11 Ciénega Macana 3/3

Film 5 ✓

1. Marthe Ciénaga Macana 3/3/48
2-4 Church, Centre, Herrera " "
5. washing shute, Parita
6-11 Casa de Santiago Bush, Río
Santa María 3/4/48

Film 6 color ✓

- 1-2 Río Santa María, Bush 3/5
3-9 ~~9~~ Ciénaga Macana, El Ruinar 3/6
10-11 Church, Parita 3/7

Film 7 ✓

- 1-4 garden withy, Church, house Parita 3/7
5-11 Dick Carraker, etc " "

Film 8 ✓

- 1-2 Río Escotá near Santa María 3/8
3. " on carrutera beyond Paria 3/8
4-7 Río Escotá at Concepción, Savanna 3/9
8-10 Parita, 3/10
11. cleaning shute 3/12

Film 9 color ✓

- 1-9 ~~9~~ Pípit hamito, Escotá River
church & plaza Santa María 3/14
10-11 La Honda 3/15

Film 10 ✓

3/15

1-4 La Honda, Los Santos, Isla Volcan

5-11 Monayre, Isla Villa
Jubicans, Octavio Signavita
etc - 3/16 Los Santos.

Film 11 ✓

1-7. Quebrada Agua Caliente, pump
El Barrero

8-11 Finca of Leopoldo Rosamea,
Rio Parita 3/18/48

Film 12 ✓

1-4 Max Rosamea, Alejandro Mendez
Departure for Tola.

5-11 Nest of oystercatcher, Isla Villa,
La Honda, Estero Espigadilla 3/20

Film 13 color ✓

1-5 Estero Espigadilla, El Lagartillo,
Rio de la Villa 3/20.

6-7 Ford, Parita River 3/22

8-11, house + Tecoma (Robin tree) near
El Barrero, mills near Pesé, Explora
Club flag, Parita 3/23

Film 14 ✓

1-9 Río Esquineta, 5 miles beyond
Pesé, view of hills nearby
10-11. Pesé 3/24

Film 15 ✓

1-2 church, Playa, Guararé 3/26
3 plaza Los Tallas, church + round
look together
3-8 Puerto Mensabé
9 millstone

Film 16 color

1-6 Río Mensabé 3/26
7-8 La Palma
9 Poón
10 La Laguna
11 Punta Mala 3/27

Film 17 ✓

1-11 Punta Mala 3/27

Film 18 ✓

1-2 Río Caldera, Pta Mala 3/28
3-6 Pedasí
7-8 Mariabí - horses in porch
9 cattle near Mariabí.
10-11. Puris

Film 19 ✓

- 1-3 Isabel Franco, La Palma 3/28
- 4. Hills near La Palma (with?)
- 5. Near Las Tablas.
- 6-11. Rio Las Tablas nr. Guarare

Film 20 ✓

- 1-2 Quebrada Chitrabé, m. Posé, 3/30
- 3-5 - Well at El Barrero, jeep
- 6-11 Ford on Parita river, house Parita

Film 21 ✓

- 1-2 Finca Romo on Port of Beaumont 1/2
- 3-4 Gil Halcher, Bartolomé
- Curtis, Mouth of Rio Chico 4/7

Film 22 ✓

- 1-11 Village of Rio Chico
- has jagua Hunting club

Film 23 ✓

- 1 Cerro Azul from the plains
- but San José 4/4
- 2-4 Boys with stungling bus, Cerro
- Azul, Serrania Carbonera, ^{entrance for Antonio} ~~fun~~
- 5. Pacora River
- 6-7 - Launch at Frijoles
- 8-9 water tank George Molnar 10-11 Per Host

B.C.D.

Film 24 ✓

- 1-9 along shore north of dock
nest of Myzochelis. Soper
- 10-11 Per host and Hermle
- B.C.d. 4/6

Film 25 ✓

- 1-2 nest of Panyptala 4/7
- 3-4 Dr. Howard Clark, Gorgas Mem. Lab.
- 5-6 Alejandro Mendez, Mus. Nat.
- 7-8 Panama from my balcony
- 9-11 Washington 4/10

MEMORANDUM.

May 12, 1948.

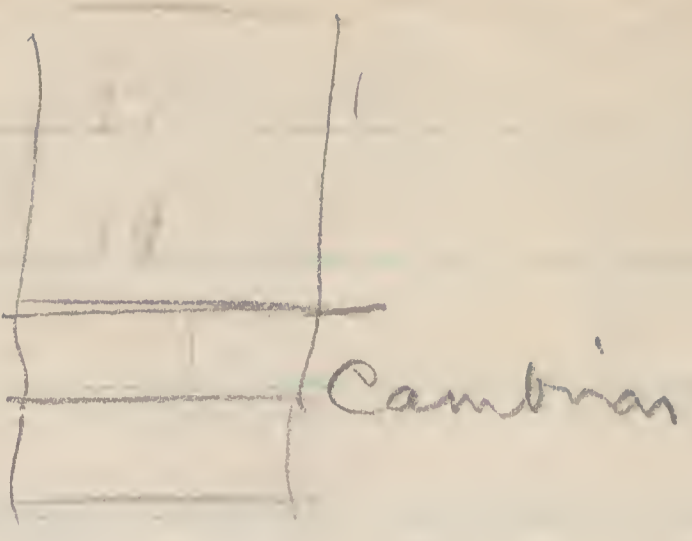
For scabies use Benzol benzoate.

A. Wetmore,
Secretary.

lp

Feb 17 Urbesco

1948



" 18 "
" 19 Nat. Geog. Soc. Board 4³⁰

" 15 Sun. To Washington 2:25 p.m.

" 16 Mon. Arr. Miami 11:50 a.m.

" 17 Tues. Lvs. Miami, flight 301, 7:30 a.m., arr. Albrook Field 2:00 p.m.

" 18 Wed. Panama City

" 19 Thurs. Barro Colorado

" 20 Fri. "

" 21 Sat. ? ? ? ? ?

" 22 Sun. Barro Colorado Is.

" 23 Mon. To Parakee

" 24 - April 3 Parakee, 6 weeks.

" April 4 - April 5 " 5 weeks.

April 5 Mon. To Balboa

reservations made for Perrygo + Wadsworth
" 6-7 Tues. Wed. Barro Colorado

Call at Pan-Am. office to arrange transfer to Albrook Field
7³⁰ arr. at airport 6³⁰ flight 314

" 8 Thurs. ~~Balboa~~ Miami

" 9 Fri. To ~~Miami~~ Washington

" 10 Sat. To Washington

" 12 Mon. at office in Washington

April 15 Thurs. Advisory Board Nat. Air Museum

April 17 Sat. W. Washington 2⁰⁰ p.m. Arr. San Francisco 10³⁰ p.m.

April 18 Sun. San Francisco

19 Mon. Anes Hill

20 Tues. Marco Lake + Pt. Mingo

21 Wed. free Los Angeles

22 afternoon hrs. for Washington

23 arr. Washington

May 6, 1948.

Major General Willis Hale,
Commanding General,
Caribbean Air Command,
Albrook Field, Canal Zone.

Dear General Hale:

Under date of 17 April 1948 I forwarded a letter to General Carl Spaatz, Chief of Staff, United States Air Force, expressing my thanks, and that of the Smithsonian Institution, for your kindness in making available by loan a jeep for official travel during my recent scientific expedition in western Panamá. This car made it possible to cover a considerable area that would not otherwise have been available, and so added measurably to the results of the work. In fact, through this transportation the value of the data secured was more than doubled.

I am pleased to give you herewith a somewhat more detailed statement than that furnished to General Spaatz. The purpose of my own work was to collect a representative series of the birds of this region for the U. S. National Museum with other scientific data relating to the ornithology of the section.

My headquarters for this work was located in the village of Parita in the Province of Herrera where I joined a party of archeologists from the Smithsonian Institution engaged in excavations in the Indian deposits of that area. With Parita as a base I worked intensively throughout the eastern two thirds of the Province of Herrera, and the northern third of the Province of Los Santos. In addition I made a trip down through eastern Los Santos as far as Punta Mala.

The work may be considered under three divisions, the first concerned with the seacoast, with its sandy beaches and extensive mangrove swamps found at the mouths of the principal streams. Inland there was the coastal plain from four to six miles in width, narrowing considerably below Pedasí, and inland from there

to a somewhat more elevated region of rolling hills that became higher toward the interior. An isolated group of hills between Paris and La Cabuya known as Los Voladores was especially interesting since these were completely isolated and were still covered with forest.

In the north of Herrera, near Santa María and La Concepción there are extensive savannas and plains on which there are found several species of birds, notably the Panamá Pipit, the meadowlark, the red-breasted blackbird and certain species of hawks, that find the southern limits of their distribution on the coastal plain. There were also a few freshwater lagoons, particularly one called Ciénga Macana, southeast of El Rincón where water birds were especially abundant. There were certain species found only in the coastal mangrove swamps and beaches, others restricted to the coastal plain, and still others that did not extend eastward beyond the hilly region of the interior. From this you will ascertain that we had good variety in the conditions of our work.

Our collections include approximately 850 birds prepared as study skins, distributed among about 170 species. This is the first collection to be made from this section and has much information of value as to distribution and occurrence of the bird life of this part of Panamá. The result will be a distinct addition to scientific knowledge when the material has been fully identified here in the U. S. National Museum.

The following are general statements developed during this work that may be of interest:

Water. - The ordinary water supply of this region is bad, except where there is access to springs which may be found near the heads of the streams. Governmental agencies, however, in recent years have driven wells in and around all of the settlements. Water from these wells ordinarily is good though it should be tested for pollution before general use. The town of Parita had a piped water supply from two fairly deep wells. This was available at standpipes at street intersections in the village. We chlorinated this water in the beginning but after having had it tested twice by Gorgas Hospital found this not necessary. Similar water supply is available in other towns. The streams, however, are polluted, especially in the dry season.

Food. - We lived mainly on native food which was plentiful and of good variety. As this is a cattle country fresh beef was constantly available though it is not refrigerated, being freshly killed each day. Deer are common and venison was sold to us regularly. We also had quail and other game birds brought

to us constantly. Vegetables were mainly starchy forms. Tomatoes, green peppers and occasionally cabbage were offered for sale around the larger places. We ordinarily had oranges, bananas and papaya at need, and in March had very fine watermelons of large size, equal in flavor to any grown in the United States. These were raised from seed imported from the United States, and I was told that this seed had to be renewed each year since the planting from the native grown melons never equaled the original.

Dry Season. - The rainfall here is decidedly less than in Balbo. The precipitation is extremely little in the dry season from the end of December to May, and I was told that ordinarily little rain might fall until July. The region is primarily a cattle country, which is run by fairly large holdings, and of small farms owned by people living in the villages. The pastures in most cases are ^{over}grazed and the cattle become thin and a good many die toward the end of the dry season. There is no understanding of soil conservation, and the clearing of brush and forest cover to make new pastures was proceeding steadily back toward the heads of the streams. This naturally will decrease the water supply so that unless some conservation is undertaken soon the land resources will become badly depleted. This unfortunately is the common story throughout wide areas of Latin America.

Travel. - There is one main highway extending through the coastal plain from Divisa through Parita and Chitré to Pedasí, surfaced to about Pocrí and surfaced in part beyond. This is in need of repair but is not in as bad condition as is ordinarily reported. There are branches leading from this to Pesé and Las Minas, and also to Macaracas and other branches off at Santa María to La Concepción and beyond. From these main highways frequent oxcart roads lead off to farming communities and small settlements. One third or more of these have been plowed out with bulldozers so that trucks can get through. Most of the others can be traversed in a jeep.

I may add that we lived on the most amicable terms with our Panamanian neighbors who were all much interested in our work. The general sentiment throughout was favorable to Americans.

I may say that I consider this last trip as one of the most successful among the four that I have made in various parts of Panamá in the last few years. The results have been enhanced greatly by your own friendly assistance and that of members of your staff.

Should you or any of the others with you care to see some of the material or some of my photographs I shall be happy to hear from you at any time that you are in Washington.

With my kindest regards and best wishes, I am

Sincerely yours,

A. Wetmore,
Secretary.

lp

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

23 April 1948

A. WETMORE
APR 26 1948

Dr. A. Wetmore
Secretary
Smithsonian Institution
Washington 25, D. C.

Dear Dr. Wetmore:

Thanks for your letter of April 17th. It is always a pleasure to me when the Air Force can help the Smithsonian out in any way.

With kindest regards,

Sincerely,



CARL SPAATZ
Chief of Staff, United States Air Force



DEPARTMENT OF STATE
WASHINGTON

noted a.w.

A. WETMORE

APR 26 1948

April 22, 1948

Dear Dr. Wetmore:

On behalf of the Acting Secretary of State, I am very pleased to acknowledge your letter of April 16, 1948 concerning the cooperation you received from the authorities of the Government of Panama in the biological investigations the Smithsonian Institution recently completed in Panama. It was thoughtful of you to report this to the Department of State.

A copy of your letter has been sent to the American Embassy at Panama for its information.

Respectfully yours,

Robert F. Woodward
Acting Director for
American Republic Affairs

Dr. A. Wetmore,
Secretary,
Smithsonian Institution,
Washington 25, D.C.

April 17, 1948.

General Carl Spaatz,
Chief of Staff,
United States Air Force,
Washington 25, D.C.

Dear General Spaatz:

Reference is made to my communication of 9 February, relative to the loan of a jeep for official use in Panamá, and to the reply on your behalf received under date of 14 February over the signature of Brigadier General William F. McKee.

I beg to advise that I had most friendly reception at the hands of Major General Willis H. Hale, Commanding General Caribbean Air Command at Albrook Field and his staff. Through General Hale's office a jeep was turned over to me on 19 February, 1948 and was used in official work until April 7, especially on the eastern side of the Azuero Peninsula. The availability of this transportation, through the kind cooperation of the United States Air Force, doubled the scientific results of my work. By means of the jeep I was able to cover a much larger area than would otherwise have been possible since the only other transportation that would have taken me into the sections desired would have been by foot and horse travel.

I have within the past week returned to Washington after a successful expedition, with a collection representative of the species of the major part of the bird life of this part of Panama, which will add measurably to our knowledge of the natural features of this region.

I will write to General Hale more in detail later

with regard to the results of the work.

May I express to you on behalf of the Smithsonian Institution our thanks and appreciation for your cooperation.

Sincerely yours,

A. Wetmore,
Secretary.

lp

April 16, 1948.

The Honorable,
The Secretary of State,
Washington 25, D.C.

Sir:

Reference is made to my communication of December 22, 1947, relative to plans of the Smithsonian Institution for biological investigations to be undertaken in Panamá early in 1948, and reply under date of January 7 by Paul C. Daniels, Director for American Republic Affairs.

I beg to advise that I have just returned from Panamá after concluding studies that have been highly successful. Through the American Embassy in Panamá City I received a paper from the Ministry of Foreign Affairs in Panamá indicating that the biological work in question was authorized. Under this permission we had most friendly reception in the areas visited, and were able to carry forward the work with full understanding and cooperation of local authorities. In fact, our reception was most friendly everywhere.

I established also close relations with Dr. Alejandro Mendez, Director of the Museo Nacional in Panamá City which led to mutual benefit.

I wish to make this acknowledgment and to express our thanks to the Department of State for its assistance in this matter. I am

Respectfully yours,

A. Wetmore,
Secretary.

TURN-IN SLIP

TURN-IN SLIP No.

TO	SUPPLY, RECLAMATION OR SALVAGE OFFICER	MEMO RECEIPT	PROPERTY <u>CONCEALED</u>
	CONSOLIDATED PROPERTY OFFICER, 3RD. SQD. AIRCROCK FIELD, C.E.		PROPERTY CLASS <u>SHL G-1</u>
FROM	ORGANIZATION, UNIT OR PROPERTY OFFICER	YES	ACCOUNT SYMBOL
	DR. ALEXANDER WITKORSKI BALBOA, C.E. (SMITHSONIAN INSTITUTION)		WORK ORDER No.

ITEM No.	STOCK OR PART No.	NOMENCLATURE	REMARKS	UNIT	QUANTITY	UNIT COST	TOTAL COST	ACTION
1.		Truck, 1/2 ton, 4 x 4, SHL						
		W-20727350, w/spare wheel, tire & tube & tools & equipment as listed						
		In SHL G-1		ea	1			1
2.	42-C-4000	Can, safety, steel, gasoline						
		w/cap, 5 gal. cap.		ea	2			2
		//// last item ////						

LEGEND FOR REMARKS

- FWT.—Unserviceable, due to fair wear and tear.
- R/S.—Unserviceable, report of survey.
- S/C.—Unserviceable, statement of charges.
- SER.—Serviceable.

I CERTIFY that the articles listed herein are turned in under the circumstances indicated in "Remarks" column.

For the Commanding Officer:

7 Apr 19 48 DR. ALEXANDER WITKORSKI
(DATE) ORGANIZATION SUPPLY OFFICER.

Turn in of quantities shown in "Quantity" column is authorized.

7 Apr 19 48 [Signature]
(DATE) (FOR THE BASE ACCOUNTABLE OFFICER)

Quantities shown in "Action" column have been received.

7 Apr 19 48 [Signature]
(DATE) STOREKEEPER

VOUCHER No. 48-23719 M-AW

Charles Richardson

Taxi Lyric

Hotel Involi

Car # C-1986 C-7

P.O. Box 3582

Tucson C-7

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24
NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

March 30, 1948.

Dr. Alexander Wetmore,
Hotel Tivoli,
Ancon, Canal Zone.

Dear Dr. Wetmore:

This is a letter dealing largely with the Interdepartmental Committee on Research and Development. The enclosed letter to Tom Nolan explains some work I have done in looking for a director for this committee. I went over to get some information on Ted Byerly who had been recommended by Zwemer. While Shaw was non-committal, he did not go far beyond saying that Byerly was an excellent man; but he immediately jumped to Cardon with Fracker as second choice. He told me frankly that Cardon would have to have one or two rather competent assistants of about the P-7 level to do his leg work for him, but that Cardon himself would be an excellent man in coordinating the work. I believe you know him well so that it is unnecessary for me to say what I think of him. Incidentally, this ability to coordinate in the director is going to save the chairman of the committee an awful lot of work and worry. I have been picking up information in various places and I believe you will find that there is quite a divergence of opinion rather clearly divided as between the civilian and military. The military will be very anxious to go along on OSRD standards with very heavy contracting of research. This obviously will work only in cases where the research consists of a lot of short-time jobs, such as perfecting military equipment. For most of the civilian research, where long-time projects are the rule, contracting would be most wasteful and inefficient since we cannot afford to train men and give them experience and then have them unavailable when we really need them. I might say that this trend toward contracting is getting to be quite a fad with Congress. Shaw told me that the trend was running strongly in that direction for Agriculture and that they were greatly worried since they simply could not do their work on such a basis. Agriculture does carry on quite a bit of contracting but only for its short-time projects. Its need for seasoned men on its own staff is just as great as ours for most of its work.

What I am going to tell you in this letter is largely gossip, and I cannot vouch for its accuracy; but it is information I have picked up from various sources and in view of your position as chairman, I think it should be made available to you. I have been told that the reason the military was so anxious to have you as chairman of the committee is that they wanted to be certain that Condon would not get the job. My informant did not tell me why; perhaps you know. I believe, however, that you are coming in with a whole-hearted backing of all of the various agencies in the committee. Shaw told me that Agriculture was very happy that you are chairman, and with military backing, you will be assured of starting in with good support.

Page 2.

Dr. Alexander Wetmore.

How long this support endures can only be told when you are able to measure the crosscurrents existing in the committee. I think it will take a bit of diplomacy to be sure the work starts off on the right foot since this will be of the very greatest importance in insuring results. If the committee starts out quarreling I am afraid its usefulness will be jeopardized. My own feeling is that you should give quite a bit of attention to a five or ten-minute talk to be made by the chairman at the beginning of the first meeting. This talk should point out the first activities of the committee, which should obviously be rather general and along lines in which all members are rather well agreed. It would also be well for you, in your introductory remarks, to touch on the matter of contract versus work in government laboratories, and to state plainly that since the needs are so diverse it is impossible to stress any specific policy covering these two subjects. Obviously the decision will have to be based largely on the needs of the various departments; and the relationships of contract to government research will have to be determined by the heads of the departments to meet their needs in the most effective manner. As to government research, I think that while the points to be considered cover quite an area, they are all related to the question of getting the right man to do a specific research job to be sure that he has the proper equipment and facilities to do that work and understanding supervision which will best facilitate research.

In stating an over-all policy along such lines, I am sure that no one can quarrel with the policy expressed, and thus the work of the committee should start out smoothly. I am afraid that unless this is done rather firmly and well we might start out with groups trying to put over specific programs which are of interest to themselves rather than to the development of a sound Federal research policy.

I sent you a copy of the reply I made to Nolan's memorandum requesting suggestions. I am sending you herewith copies of suggestions received from the Air Force, Research and Development Board, and the Navy Department.

My reason for making this material available to you before your return is that you might have a chance to do a little thinking on this matter and make some preliminary plans before you arrive in Washington. It is barely possible that you may be pitched into this with little delay, and I want to be certain that you impress the members of your committee with the fact that you have some very definite ideas on this subject. Should the committee start out without strong leadership, it might be difficult to get them to work together later.

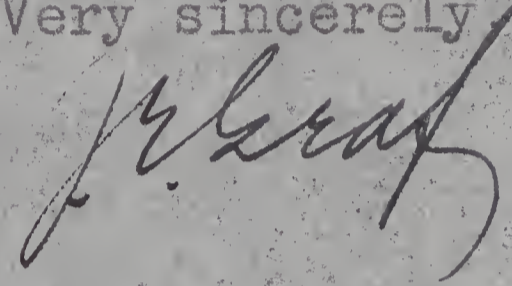
Coming back to Air Museum business, I am sending you a memorandum which Mitman has just sent to me and which you may also want to consider in view of your early meeting with the National Air Museum Board. Mitman's suggestion is very good; but, of course, you will want to be certain that such an appointment would be acceptable to the Air Force. I realize that General Arnold is the builder of our great Air Force and is generally recognized as such; but sometimes men in active service are not too enthusiastic about retired people taking too active a part in current affairs.

Page 3.

Dr. Alexander Wetmore.

I hope I will not have to bother you with too many letters before you return. I believe that Zetek has all the information he needs. You will note that the funds for Barro Colorado Island were jacked up from \$3,500 to \$5,000 to be certain that Zetek would not be impeded in his work on the cisterns. Zetek sent in a letter dated Good Friday asking some specific questions as to procedure. I turned it over to Tom Clark and told him to answer direct. I am enclosing a copy of letter I am mailing Zetek today. Zetek should have all the information he needs to go ahead with his construction work. As to equipment that we need here, we will await Zetek's specifications and orders. We have sent him catalogues and expect to hear from him soon. I hope Jim understands this.

Very sincerely



JEC:mmh

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INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

March 23, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

I believe I told you several letters ago that Jack Myers had definitely turned us down as a leader for Radiation and Organisms. I will admit this was a pretty heavy blow to me as I know Jack pretty well and felt that he had the qualifications to push the job through. Mr. Aldrich has been doing considerable scouting around, and he finally had an extended talk with Dr. Lambert, Head of Agricultural Research here in the Department. Dr. Lambert recommended four or five people as possibilities, but he placed Dr. Robert B. Withrow at the head of his list. Possibly you remember Withrow as the man whom Dr. Johnston tried to get ~~in~~ to take McAlister's place; and the whole proposition finally fell through on account of uncertainty of funds. I only met Withrow and since his work is far out of my line, I could not qualify as an expert witness regarding him; but he looked like a very quiet, serious-minded fellow. Mrs. Withrow is also well-trained in the same work and has a PhD.

Mr. Aldrich has contacted some of the men he gave as references and has received letters from two of them, Dr. G. N. Hoffer, Manager, Midwest Office, American Potash Institute, Inc.; and Dr. Freeman S. Howlett, Chief of the Department of Horticulture, Ohio Agricultural Experiment Station, Wooster, Ohio. Hoffer says of him: "I have regarded him as an excellent research organizer and he surely has carried forward the studies on the effects of radiation on various organisms in a good manner. In order to develop the equipment and techniques which he has used, he has demonstrated an unusual imagination and breadth of vision. Had he not been able to do this much of the equipment at Purdue would never have been possible. * * * * * With regard to getting along with his fellow workers, I think everyone has a deep respect for his ability. He has been very cooperative * * * * *. He has been a hard worker, knowing no time limits * * * * *."

Howlett says: "As far as I know, he would be competent to organize and plan fundamental research on the effect of radiation on organisms. This, presumably, is his primary interest. He does have vision and imagination necessary to develop new ideas and methods. * * * * * He has always indicated to me that he is more interested in theoretical consideration of plant science than he is in any practical aspect."

You will note from this that both men give him very good recommendations in exactly the line in which we are interested.

Knowing your interest in this, I am rather hesitant to urge Mr. Aldrich to go further without contact with you. I believe it would be best to have

Page 2.

Dr. Wetmore.

Withrow come in here at our expense, have a conference with Messrs. Aldrich and Hoover, and then see you briefly. Following this, a decision could be made as to offering him the job. We could, of course, bring him in here on the basis of discussing our radiation problems and experiments with him.

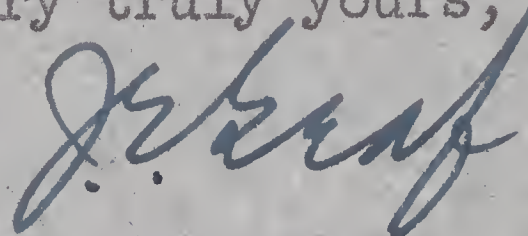
Withrow will be 44 years old in June. He has a degree of electrical engineering, M.S. and PhD. (Chicago) and at the present time is Associate Professor of Physics at Purdue. As of 1942 he has some 21 papers, several of these being on technical equipment used to measure certain responses of plants. It looks to me as if he is especially well equipped in electronics and chemistry. His training as of 1942 shows:

<u>Undergraduate</u>		<u>Graduate</u>	
Engineering	60 hours	Botany	101 hours
Mathematics	27 "	Chemistry	18 "
Chemistry	24 "	Engineering	17 "
Physics	12 "	Physics	12 "

He seems thus to be very well grounded in all of the subjects which are required in our work.

If you will indicate about when you could see him (only a very short interview is required) we will be glad to make arrangements to have him in here at that time.

Very truly yours,



JEG:mmh

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3/25/48.

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INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

March 19, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

We fell down on getting any additional funds from the Senate. I was certain we would get some but from what I hear they had quite a bitter struggle in the Senate Committee; and since Senator White could not be reached to take our part, we apparently just lost out. I think a little more cooperation on the part of his secretary might have been very useful. At least we did not lose any of the funds we had in the House and some of the agencies did. I think I have already told you that the Bureau of the Budget lost \$100,000 in the House and \$200,000 in the Senate.

Since I was absent at the time you and Mitman were making plans about the Air Museum, I think it best to send to you a copy of the letter to Taylor and also a copy of the administrative bulletin showing the changes. Since the head curatorship job is vacant, Mitman having been promoted to the other job, I think it would be a cleaner cut situation if Taylor were made acting head curator subject to Mitman's advice. For the moment we are going ahead and letting Mitman use the title "Head Curator" but this is not strictly according to Hoyle. This is something which should not be continued too long.

I am sending you copies of letters sent to Zetek, which I think with the others he has received, will answer all of his questions. Both Tom Clark and Jack seem to think it would be quite a job to move about 70 tons of material up to the site of the tank.

The letter to McCall is in answer to a memorandum he sent me at my suggestion after a telephone call from him. Personally I do not see how we can publish Tom's book and do justice to our own staff.

Harry Dorsey has just informed me that Nick wants to retire April 1, and I have told him that probably that would be the best thing. Nick is a very sick man, showing improvement on some days and slipping back on others. Harry has also indicated that he himself wants to retire on May 1. I have asked him, however, to make no firm commitments on this until he has a chance to talk with you. I will certainly hate to see Harry go, as he has some very necessary qualifications that all the rest of us lack.

I had quite a talk with Harry about the archives the other day; and I suggested that it would be a good plan for him to go over the situation with Mrs. Clark as I think they should probably be put in the Library's keeping. Mrs. Clark is very anxious that no steps be taken for their transfer elsewhere until

Page 2.

Dr. Wetmore.

she has had an opportunity of surveying them to see what material they contain. While they are subject to destruction by fire, they do provide us with valuable scholarly contact with many institutions and individuals.

We are drawing up a letter to Fenimore Johnson along the lines of your suggestion, but we are planning to have the vouchers very carefully annotated so that there can be no misunderstanding as to the use to which his boat is being put. We have sent a letter of thanks to Captain Galpin for his cooperation with Fenimore.

Regarding the Merriam papers, Drucker tells me that he has not seen any of the material in the locked cases. The only thing he saw was in the open case, and he was quite unimpressed by its value. There is supposed to be a key around here and if possible I would like to have Drucker spend time in looking over the papers before we reply to Merriam's daughter. The general feeling here seems to be that in the publishing of any of his papers only light editing is entirely out of the question. Some of the anthropologists think he is entirely wrong on some of the basic facts, and I think we should make it clear to his daughter that these papers may require a very considerable revision to put them in line with known facts. I think this is important to have set forth rather squarely before the will is probated since we do not want them to charge that we have not stayed within our agreement.

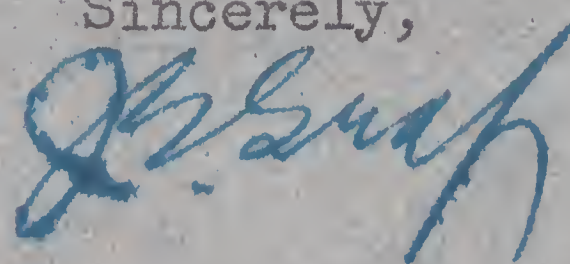
Tucker Abbott's papers are in process. Mitman, as indicated earlier, has been promoted to P-8 as Assistant to the Secretary for the Air Museum.

Tom Nolan has left town and will not return until the 5th of April. We have had several telephone conversations, and I am going to follow up some of the matters that were under way before he left. I doubt very much whether any appointment of the man will take place until your return; but if you have any ideas you wish to be pushed ahead, (investigation of certain personnel), I would be glad to undertake it before you return. It appears that the meeting of the Committee at the White House will not take place before April 5 and might not before your return.

Tom Clark was in this morning and left a memorandum for you asking for consideration for appointment to the combined jobs of accountant on government funds and treasurer of the Institution. I told him that I would be glad to refer this matter to you on your return, but that I was not sure you were willing to combine these jobs after once having divided them.

I assume you will spend a few days with Zetek before your return so that you can be reached at the Hotel Tivoli.

Sincerely,



JEG:mmh

March 19 1948

Major and Mrs. W. G. Westall,
Pacific Sector Engineer,
Fort Clayton C.Z.

My dear Major and Mrs. Westall:

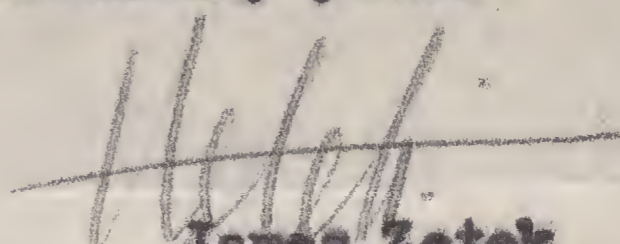
I now have a definite word from Dr. Wetmore. His plane reservation is for April 8th which is a Thursday. That means that he will return from his Parita paradise sometime early Monday April 5th, and if Monday April 5th evening would be agreeable to you, we will be delighted to come. If that day is not convenient, let me know and I will do my best to change it to suit your convenience. He does want to spend a day and a night on BCI, but that is so flexible that I am sure I can change it from Tuesday to another day. Please let me know what day, the hour, and the location.

He has had a wonderful time in the Herrera-Los Santos area, lots of most interesting birds, and I already have two boxes of his loot at my place. I never expected that area to be so rich.

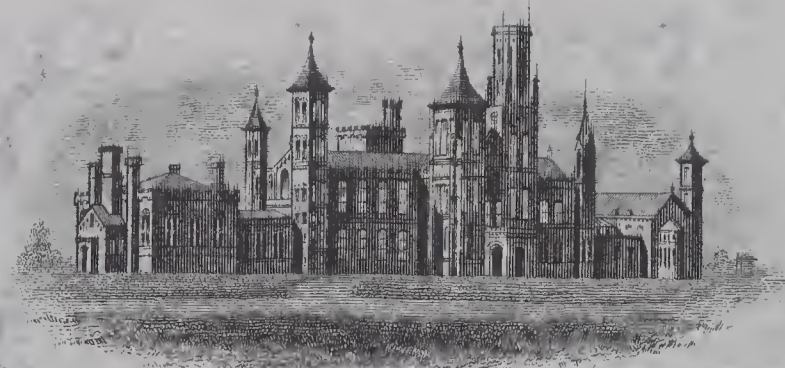
The Stirlings in their archeological explorations have met with extraordinary luck, just the unexpected.

with warm regards

cordially yours-


James Zetek

3/23/48



UNITED STATES NATIONAL MUSEUM
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NATIONAL ZOOLOGICAL PARK

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

SMITHSONIAN INSTITUTION

Washington, U.S.A.

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FREER GALLERY OF ART
INTERNATIONAL EXCHANGES
DIVISION OF RADIATION AND
ORGANISMS

March 18, 1948.

Dear Dr. Wetmore:

Dr. Aldrich and Dr. Friedmann asked me if you had said anything to me, or to Mr. Graf, about Chan Robbins' appointment on the S. I. rolls if he should be dropped from the Fish and Wildlife Service. I told them that you hadn't mentioned it to me but that I would ask Mr. Graf. Mr. Graf said he knew nothing about it and to write to you.

It seems certain now that Chan Robbins will be dropped from the rolls of the Fish and Wildlife Service April 5. Mr. Graf said that if it is your wish to put him on to advise me and the necessary steps will be taken. Mrs. Carwithen says that Weber's position in the Division of Birds is still available. I hate to keep bothering you with these matters but no one else can decide them.

Your letter of March 14 reached me this morning. In record time I should say. According to this time schedule my letter to you of the 11th arrived the day after you had written to me.

I telephoned Mr. Christensen this morning and gave him your message re the Chairmanship on the Reception and Entertainment Committee for the AAAS Centennial Celebration, and he said that he would take the matter up with the authorities and let you know what they decide to do.

You must have a de luxe jeep to be able to drive 800 miles, in the time that you have had available, and still be able to move around and collect birds! Please get some rest out of this trip - your schedule for the next few months is very full.

Spring arrives officially on Sunday and with it I hope some warmer weather. Dr. Swanson had a heart attack in his office but I understand that he is getting along all right. Mr. Setzler and Mr. Mountford are to be on a radio broadcast from Australia on March 19. No short wave radio sets in the Museum other than yours and I have told them that it was out of order!

Sincerely,

Louise Pearson

3/23/48.



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CANAL ZONE BIOLOGICAL AREA

Washington 25, D.C.
U.S.A.

March 12, 1948

MEMORANDUM FOR DR. WETMORE

From: J. L. Keddy *JLK*

Several of us have been considering the matter of the size of the water tank for Barro Colorado Island and question the need and the practicability of a tank as large as 20,000 gallons. That will require a structure of about 2,700 cubic feet capacity which in turn is nearly as large as your main office in the Smithsonian building. The construction of such a tank which must provide for the safe storage of over 84 tons of water would be a terrific responsibility and undertaking for the small force available for the work. There is in addition the tremendous difficulty of transporting to the site around 20 tons of concrete-making material.

Would you not authorize a brief review of the requirements at the island before final determination as to the size of this project. Considering that the lake is an ever-present source of supply of water, and that a reliable pump is a necessity anyhow to supply water to the tank, there would be in this pump a fire engine on the site at all times. It is believed that considering the maximum number of people on the island at any one time that a water supply of 2,000 gallons would be entirely adequate. The storage capacity for this quantity of water could be met through the construction of a pair of one thousand-gallon capacity concrete tanks. Such structures which would be roughly 6 feet in diameter and 8 feet high would seem to be more nearly within the construction capabilities of the available force.

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CANAL ZONE BIOLOGICAL AREA

March 12, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

The Congressional Record gives the information that the Senate Committee was marking up the bill for Independent Offices on Wednesday, so I am looking for early word as to what they did to us. The radio announced the other night that they had cut out all of the President's Emergency Fund, but the paper the next day said they had only taken out \$500,000 and had left \$200,000 in for White House assistants. This definitely answers my question as to whether any of the Interdepartmental Committee on Research and Development could be financed from the President's Fund. The plans are now under way for a meeting the early part of next week at the White House. I understand this will be very brief. Tom Nolan reported to me yesterday that he had replies from four of the agencies -- War, Agriculture, Social Security and Smithsonian. He is planning to leave Thursday of next week and will not return until the 11th so he and you will arrive at about the same time. He said he was writing you a letter about various items, so I will not go into them here.

Yesterday Congressman Anderson of Minnesota was at the Museum to examine the replica of the Kensington stone. Andrews had done a very fine job on it and the Congressman was greatly pleased. A few pictures were taken, and the stone goes on exhibit today. I suggested that it would be of interest to many of our visitors if a small sketched map could be put in the case, showing the spot where it was found. This, of course, would please the Alexandrians. I told the Congressman my story about the Jefferson desk and used it to make the point that it would be advantageous to the Alexandrians to have the original here, since this very act would make the Kensington stone a subject of national interest rather than local interest and that they themselves would gain much publicity from it. I also pointed out that it was safer here and that more people would see it.

The Federation of Scientists is planning a mass meeting to protest the Condon case, and they want to hold it in the Museum. Fortunately the regents have specifically prohibited the use of the auditorium on matters of discussions in Congress so I was able to turn them down.

I am sending you a clipping which will enable you to adjust your Washington timetable to the proper season of the year. I have seen more gulls on the Mall this year than in any previous spring.

I am also enclosing a color card showing the type of paint that is being used in the files room. This is the same color that was first used in the State Department under Stettinius and has since been used in other agencies.

Files room looks fine. It looks much better in the rooms than a color piece of the card indicates.

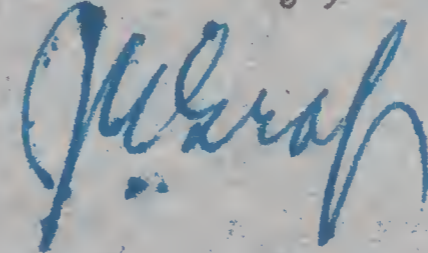
Page 2.

Dr. Wetmore.

I think that they call it "Stettinius green." It seems like a good color since it reflects more light than the darker green which I have in my office. Mr. Oliver wants to know whether you would be interested in having this color put in your office in the Natural History Building since I understand he is going to repaint that before you return.

Zetek has written about the plan to put in a concrete tank of 20,000 gallons on the hill behind the laboratory at Barro Colorado Island. In view of the tremendous amount of hand labor required in moving 20 tons of gravel, cement, and sand to the site, I am wondering whether the smaller one would not do the job. It is also questionable whether the entire amount could be poured in one day, and there might be some poor joints as the result of interrupted pouring. I realize that the bigger the capacity, the more useful the tank; but there is a question as to whether we will have the money to go through an undertaking of that size. Jack has been talking this over with Taylor and Mitman. Taylor seemed to be under the impression that a tank of this size (based on his South Pacific experience with Army) was probably more than adequate. I believe you are thinking in terms of firefighting but it is questionable whether with flimsy wooden buildings any firefighting would be of very great utility. These suggestions are just thrown in gratuitously. Personally I know nothing of the set-up. I understand that you will probably close the entire matter with Zetek before your return.

Sincerely,

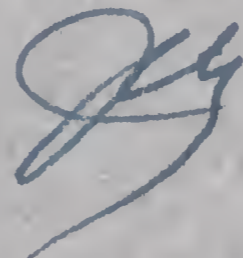


JEG:mmh
Enclosures

*Noon paper says Budget Bill was cut
200,000 more by Senate. Will try to get word on
S.I. before letter is mailed.*

*Zoo is trying to get way to fly penguins from
Panama. Understand Davis has 22 penguins & 2 seals.*

*No information on our place in
Bill as we go to press.*



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ORGANISMS

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

March 11, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panamá.

Dear Dr. Wetmore:

Mr. Henbest suggested that I write to you with regard to the quarter century celebration of the Cushman Laboratory. All of Dr. Cushman's friends and collaborators have been asked to send him a note on this occasion, and Mr. Henbest thought that you might like to send one also. If you feel so disposed the letter should be sent to Miss Ruth Todd, c/o Miss Rita Johnson, 60 Mechanic Street, Canton, Mass., by April 2. It is to be a surprise.

I do not know whether or not you will have a chauffeur when you get back! They have arrested Eugene for smacking a taxicab driver. Eugene says that it is a case of mistaken identity, that he is not the man that the taxicab driver is accusing, and that he has 14 witnesses lined up that can prove that he was attending a pinochle game from 6:00 p.m. to 1:00 a.m. that evening. Mr. Dorsey asked Jimmy Lauderdale to recommend a good lawyer for Eugene but when Eugene went to see him he thought that his fee was more than he wanted to pay, so no one knows what the outcome will be. There have been a lot of crimes in Washington recently and the powers that be may make it very unpleasant for him before it is over.

Dr. Friedmann had a letter from Van Rossem this morning in which he stated that you were going to send him the manuscript for the Twenty-third Supplement and that he had not received it as yet. I told Dr. Friedmann that I was sure that they had all been returned. When I went to the files to check I found that Van Rossem's copy with certain notations was there with the others! Friedmann went out chuckling and I suppose Van Rossem's face will be plenty red when he gets the news! How do you like the exclamation point? It was put on the machine a few days ago.

The Biologists' Field Club held its meeting in your office this morning.

Mr. Charles Church Roberts was in to see you to say hello, and said that he would call again.

The weather stays cold. This has been a fairly quiet week. With kindest regards to all.

Sincerely,

Louise Pearson

3/14/48.



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Washington 25, D.C.
U.S.A.

March 8, 1948

Dr. Alexander Wetmore
Parida, Herrera
Republic of Panama

Dear Dr. Wetmore:

I am transmitting two letters from Fenimore Johnson, one just received March 5, 1948, and the other referred to in his letter August 25, 1947. I am sending the August 25th letter since it bears on the same subject. If you will give me your decision, I should be glad to pass it on to him. You will note that he wants to know in 30 days.

The clipping from the Washington Star for March 7, 1948, is self explanatory. This was a side of Taylor which was unknown to me.

Killip has brought down a memorandum recommending that a grant be given to Chung Wu a student of Chinese coniferae who is working at the Osborn Botanical Laboratory at Yale University. Mr. Wu has apparently done a great deal of work on Chinese coniferae in the herbarium and field in China and he had a grant to study the specimens in American Herbarium but it will run out in June about the time he finishes his work at Yale. He said that we had a very good collection and we have a considerable number, the Rock collection being among them. He is asking for a grant of \$200 to \$300 to care for his living expenses during his stay in Washington while he is examining our collections. His appeal is strongly backed by Professor E. W. Sinnott, Stirling professor of Botany at Yale, Killip thinks that \$300 would do the job, and he recommends that it be given to him. I would rather finance Mr. Wu than to ^{have} the monograph prepared and leave our collection out. Mr. Dorsey informs me you have ample funds in research. He does not know your opinion regarding these matters but he feels it would be less injurious to us to make a mistake in hiring him than in not hiring him.

While you are having a good time with the birds in Panama you are missing the spring season in Washington. I have heard many bird songs in the morning.

I am also attaching a letter to Mr. Zetek which you will probably want to discuss with him before you come back. Some of these questions are brought up to be sure he has considered all sides of the problem.

I had a telephone call from Congressman Phillips. While he started out on a book of Indians, the conversation ended up by talking about the appropriation. You will have a good supporter in him if the Senate gives us an increase.

The painting in the rooms down the hall is progressing. They will be finished sometime this week. The rooms look very nice with a yellow-green painted side walls and the white ceiling which is extended part way down to the molding line.

Very truly yours,

A handwritten signature in blue ink, appearing to read "John", written in a cursive style.

J. E. Graf

3/14/48

SMITHSONIAN INSTITUTION
CANAL ZONE BIOLOGICAL AREA

ESTABLISHED BY ACT OF CONGRESS
(FORMERLY BARRO COLORADO ISLAND BIOLOGICAL LABORATORY)

DRAWER C, BALBOA, CANAL ZONE
March 8th 1948

My dear Wetmore:

Major and Mrs. W. G. Westall (Pacific Sector Engineer, Fort Clayton) want you and I for dinner. I told them you are still in the field and that I do not know for sure when you would return. I also told her that I would find out from you approximate date of your return to civilization, and will let her know this as soon as I know. You may not know as yet just when but perhaps you will know the approximate time.

If you can at this time give an approximate date, do so, and if a more definite date, better yet.

I hope the Herrera dust is not raising havoc with your throat,- Perrygo should have his pretty well coated by now.

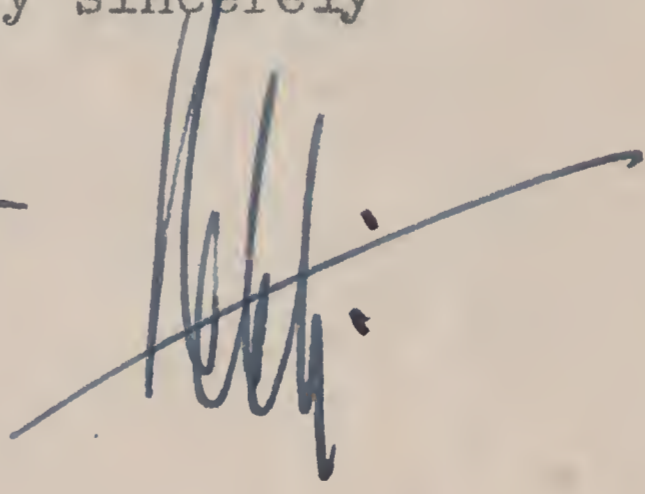
Did you, Perrygo, Stirling or Stewart want me to get for them any of the commemorative stamps? If so, let me know how many and I will include them in my order. The same will apply to first day covers, provided I have a list of names and addressed to whom these are to go. With only 500,000 of the stamps issued, these stamps, and especially the first day covers will be rather valuable items withing a few years.

As to the Graf ltr, I sent you my reply, and I will be grateful for any fatherly advice you can give me. They should send me the proper Std Forms which I believe are 33 and 1036, and make one set out in dummy so that payments will not be delayed because of any error on my part in filling out the spaces.

with warm regards to all

very sincerely

*PS As to the Annual Report
I believe I understand what
you mean. And I believe
it would be well to start
on the "History" of BCI.*



3/14/48

SMITHSONIAN INSTITUTION
CANAL ZONE BIOLOGICAL AREA

ESTABLISHED BY ACT OF CONGRESS
(FORMERLY BARRO COLORADO ISLAND BIOLOGICAL LABORATORY)

DRAWER C, BALBOA, CANAL ZONE

March 7 1948 SUNDAY

My dear Dr. Wetmore:

About a half hour ago I received a letter from Dr. Graf which I copied at once and enclose a copy for you.

I will answer Dr. Graf tomorrow.

"instability of soil in the CZ", "building on a slope" etc etc

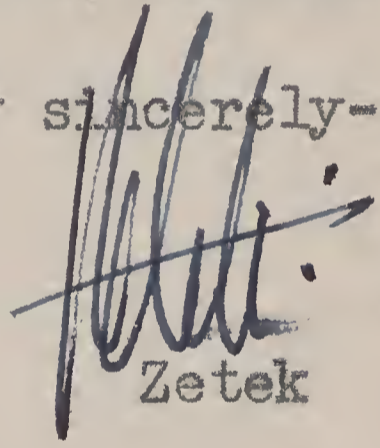
I MUST get at my termite tests. I MUST get after the teredo tests. I have my fruitfly work to do. I am just wondering whether it would not be best to have some one else take care of BCI. I have done it for 25 years. I am unable to do the things I should do for USDA.

This letter leaves me where I was Feb 26. My funds are too low for comfort. I cannot keep on spending and getting nowhere. Why does he not tell me about the "technique" of contracts, send me forms for same, etc.

This is Sunday. It is 4 pm, and so far all of it was spent on BCI. I also need some rest.

Hope you continue to do so well with birds. Warmest and best-

very sincerely-



Zetek

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March 5, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

We had our hearings before the Senate Committee Tuesday, and I thought it was a pretty good hearing. It is just as well that we did request a hearing because all of the other agencies were called up to explain increases in the cost of personnel. All of us were provided with a table showing the average cost of increases of personnel from 1939 to 1949 estimated. Fortunately in our case, the Gallery had been included and we made a simple statement that the table was of no value to us, as it included the Gallery which is on a separate appropriation, and that they had no right to include them. We then made the point that this was not new to us since we had considered this angle for two years before the House Committee, and Jack handed the chairman a copy of our House Hearings showing our printed table. The chairman was very much interested. He not only studied the table but he started to read the hearings. I was a little afraid he might get into that section relating to the International Exchange Service, but he tossed the copy back to us and we went on with the hearing. It was a good hearing but a bit disorderly. Sometimes two of us were talking at once and in at least one case three of us were talking together. In addition to the chairman (Reed), McKellar, Green, and Saltonstall were present, and we had a good chance to plow a statement into the Record. Saltonstall was definitely interested in publication funds, and I would not be surprised if we might receive an increase. In view of the fact that only two agencies were asking for additional funds, the hearing was a brief one. Since I feared that the bill ^{would be} ~~was~~ marked up rapidly I immediately got in touch with the regents' offices without trying to get in touch with the regents themselves. It happened that all of them were out, and I would probably have had to wait for several days to contact them. I received very good offers of cooperation, and I think we have done everything we can. At least we will hope for worthwhile returns. I dare say the bill will not be acted upon before you return. If it should, I would contact some House regents and be sure that we might have some support in conference.

Jack Keddy called to my attention that the resolution giving us basic authority for B.A.E. and A.P.O. had passed the Committee but apparently could not get on the floor of the House, since, according to the reports that Jack obtained, the Speaker would not recognize the Chairman. I called Mr. Vorys and talked with him on the phone this morning, and he said he would look into the matter and report back as to what might be possible.

The Arthur Lecture went off very well the other night, but I think Dr. Spinden had too many slides. The lecture maintained its age-old reputation

Page 2.

Dr. Wetmore.

as always by being held on a foul night as far as weather conditions are concerned. Had it not been for the fact that this lecture was held in conjunction with the Anthropological Society, we would not have had a "corporal's guard." As it was, we only had about 100, certainly not over 125.

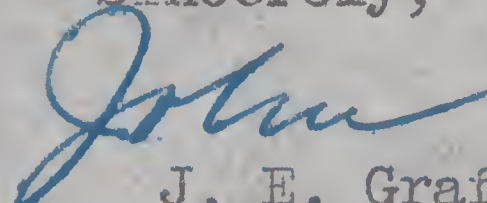
Jack has brought up the question as to why we could not change Matt's title to Director and Frank's to Associate Director so that the titles of the various bureaus would all be on a common ground. As it is now, this is the only organization which is not in line. While this may seem like a minor proposition, it might be very useful in connection with classification matters.

I have a slip here with your name on it asking for a Red Cross contribution. I am wondering what you want to do in this regard. The "Acting Secretary" has urged everyone to give more than last year so that we could meet our quota.

We have a retirement problem in connection with Rawley, and it is a kind of stinker. You will remember that when the Smithsonian people were lined up on classification schedules Rawley was receiving a salary which would have rated him considerably above Mr. Oliver. The matter was settled by putting him in CAF-8, one notch below Lawrence, and paying the rest of his salary on a contract basis from "Court and Grounds." Strictly speaking, of course, this did not permit deductions to be made from this added amount. Yet for some reason or other, retirement was taken on this total sum, and the amount has now been deposited in the Civil Service retirement fund. No deposits have been made since May 17, 1947, the date when the Smithsonian retirement went over to the Federal system. Action will be necessary to clear up this whole matter. I think the best plan is to appoint Rawley as P-4, which would leave him one notch below Oliver, effective May 17 last year. There is also one other matter which makes the job a bit difficult and that is that he is not on a classification schedule. At the present time, he receives \$5,561.56, whereas the nearest step to that in the classification schedule is \$5,654.40. This will come as a shock to you as I distinctly remember your stating that all Smithsonian salaries were on classification steps. This difference has possibly been built up as a difference in promotion steps between the CAF and professional services. Frankly I think the best thing to do is to go ahead and clear the matter so that the whole thing will be in order. Under this new plan, Rawley would rank between Sinclair and Oliver, which has always been the case.

Our Senate hearing, while not as weighty as some items that were presented by other agencies, at least caught the eye of the Star reporter, as evidenced by the enclosed clipping. In other words, we were able to dramatize floor cleaning so that it was news-worthy. I hope this is a good omen for action by the Senate.

Sincerely,



J. E. Graf,
Acting Secretary

JEG:mmh

Enclosure

*Do you have dry air, hot sun, & cool breezes. I see
140 last night snow tomorrow. I'm sorry for you!*

Dear Alex -

Secret

I have it pretty straight that England is making a replica of Wright plane and when they receive word to send plane back they will deliver it as a good will gesture. Hope its right as it would save us trouble and the making of enemies. Every body wants to get in on the show and it would take a hell of a celebration to please everyone. (This about England's returning plane is to be kept quiet.)

I understand from Jack Long that Loring has requested a written statement from Forrester that the very will bring the plane back on a carrier. He is apparently working alone on this but it is of the same general quality as some of his other activities. You remember the statement re the P. ant & the sugar bowl. Well I think we have a highly nervous example of the former.

Understand Wade is raising hell because he didn't get the Cat 7. He has contacted both Sens. George & Holy (N. Carolina) & reportedly the latter called Miss Perkins. We have heard nothing - except Wade's version - but if it comes up we will have something to say. McCoy's name is also out of joint.

Queens Tom told you Trythen isn't interested. Neither is Governor, whom I have just contacted. We do have some good leads however

Yours
Jno.

3/14/48



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ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

March 2, 1948.

Dear Dr. Wetmore:

The copies of the Centennial Book were mailed to you yesterday afternoon, and I hope that they reach you without delay. It is good to know that you are so comfortably located, that you are sleeping so well, and that you feel completely rested. Paritá must be a regular town if it rates a "movie".

pay it personal

Your package from Abercrombie arrived a few days ago and also a bill for \$20.03. Should I hold the bill for your return or send it to Mr. Dorsey for payment?

You were notified yesterday that the Senate Hearings on the 1949 appropriation would be held this afternoon at 2:00 p.m. I transferred the call to Mr. Graf who, I suppose, will be pleased as punch to appear without you?

A letter from Mr. Sinnott, President of the A.A.A.S. notifies you that they have selected you for Chairman of the Reception and Entertainment Committee for the Centennial Celebration, September 13-17, 1948, since they feel that you, as Director of the Nation's most widely-known scientific organization are best qualified to function in this capacity. I have told Mr. Sinnott that you were away and that the matter would be brought to your attention on your return.

The Washington Academy of Sciences is putting on a drive for members and Dr. Rossini has asked your cooperation.

Mitman

A letter from the Acting Supervising Architect, with several memoranda, regarding the requirements of the proposed National Air Museum, has been received. I referred it to Mr. Mitman and he returned it to me stating that I might forward it to you since you might like to see it. I am not sending it since it consists of several pages and, personally, I do not see why the matter can't wait until your return. I have acknowledged it and shall hold it unless you think I had better send it to you.

There was a conference in Mr. Clark's office this morning regarding participation in the telegraph system administrations through P.B.A. which will result in a material saving and more expeditious service.

Helena Weiss' appointment in the Division of Correspondence was effective yesterday (Grade CAF-7) and Mr. Wade's CAF-4 came through also. That was quick work.

Mr. Carriker has written you from Regeneracion that during the 15 days of actual collecting here he has taken 262 skins and 121 species of which 69 were not taken at La Raya and 8 are new to the collection. He says that he will go from La Raya to El Real, work some there and see what further work can be done in that region before going up to Cauca.

It is good to see the old weather vane and Old Glory floating atop the Smithsonian tower again. I have had two telephone calls from outsiders expressing their thanks to the authorities for giving them this landmark again. At present it is point^W northeast and it is raining.

Believe it or not the maple trees have started to bud, and although this happens to be a rather disagreeable day there are definite signs of spring. Last Saturday the thermometer registered 80, and the song sparrows and cardinals sang up a storm in our back yard. Yours truly spent most of the day outdoors. Miss Hoeman tells me that Mr. Graf wrote to you yesterday so you should be pretty well informed of what is going on in your absence. No other newsy news to tell you.

Sincerely,

Louise Parson

UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
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NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

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FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

March 1, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

I am enclosing several copies of correspondence that I am unable to touch because I don't know anything about the matters concerned. I am writing to Fenimore Johnson telling him that you are in Panama and that I have sent a copy of his letter down there but don't know whether you will be in a position to answer it before you get back. I am stating the latter in case you prefer to have this await your return. If, however, you want us to write him, we will be glad to do it if you will tell us about what to say. While I know nothing of your conversation with him, I believe if we are to charter a pleasure boat for scientific work, we should have something in the way of reports or other evidence so that we would not look too stupid if an Internal Revenue agent would come down and question us about it. There is also the question as to whether this is not a rather high charge from what we may expect to derive from the investigation. I will, however, await your decision on this one.

The next matter is correspondence with Dr. Merriam's daughter. The copies of the letters cover hers to you of June 1946 and your reply of the same month. She indicates that certainly some changes would have to be made in these manuscripts since they were not ready for the printer; but from what I understand the changes required would be more than mere editing. I understand Matt had a man looking into this material; and so far as I know, there is no record of the results of that search here. Undoubtedly Matt would know the answer to that one. My reason for sending this to you is that in case we are going to turn down this material, we might as well let her know now rather than several months later if that information is necessary to the settlement of the estate. If you would prefer to handle this when you return, you may just lay it aside.

Your letter regarding Erdman's trip has been received and Schultz is proceeding to get clearance, including passports and the necessary shots.

The matter concerning the Wright plane is still seething, but as yet we have no information from the executors. Waldo Fawcett, who incidentally wrote that editorial about you in the STAR, told me today that he understood that President Truman was going to send a committee out to Dayton to talk with the executors and then one of the committee was going to London to pack up the plane. It would then be put on a Navy vessel and brought back to the United States with great ceremonies. I told him that we had not been going overboard on plans until we knew for certain that we would get the plane. Waldo Fawcett wants me to write

Page two.

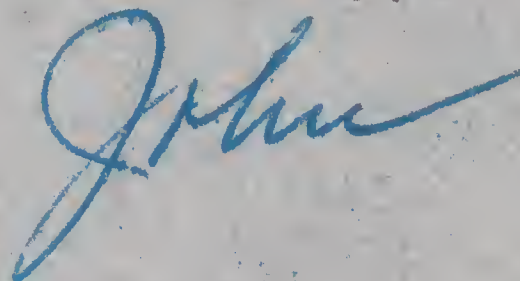
Dr. Wetmore

✓ a letter to the Postmaster General suggesting the issuance of a commemorative stamp showing the two Wright brothers and between them a drawing of the plane. I told him to write me a memorandum, and I will send a copy of it along to you in due time. What do you think of the stamp idea? Personally I don't think it would be a bad idea at all since it would advertise one of our exhibits (if and when we get it).

Tom Nolan and I are having lunch together on Wednesday to discuss some of the things that have come up regarding the Committee. Spaats is still very strong on the assessment matter although I had a long argument with him on it and told him I thought the funds should come from the President's Emergency Fund. He said he doubted whether this could be classed as an emergency, but I assured him that the Board is supposed to function before it can get funds in the regular manner.

Our Senate hearings come off tomorrow afternoon at two o'clock.

Sincerely,



JEG:mmh
Enclosures

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CANAL ZONE BIOLOGICAL AREA

February 27, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

I am sending a couple of news clippings for you, which are ^{self} explanatory, and one for Matt which I am sure he will understand. It was too bad about Maxon. We haven't much in the way of details yet, but apparently the end came rather suddenly.

The interest in the Wright plane is still seething. Congressman Van Zandt is having a talk with Secretary Forrestal today. Jack Long and I got together and decided that Secretary Forrestal did not have much of a message to impart, as we are not in a position to say anything and of course the Navy will wait for us to initiate action. Apparently Eddie Rickenbacker came out with a release indicating that Wright, being a man of peace, would never consent to his plane being brought back on a carrier, and thought it would be best to bring it back in some commercial liner like the USS America. The airlines are evidently interested in flying it back. So should we ever get the plane, we will not lack for means of transportation. Mitman is taking lunch with Grover Loening today, so something may come out of their discussion, though nothing can happen, either as to active plans or announcements, until we receive word from Wright's executors. If they are being bothered as much as we are, it may be some time before they can take the necessary steps to notify us.

We have notified the State Department that Rowe and Holmberg should attend as delegates. We just had a letter from George Foster this morning and he agrees entirely with your suggestion.

The latest we have on the Senate hearings is Thursday at 10:30 a.m. If you are not otherwise engaged at that time, you might turn your face toward Mecca and pray. After our hearing, I will drop in and talk with Senator White's secretary to find if there is anything the Senator's office might do to help us out. I will also try to contact Senator Barkley and Senator George, though whether much can be accomplished there is problematical. I can at least leave justifications at the office and ask for any assistance they might be able to give us.

Aldrich just received a letter from Jack Myers turning us down. Apparently Texas made him a proposition he could not refuse. I suggested that Aldrich contact Lambert at Agriculture to see if he had any suggestions to offer, and

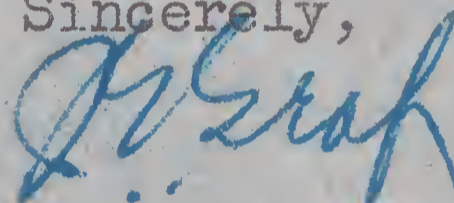
Page 2.

Dr. Wetmore.

Aldrich has also written to Duggar. Duggar should have a rather complete knowledge of the men working in this field. I told Aldrich that in case he got stuck and had difficulty in getting a director for Radiation and Organisms, it might be well to try to replace Hoover in his unit with some physicist and transfer Hoover over to take charge of R. & O. Hoover has been in close touch with this work for some time. He is a man of ideas, and I think he would do very well. We will, of course, not get around to considering that possibility before you return; but I simply threw it out as something for Mr. Aldrich to be thinking about. Our whole trouble in this job is that we are expecting to get a P-8 man for a P-6 salary, and that will not be easy. I told Aldrich that we might even consider a younger man, provided he had the spark and we felt that he would go places. In such a case, we could set up a new job at a lower classification suited to his qualifications, and then promote him when he justified such promotion. Aldrich is also writing regarding the chance of finding some one at a P-5 for the physical tables job. We are taking steps now to set up the two jobs so that we will be ready to pick up a man should his search be successful.

The two jobs in Correspondence and Records came through at CAF-7 and CAF-4, just as we had sent them in. Miss Helena Weiss is willing to take the job and we will probably start her in there March 1st. Mrs. Chamberlain will take over for Dr. Bassler on a temporary basis.

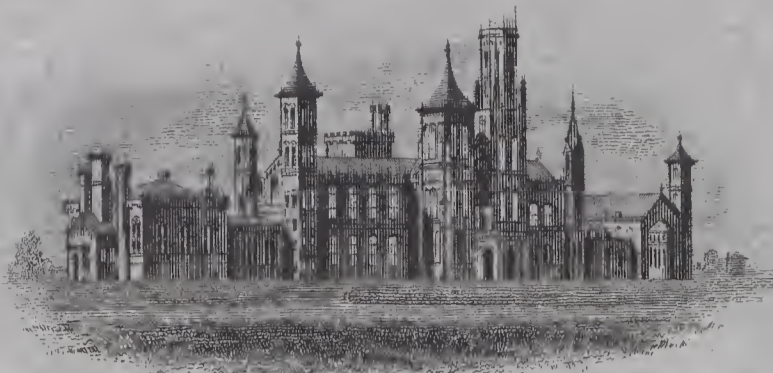
Sincerely,



JEG:mmh

Enclosures

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ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

February 26, 1948.

Dr. Alexander Wetmore,
Parita, Herrera
Republic of Panamá.

Dear Dr. Wetmore:

Just a note to tell you that your letters have come to hand and that all matters in them have been executed to date. The following is a resumé of happenings here to keep you informed.

I knew when I typed the wire of congratulations that you would be pleased, and you in turn have really pleased the men with your reply. Several congratulatory letters on your new appointment have come to hand, and I have made temporary replies. I have had several inquiries as to where the office would be located. When I told them that you were at present in Panamá, and that I would refer them to your Deputy, they said that they would wait until your return for the information.

Mr. R. Tayman, s Charge d'Affaires a.i., Belgian Embassy, has notified you that the Prince Regent has appointed you a member of the Commission of the Institute of the National Parks of the Belgian Congo. I have notified him that you were in Panamá, and that the matter would be brought to your attention on your return.

Dr. Schlaikjer has notified you of your selection by the Board of Directors to represent the field of Zoology on the Science Committee of the Explorers Club.

Dr. Evans has sent you a photograph of some of the Explorers Club members, and the one of you is really the best of that type that I have seen.

Dr. Korff telephoned the other day to ask how the matter of the Astrophysical Tables was progressing. I telephoned Dr. Aldrich and he told me to tell him that the matter had been taken up with the Civil Service Commission and that when this angle was settled a man to do the work would be selected. Dr. Korff said to tell you that if there is anything that he may do to help to get in touch with him.

The SCOLOPACIDAE material netted 25 pages which should

keep the Committee and Collaborators occupied for a time.

In order that you may keep abreast of the developments re the Arnhem Land Expedition I am enclosing a copy of a letter to Mr. Mountford written by Mr. Fisher of the National Geographic Society. This you may destroy since the carbon sent by Mr. Fisher is here in our files. Mr. Setzler has sent us a wire announcing his safe arrival in Australia.

Dr. Bartsch was in a dither the other day to get a letter written re the Honorary D.Sc. for Mr. Graf (GWU) and I obliged. He really wrote one fine letter.

Word has just come of the passing of Dr. Maxon which, though more or less expected, was a great shock to every one. He had written Mr. Bryant just a few days ago asking him to get a publication for him. The funeral services will be held in Florida, and the body cremated. The ashes will be brought to New York for burial in the family plot.

The mail has been heavy and I am doing a lot of letter writing. However, I am relegating everything that I can to Mr. Graf to keep the pile down.

I asked Tilghman to see what he could do with your umbrella since he is quite an expert umbrella repairer. He has done a fine job and guarantees that it will give satisfaction. Another dollar saved.

We had another four inches of snow last Saturday and today it started out to be foggy. However, after a shower the sun came out and it is very pleasant at present. Today is the day for the installation of the new weather vane.

I suppose that by this time the jeep has seen some pretty rough sledding. I was so glad to hear that you were able to get it since I know that it must be a great satisfaction to have it to get to some of the out of the way places.

Please give my kindest regards to Mr. Perrygo, Mr. & Mrs. Stirling and Mr. Stewart. Tell Mrs. Stirling that if her secretarial duties get too heavy I would be most pleased to come down and help her out.

Sincerely,

Louise Pearson

COPY

February 25, 1948.

Mr. Charles P. Mountford,
25 First Avenue,
St. Peters, South Australia.

Dear Mr. Mountford:

Replying to your letter of January 30th may I say that I was well aware of the contents of Dr. Grosvenor's letter of May 17, 1945 in which he advised you that your proposal of March 5, 1945 has been approved. In this letter, however, there was no specific mention of photographs. Specifically covering this matter is his letter of May 24, 1946 from which I quoted the following paragraph:

"It should perhaps be restated that all still pictures shall become the property of The Society, whereas the motion picture films made by you will belong to the Australian Government. However, I should like to stipulate that The Society be permitted to make duplicates of the motion pictures for its film library."

Your reply of June 27, 1946 stated "As set out in my proposal all still photographs, -- both color and black and white - - will be the property of the NGS." These two letters thus became part of the agreement supplementing the other terms outlined in your general proposal dated March 5, 1945.

Considering the problems posed by your letter of December 31, 1947 to Dr. Wetmore and yours to me of January 31, 1948 may I suggest the following arrangement: All black and white negatives may be developed and printed in Australia; you and Mr. Walker may make tentative selection sending a full set of prints to us with those selected by you so indicated; when we confirm selection the negatives you select may be retained and the balance sent to us. All color stills exposed by Mr. Walker must be sent here for processing but prints will be supplied as requested.

We are anxious to cooperate fully with you and the Australian authorities but we must insist that we have first choice of all the photographs obtained on the expedition for first publication in the National Geographic Magazine. Four years after that, as the agreement states, any of the photographs are available to you for your own books or other publications with acknowledgment to the National Geographic Society.

It is understood that the selection of negatives which you will retain will be those pictures which are research material and may not be suitable for general illustration. A full set of prints will be supplied to you.

Two new questions have been indicated in your personal letters of January 30, 1948 to Dr. Wetmore. One is the matter of "News Photographs" which you wish for your own Department. By this I assume you mean pictures which may be used in Australian newspapers with press releases about the Expedition. This is a point which has not been mentioned until now but is one which may be arranged readily with Mr. Walker who will be instructed to cooperate. Such news photographs as you and Mr. Walker may consider suitable for Australia may be issued from your Department. The movie film which Mr. Walker may make is intended only to supplement your own, and to insure complete coverage. Copies will be available to you for your lectures.

Please accept my assurances that we shall cooperate fully to make the lectures and the published results of this Expedition the best possible to the credit of yourself, the Australian Government, and the National Geographic Society.

Yours truly,

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ALL CORRESPONDENCE
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TO THE SECRETARY

February 24, 1948.

Dr. Alexander Wetmore,
Parita, Herrera,
Republic of Panama.

Dear Dr. Wetmore:

Your letter and note of February 20 are acknowledged. It is hoped that you will be able to get all of the equipment you needed at Barro Colorado Island transferred from the Army. I take it the hoist car, water tanks, and electric equipment are especially needed. I judge from the list of material transferred thus far that you have not been idle while there.

Congratulations on the jeep! This will enable you to cover much more territory than you would otherwise.

This morning a news man called me and stated that he had a report that a committee appointed by President Truman was on its way to Dayton to make plans for the return of the Wright plane. I assured him that we knew nothing of it. I called Commander Long and he was surprised to hear about it since it was the first he had heard. The Commander checked with the White House and could get no information; in fact, they had not heard it there. It appears that this possibly originated in Congressman Van Zandt's office and that it was enlarged upon by some of the newspaper people. Congressman Van Zandt was the first to transmit to the Navy a suggestion made by Stackpole, publisher of the Harrisburg, Pennsylvania Telegram that such means be used to return the plane. In the meanwhile I am sitting tight. Grover Loening was going out to Dayton and Chicago. He got in touch with Colonel Deeds and the latter advised him not to come as the situation was quite delicate and that the situation should be left alone and given a chance to settle itself. This has been my feeling since the beginning, and when any one asked us for the plans regarding the return of the plane I assured him that we had no plans as we had no specific information that it was to be turned over to us. We even had to turn down one photographer who wanted to photograph the site where the plane was to be hung. As Jimmie Durante would say, "Everybody is trying to get in on the act." I do not think the busy people will get very far in muddying the water. If we get the plane, they are going to have to come to us because it would be released to no one else; and if it is to be brought on a carrier, they certainly will have to go through Commander Long's office. We are keeping in touch with each other and keeping quiet.

I had a very fine talk this morning with Mr. Kidd, Mr. Kerr and Mr. Gurley about the projected fish collecting expedition to the Persian Gulf. We laid all the cards on the table and discussed the matter very frankly. The plan

Page 2.

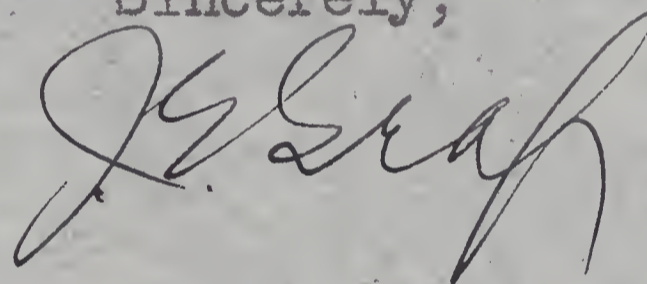
Dr. Wetmore.

looks like a very meritorious one, and I am certain that we would be assured of the utmost cooperation. The entire operations there are so huge that our participation would be only a drop in the ocean in their financial activities. I have not yet had your reaction on this subject, but hope to get it soon. Gurley is flying over that way tomorrow. We would like to fly Erdman over with some of his equipment and send the rest by boat. Gurley has a great deal of equipment which we could use, and we are assured of ample refrigeration space until our own preservatives arrive. I notice in my letter I referred to the small sum for collecting clothes for Gurley. This should have been "Erdman" instead. Gurley will be amply provided for with all the equipment he needs, including boats and men for water transportation and trucks or autos for land transportation to get the select spots. Gurley knows our needs from his experience at Bikini, and he will see to it that nothing stands in the way of ample collecting opportunities for Erdman.

Harry Dorsey tells me that Nick is pretty sick. They took him back to the hospital and he is suffering from great soreness in his arms and legs. I did not get the impression that his condition was critical, but he is not doing too well.

I will be looking for a note regarding the Persian Gulf matter.

Sincerely,



JEG:mmh

3/1/48

21 February 1948.

Dr. Alexander Wetmore
c/o Tivoli Hotel

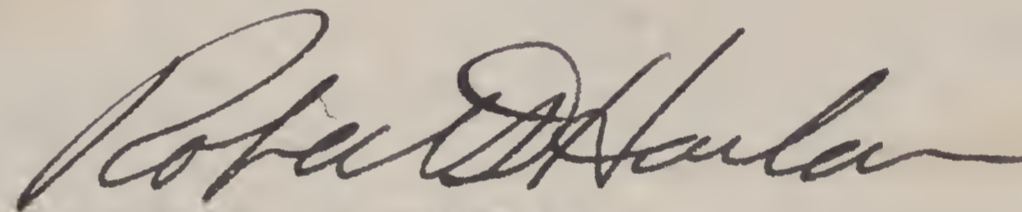
Dear Sir:

Enclosed assortment of maps is a sample of those available from my own stocks. The Corazal Map Depot, which is now closed, until Tuesday, should be able to supply us with some of a better scale.

The 1:20,000 and 1:62,500 does not extend down that far. I overestimated my ability to produce.

I have contacted the Supply Officer, Pacific Sector, and spoke to Col. Adams' assistant. They are including a case of 'Aerosol Bombs' in your list of equipment for Barro Colorado.

Good luck on your trip, and be sure to contact us when you return to civilization.



ROBERT D. HARLAN
Major, CAC

ISSUE SLIP

PAGE _____ OF _____ PAGES

FROM	BASE OR STATION ACCOUNTABLE OFFICER CONSOLIDATED PROPERTY OFFICER ORDNANCE SECTION ALBROOK FIELD, G.Z.	ISSUE SLIP NO.	PROPERTY CLASS ORDNANCE							
	TYPE OF ISSUE		PROPERTY CLASS							
TO	ORGANIZATION OR UNIT ② DR. ALEXANDER WETMORE BALBOA, G.Z. (SMITHSONIAN INSTITUTION)	INITIAL	REPLACE- MENT	MEMO RECEIPT	ACCOUNT SYMBOL					
					WORK ORDER NO.					
ITEM NO.	STOCK OR PART NO.	NOMENCLATURE		AUTH. ALLOW.	ON HAND AND DUE IN	UNIT	QUANTITY REQUESTED	UNIT COST	TOTAL COST	ACTION
1.		Truck, 1/4 ton, 4 x 4, C&R, W-20747880, w/spare wheel, tire and tube and tools and equipment as listed in SNL G-1				ea	1			
2.	42-C-4600	Can, safety, steel, gasoline, w/cap, 5 gal. cap.				ea	2			
//// Last Item ////										

AUTHORITY:		FOR THE COMMANDING OFFICER:	
ISSUANCE OF QUANTITY IN "QUANTITY REQUESTED" COLUMN IS AUTHORIZED. ITEMS MARKED "DUE OUT" WILL BE ORDERED AND WHEN RECEIVED ORGANIZATION WILL BE NOTIFIED.		19 Feb. 48 <u>DR. ALEXANDER WETMORE</u> (DATE) (ORGANIZATION SUPPLY OFFICER)	
(DATE) (FOR THE BASE OR STATION ACCOUNTABLE OFFICER)		QUANTITIES SHOWN IN "ACTION" COLUMN HAVE BEEN RECEIVED:	
QUANTITIES SHOWN IN "ACTION" COLUMN HAVE BEEN ISSUED:		M/Sgt E. L. Vette (DATE) (AUTHORIZED REPRESENTATIVE)	
(DATE) (STOREKEEPER)		VOUCHER No. 48-22926 N-17	

Call Sgt Vette at 86-4161

Answered



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ORGANISMS

February 20, 1948.

Dr. Alexander Wetmore,
Care Tivoli Hotel,
Balboa, Canal Zone.

Dear Dr. Wetmore:

Dr. Schultz was just in the office putting up a proposition that he had received informally from the Arabian Oil Company that it would like to have us send a man over to work with a man they have just hired to study fisheries in the Persian Gulf. Their interest, of course, is commercial fisheries, a source of food for their large operations there.

Schultz tells me the man they have hired is a commercial fisherman from California by the name of Gurley who was hired by the Fish and Wildlife Service to do work at Bikini. Schultz says he is an excellent man and did a great deal of work to help both him and Morrison to get their collection, so that he has basic understanding of our needs and desires in any operation of this type. Apparently the Arabian Oil Company would be willing to pay considerable money into this and the thing they would desire from us is technical advice. On the basis of information to date, Schultz is most anxious to have us participate in this work, and he would send Erdman who he thinks would be able to give them the technical advice they need with the assistance of reports that Schultz could let him have, and that Erdman would be fully capable of making an important collection for us. Erdman has had about a year's experience with Fish and Wildlife Service in the vicinity of Puerto Rico, and Schultz feels that there is no doubt of his ability to do a first-rate job. Erdman, by the way, would be glad to go -- Schultz has sounded him out.

The work would probably begin in a month or two and extend for not to exceed six months.

Schultz is most anxious to get fish from the region as we have no specimens and they are urgently needed for both taxonomic and comparative purposes.

The fauna of the area is reported very good. Schultz has just received a large report, which indicates some 300 species.

We are having a conference Tuesday with Mr. Kidd and Mr. Kerr of the Arabian Oil Company and with Mr. Gurley, the man they have just hired to do their share of the work.

I will put off giving them a decision, but I would like an early reply from you in this matter since I do not know what plans you have in mind for the fish division.

The Arabian Oil Company will, of course, pay all travel and subsistence, but I want to be sure that they understand what this means because if a man is sent there he should have facilities for reaching various shore areas, which means truck or auto transportation, and stream areas as well. He must have facilities for shore fishing and deep-sea fishing and assistance that may be required.

I take it that our contribution besides Erdman's salary would be formalin, nets, cube, and a small sum to purchase such market fish as may be needed to round out his collections.

We would expect them to furnish oil drums and cans for the preservation of specimens and be sure these are transported back to this country. This should be an easy matter, considering their fleets of tankers. We would also want the privilege of selecting any specimens from collections made by Gurley.

Schultz thinks he has about enough cube left over from Bikini since he started that expedition with 400 pounds and ended up with 750 pounds, though Miller has taken quite a bit and he will have to make a survey.

Schultz does not have a camera and that question would also enter into the cost of the Smithsonian.

If we participate in this expedition, I would want it understood that there was a definite time limit and that it might be cut shorter if there were no facilities for Erdman to make collections or if conditions arose which might make it unsafe for him to work there.

Schultz says that he can ill afford to spare Erdman but that he feels that this is an opportunity we can hardly afford to turn down. Cooperation extended by these companies is generally on a very high level and from his knowledge of Gurley, who will really determine what opportunities we have, he feels that all possible facilities will be available.

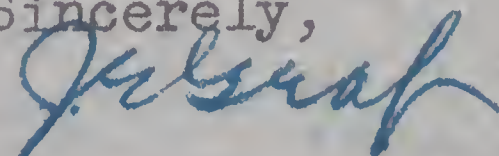
I asked Schultz about Erdman's personality and whether he will be able to get along, and he says he has no doubt on that and feels certain that Erdman and Gurley would make an excellent team.

In view of Gurley's low salary, it would probably be necessary to give him a small allotment from Smithsonian funds to enable him to purchase such collecting clothes as he may need as he could ill afford to pay for them himself.

I quizzed Dr. Schultz rather hard on this whole matter from all the angles I could think of, and I must admit that he made a very good case for it. If representatives of the Arabian Oil Company come across with the proper cooperation, I would certainly recommend the trip. I am going to be very frank with these men and tell them that our means, both as to funds and as to men, are quite limited and that we cannot afford to participate in any expeditions of this type unless we know that they will furnish us an adequate return for our efforts.

A fast reply is urgently requested. A copy of this is also being sent to Parita, in case you should not get this at Balboa.

Sincerely,



3/14/48

February 19, 1948

MEMORANDUM

Mr. John Howard and I met with Mr. Robert Fleming, his investment officer, Mr. Shaw, and Mr. Richardson of Scudder, Stevens & Clark, in the Board Room of the Riggs Bank this morning, February 19, 1948.

The first item was the discussion of the investment of the portion of the cash account of the Smithsonian Institution. It was decided that it would be best to invest about \$500,000 of this amount in government certificates. Mr. Richardson is to send suggestions regarding this to the Institution. Mr. Fleming asked Mr. Howard to prepare letters for his signature, following the purchase of the bonds, to Messrs. Bush and Cannon indicating the action taken.

Next there was a general discussion of Smithsonian investments. Mr. Richardson introduced his remarks by presenting his memorandum of February 17 (attached) to Mr. Fleming. There was a general discussion as to the relative importance of holdings in common stocks and bonds at this time, and Mr. Fleming finally said that possibly the situation would take some specific direction within the next six weeks, and it would then be possible to draw up a clearer conclusion. He indicated that he would want Mr. Richardson at about that time to meet with the executive committee and have a full discussion of this subject.

Following this there was some consideration of separate items included in the Smithsonian investments. It seemed clear to me that the viewpoints of Mr. Richardson and Mr. Fleming were not far apart, and that no immediate change would be recommended except that certain items will be watched more closely in the future and should be earmarked for early sale as prices warrant. It is probable that the viewpoint regarding many of these items will be considerably clearer at the time Mr. Richardson meets with the executive committee.

I was very much impressed by the discussion, especially by Mr. Fleming and Mr. Shaw. It is apparent to me that the Smithsonian has now on its Board of Regents very considerable knowledge of investments, not only over the whole field but also on specific items.

JEG:nmh

Dr Watson

2/19/48

3/14/48

In the talk with Mr Fleming it seems he thinks he has a right to approve (alone) stock & bond transactions. My memory of the ^{Report} meeting was that there was a general if not enthusiastic agreement that such a thing was a good idea, but no formal action was taken. Miss Schwelby agrees in this. It kind of puts me on a spot, but since the past procedure has not been formally changed, I told Howard to get Peron. Committee approval as in past. If it comes to the point of discussion I will tell Fleming that I agree with his understanding, but that until formal action is taken to change our procedures* I think it best for the protection of all (including himself) to stick with established procedures.
(Minutes show no action)

If you can radio your decision re Peron Gulf it would be appreciated. I think its OK - if they accept our terms

* Think this is by Board resolution.

Gray

Capt Carey

Rene O. Quenneville

Major, Corps of Engineers
Army of the United States

1948



PANAMA RAILROAD COMPANY

COMPLIMENTARY PASS

PASS - - - Dr. Alexander Wetmore - - - -
- - - - -
- - - - -

Until December 31st, 1948, unless otherwise ordered.

No.

257

J. Mettapper

President

CONDITIONS

This free Pass is not transferable and, if presented by any other person than the individual named thereon, or if any alteration, addition, or erasure is made upon it, it is forfeited, and the Conductor will take it up and collect fare.

The person accepting this free pass agrees that the Panama Railroad Company shall not be liable, under any circumstances, whether of negligence of Agents or otherwise, for any injury to the person, or for any loss or damage to the property of the person using the same.

The right to cancel this pass at any time is reserved by the Company.

In case this pass is lost, it must be reported to the Executive Secretary immediately. A new pass cannot be issued until 30 days after loss is reported.

I accept the above conditions:

THIS PASS IS NOT GOOD ON SPECIALLY CHARTERED TRAINS OR COACHES
AND WILL NOT BE HONORED UNLESS SIGNED IN INK BY THE PERSON
FOR WHOM ISSUED

*Privada
4'30 aca*



REPUBLICA DE PANAMA
CUERPO DE POLICIA NACIONAL
INSPECCION GENERAL DEL TRANSITO

Imp. Nacional.—Orden 0149. 16-1-48

No..... Panamá, *19* de *Feb.*..... de 194*8*..

El señor *Alexander Wetmore*..... tiene permiso
para manejar automóviles por las calles y carreteras nacionales, desde
hoy *19* de *Feb.*..... de 194*8*..

Nacionalidad *Estadounidense*.....; Edad *61*..... años

Sexo *M.*.....; Color *Blanco*.....; Cédula No.....

Residencia *Hotel Givrosle*..... *C. 2*.....

M.A.

Firma del expedidor
MAYOR MARCOS A. SOLIS

Insp. Gen. del Transito

EL DEPARTAMENTO DE LA POLICIA
DE LA ZONA DEL CANAL
PREPARADO POR



ESPAÑOL

PRECIO 5c.



RESUMEN DE LAS
LEYES Y REGLAMENTOS SOBRE
EL TRAFICO DE VEHICULOS
Y VEHICULARES EN LAS
CARRETERAS DE LA
ZONA DEL CANAL

DIGEST OF
CANAL ZONE HIGHWAY,
VEHICLE AND VEHICULAR
TRAFFIC LAWS AND
REGULATIONS



PRICE 5c.

ENGLISH



PREPARED BY THE
CANAL ZONE POLICE

DIGEST OF CANAL ZONE HIGHWAY, VEHICLE, AND VEHICULAR TRAFFIC LAWS AND REGULATIONS

PREPARED BY THE CANAL ZONE POLICE

There is presented in this bulletin for the information and convenience of all concerned, a digest of certain essential features of the Canal Zone highway, vehicle, and vehicular traffic laws and regulations. This digest, although as accurate as possible in digest form, does not purport to be comprehensive, but covers only the more important information with which the public should be fully acquainted. Violators of the traffic laws and regulations are punishable, upon conviction, by fine or imprisonment or both.

Operators' Licenses

Every person operating a motor vehicle in the Canal Zone must have a valid operator's license, issued by the License Bureau in Balboa or Room 205, Terminal Building, Cristobal. Special provisions apply to official operators' licenses for members of the armed forces. An applicant must be at least 18 years of age (16 years of age for motor-scooters or motor-bikes), and if the applicant is not yet 21 years of age the application must be approved by the parent, guardian, or other person prescribed in the regulations. Applicants may be required to pass an examination concerning the operation of motor vehicles and the traffic laws and regulations. A person learning to drive must apply for an operator's license, and the application operates as an instruction permit good for not more than 30 days during which time the applicant may operate a motor vehicle provided he is accompanied by a licensed operator who is actually occupying a seat beside the applicant and there is no other person in the vehicle. A tourist or non-resident of the Isthmus who has been issued an operator's license in some other jurisdiction may be granted, without fee, a 90-day permit to operate motor vehicles in the Canal Zone.

Vehicle Licenses

All motor vehicles and trailers used or operated in the Canal Zone must be appropriately licensed. Licenses are issued by the License Bureau. A license tag must be carried on the rear of each motor vehicle, except official vehicles of the armed forces, and at night the tag must be illuminated so as to be plainly visible at 60 feet. Upon transfer of a licensed vehicle by sale or otherwise the license is automatically suspended without notice, and operation thereunder is prohibited, unless within ten days after the transfer the transferee has the license transferred to him upon application to the License Bureau and compliance with the necessary formalities. Any change of engines in a licensed vehicle must be reported to the License Bureau and a new license obtained, without charge, within ten days after the change. Tourists and non-residents of the Isthmus who bring private vehicles to the Canal Zone may be issued 90-day motor vehicle licenses, without charge.

Stopping for School Bus

A motor vehicle meeting or overtaking a school bus which has stopped to receive or discharge passengers must come to a full stop before passing the school bus but then may proceed past the bus at a reasonable and prudent speed, not to exceed 10 miles per hour, with due caution for the safety of such passengers. A school bus is any vehicle of the bus type appropriately marked as a school bus on the front and rear thereof and being used to transport children to or from any school, including Sunday School, or to or from any school activity or function.

Traffic Signs and Signals

Vehicles. A "Stop" sign requires that vehicles must be brought to a full stop before proceeding. Traffic signal lights indicate as follows: go on green light; stop on red light, except that right turn may be made; stop on yellow light following the green signal unless stop cannot be made safely; on green arrow make only the movement indicated by the arrow; on flashing red light stop before proceeding, as in the case of a "Stop" sign; on flashing yellow light proceed only with caution.

Pedestrians. Where intermittent red and green traffic lights are in operation pedestrians may not enter the highway except when facing the green light. Pedestrians may not start across a highway in the direction of any pedestrian control signal exhibiting the word "Wait."

Official signs and signals. It is unlawful to disobey any official traffic sign or signal, and it is unlawful to place at or upon any highway any sign, signal, or printing relating to parking or the regulation of traffic except by authority of the Governor or his designated agent.

Parking

Prohibited parking. Parking is prohibited: at the entrance to any public building; on any curve marked with traffic lines; within any designated bus stop; at any place where official signs prohibiting parking have been erected; within 30 feet of the front or rear line of any vehicle already parked or stopped on the opposite side of a highway that is less than 24 feet wide.

Prohibited parking or stopping. Stopping, as well as parking, is prohibited: within 15 feet of a fire hydrant or of the driveway entrance to any fire station; on a sidewalk or crosswalk or within an intersection; in front of a driveway or alley; on the roadway side of any vehicle stopped or parked at the edge or curb of a highway; on or so near a railroad right-of-way as to affect railroad traffic thereon; more than six inches from the curb or shoulder of a highway unless a designation of parking spaces requires otherwise; where prohibition is indicated by public notice (circular, bulletin, or poster, or signs or printing on the highway).

Parking on certain highways. Parking is prohibited on the following highways from 6 p. m. to 6 a. m.: Balboa Road, 4th of July Avenue. On the following highways it is prohibited to park without lights (one red light in rear and at least one bright front light on the roadway side of the vehicle) between 6 p. m. and 6 a. m.: *Balboa Sub-division*—Barth Road, Barroquin Highway, Bruja Road, Diablo Road.

Farfan Road, Gaillard Highway, La Boca Road, Madden Road, Palo Seco Road, Roosevelt Avenue, Shaler Road, Thatcher Highway; *Cristobal Subdivision*—Bolivar Highway—from 14th Street, Cristobal, to the southern limit of Gatun, excluding that portion within the Fort Davis Military Reservation, Diversion Road, Jadwin Road, Keyes Road—from junction with Bolivar Highway to junction with Jadwin Road, Randolph Road, Boyd-Roosevelt Highway—from junction with Randolph Road to Canal Zone-Republic of Panama boundary near Cativa.

Other parking restrictions. Before leaving a motor vehicle on or adjacent to any highway the operator must stop the motor and set the handbrake. Where parking spaces are designated a vehicle must be parked within one of the designated spaces and not otherwise. Residents of Panama other than employees of the United States or the Panama Railroad Company may not park vehicles in Ancon or Balboa overnight. A motor vehicle not in operating condition may not be parked on any highway for more than 24 consecutive hours. Trucks and busses may not be parked on highways in residential sections for more than three consecutive hours except in cases of official vehicles on official duty or other vehicles while actually engaged in rendering service in the immediate vicinity.

Right-of-Way

At intersections without traffic signals an approaching vehicle must yield the right-of-way to a vehicle which has entered the intersection from a different highway, and where the vehicles enter the intersection at the same time the vehicle on the left must yield the right-of-way to the vehicle on the right. Where traffic signals are in operation vehicles proceeding on a green light, whether going straight ahead or turning, and vehicles turning to the right on a red light, must yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or adjacent crosswalks. Pedestrians crossing a highway in obedience to a special pedestrian control signal have the right-of-way over all vehicles. Where no traffic or pedestrian control signals are in operation (a) pedestrians within marked crosswalks, or unmarked crosswalks at intersections, have the right-of-way over vehicles when the pedestrian is in the same path of the roadway as the vehicle or is approaching so closely from the opposite path as to be in danger, but no pedestrian may suddenly leave a curb or other place of safety and enter the path of a vehicle which is so close that it is impossible for the driver to yield; and (b) pedestrians crossing a highway at a point other than a crosswalk must yield the right-of-way to all vehicles, but the driver of the vehicle must nevertheless use due care for the safety of the pedestrian. Vehicles stopped at a crosswalk to permit a pedestrian to cross the highway may not lawfully be passed by any other vehicle approaching from the rear. Vehicular traffic must yield the right-of-way to mounted persons crossing or about to cross a highway.

Equipment and Operating Condition

In general. All motor vehicles must be in safe operating condition and so properly loaded as not to be dangerous. Projecting loads must carry a red flag at the end thereof. All motor vehicles must be equipped with the following items in accordance with specifications prescribed in the regulations: a horn, but unnecessary use thereof is prohibited;

a rear view mirror; a muffler, which must not be cut-off within any town or village; a windshield wiper; and good brakes, tires, steering apparatus, etc. A trailer's coupling device must prevent the trailer from whipping or swerving from side to side. Additional requirements are prescribed for commercial vehicles, trucks, and other heavy vehicles.

Lights. All vehicles must display lights when being operated between 6 p. m. and 6 a. m. A motor vehicle of the automobile type, and a motorcycle with sidecar, must have two bright headlights in front and one red light at the rear. A motorcycle without sidecar must have one bright headlight in front and one red light at the rear. Headlights must conform to specifications prescribed in the regulations; in general, they must render clearly discernible a person 200 feet ahead under normal conditions but must not project a glaring or dazzling light, and whenever approaching an oncoming vehicle it is mandatory that the headlight beams be dimmed, depressed or tilted downward before the other vehicle is less than 200 feet away and when so dimmed, depressed, or tilted they must render clearly discernible a person 75 feet ahead. Bicycles must have one bright headlight. Animal-drawn vehicles must have two headlights in front and one red light at the rear, subject to certain alternative provisions in certain cases. A trailer must have a red light at the rear and at the end of any projecting load.

Trucks, Busses, and Commercial Vehicles Generally

Restrictions on operations. Trucks and busses may not operate on Tivoli Avenue from the Tivoli Hotel service road to Porto Bello Street, between 9 p. m. and 7 a. m. In addition, busses may not operate at any time on Columbia Road between 4th of July Avenue and Gorgas Road, Ancon; on Gavilan Road south to Cacao Street, Balboa, or on Tavernilla Street, Balboa. No truck or bus which is in operating condition may be parked on any highway in a residential section for more than three consecutive hours, except in cases of official vehicles on official duty or other vehicles while actually engaged in rendering service in the immediate vicinity. Commercial busses may not take on or discharge passengers other than within regularly established "bus stops" on any section of a highway where such "bus stops" have been established.

Special restrictions. All motor vehicles licensed or used for commercial purposes, and official trucks and busses, must comply with special standards and specifications prescribed by the regulations and are required to be inspected and to have certificates of inspection. Busses must comply with specifications prescribed by the regulations concerning entrances, emergency doors, safety glass, window guardrails, gasoline tanks, and general construction. Trucks and other heavy vehicles are subject to special restrictions as to size, weight, tires, speed, and movement. Vehicles transporting inflammable liquids or combustible liquids in bulk are subject to further special regulations.

Common carriers of passengers. Common carriers of passengers may not refuse, without just cause or excuse, to receive and carry passengers, and may not ask or receive a greater sum than is allowed by the tariff regulations for carriage of passengers. Other restrictions applicable to such carriers refer to operators leaving their vehicles, the

disposition of articles left in their vehicles, the overloading of busses, and the occupancy of the seat beside the operator of a bus.

Duties in Case of Accident

The operator of any vehicle concerned in any accident involving injury to person or property must remain on the scene of the accident until police authorities arrive or must communicate a full report of the accident to the nearest police authority without delay. In addition, where a person or another vehicle has been struck, the operator of the striking vehicle, and persons with him who have or assume authority over him, must give all necessary assistance to injured persons, including carrying them to a doctor if medical treatment is necessary or such carrying is requested.

Owner's Responsibilities

The owner or lawful custodian of a motor vehicle is forbidden to permit the vehicle to be operated by an unlicensed person. The owner of a vehicle, if riding therein, is jointly liable with the operator for any violation of the regulations. The owner or lawful custodian of a motor vehicle who causes or knowingly permits a minor under the age of 18 years to operate the vehicle, and every person who gives or furnishes a motor vehicle to such a minor, are jointly and severally liable with the minor for any violations of the regulations by the minor.

Fire Fighting Apparatus

Upon the approach of any fire fighting-apparatus all other moving vehicles must stop along the side of the highway until the fire-fighting apparatus has passed. It is unlawful to drive any vehicle over a fire hose; to obstruct, delay, hinder, or impede any fire-fighting apparatus or the driver thereof, or any fireman discharging his duty; or to pass, or to ride in or on any vehicle in front of or at the side of, any fire-fighting apparatus.

Miscellaneous Rules of the Road and Other Regulations

Righthand rule of the road. The righthand rule of the road applies in the Canal Zone; that is, vehicles in meeting and passing other vehicles, or in being overtaken and passed by other vehicles, shall keep to the right of the road, and in overtaking and passing other vehicles shall keep to the left.

Precaution required in executing certain movements. Before executing the following movements the operator of a vehicle must satisfy himself that the movement can be made with safety; starting, stopping, turning from a direct line, backing, passing another vehicle, entering a highway from an alley or a driveway, or crossing railroad tracks.

Passing on curves, grades or intersections. A vehicle must not overtake and pass another moving vehicle at a highway intersection, or when approaching the crest of a grade or upon a curve where the view is obstructed within a distance of 300 feet.

Speed limits. In general the speed limits in the Canal Zone, day and night, are 25 miles per hour within town limits and 40 miles per hour outside town limits. Greater or lesser speed limits at particular places or in particular zones or areas may be established by official

signs posted on or near the highway. At all times and places the speed of a vehicle must be no greater than is reasonable and prudent under the conditions and having regard for the actual potential hazards then existing, and in every event speed must be so controlled as may be necessary to avoid colliding with any person, vehicle or other conveyance on or entering the highway in compliance with legal requirements and the duty of all persons to use due care. Consistently with the above every vehicle must be driven at appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling on any narrow or winding roadway, and when special hazard exists with respect to pedestrians or other traffic or by reason of weather or highway conditions. A motor vehicle may not be driven so slowly as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

Reckless driving and driving while intoxicated. It is unlawful to operate any vehicle in a reckless manner or to drive any motor vehicle while intoxicated. Heavier penalties are prescribed for operating a motor vehicle recklessly thereby causing great bodily injury to the person of another, and for operating a motor vehicle while intoxicated and causing the death of, or bodily injury to, any person.

Following too closely. Another vehicle must not be followed more closely than is reasonable and prudent.

Coasting. Coasting on any grade with gears disengaged or in neutral is prohibited.

Riding in improper place on vehicle. A person may not ride in a vehicle upon any portion thereof not designed or intended for use of passengers, except in cases of employees engaged in the necessary discharge of a duty or persons riding in space intended for merchandise.

Carrying articles on outside of vehicles. Nothing may be carried on the outside of a vehicle except on running boards or on trunk or baggage racks at the rear of the vehicle.

Clinging to moving vehicles. No person riding upon any bicycle, motorcycle, coaster, roller skates, or any toy vehicle may attach the same or himself to any moving vehicle.

Driving on road shoulders. It is unlawful wilfully or recklessly to operate a vehicle in such manner as to cause damage to any road shoulder.

Cleats or lugs on face of wheels. No vehicle with cleats, lugs, etc. on the face of its wheels may operate on any highway without written authority from the Municipal Engineer.

Operation in military areas. In military areas operators of vehicles must obey all "No Parking," "Stop," "Bus Stop," "One-Way Road," "Speed Limit," and other signs and signals placed on the highways by competent military authority for the control or direction of traffic.

Bicycles. Bicycles need not be registered or licensed in the Canal Zone. Every bicycle must be equipped with a suitable warning device such as a horn or bell, but unnecessary use thereof is prohibited, and must display one bright headlight at night.

Precauciones requeridas al ejecutar ciertos movimientos. Antes de ejecutar los movimientos siguientes, el conductor del vehículo deberá cerciorarse de que el movimiento puede hacerse sin peligro; comenzar la marcha, detenerse, desviarse de una línea directa, retroceder, pasar otro vehículo, entrar a una carretera desde un callejón o calzada, o cruzar los carriles del ferrocarril.

Pasar otros vehículos en las curvas, pendientes o intersecciones. Ningún vehículo deberá alcanzar y pasar otro vehículo que esté en movimiento en las intersecciones de las carreteras, al acercarse a la cumbre de una pendiente, o en una curva cuando la vista quede obstruida dentro de una distancia de 300 pies.

Obligación de parar al encontrar autobuses de escuela. Cuando un vehículo a motor encuentre o alcance a un autobús de escuela que se haya detenido para tomar o dejar pasajeros, deberá hacer alto antes de pasar el autobús pero podrá después seguir y pasar el autobús a una velocidad razonable y prudencial que no ha de exceder de 10 millas por hora, ejerciendo el debido cuidado con respecto a la seguridad de dichos pasajeros. Se denomina autobús de escuela todo vehículo de tipo autobús que vaya debidamente marcado con letrero indicativo de que es autobús de escuela tanto al frente como atrás, y que se use para transportar niños hacia y de la escuela, inclusive a la escuela dominical; o que vaya o regrese de actividades o funciones escolares.

Manejo temerario o bajo la influencia del licor. Es ilícito manejar cualquier vehículo de manera temeraria o manejar cualquier vehículo a motor bajo la influencia del licor. Se han prescrito penas mas severas para cuando se manejen vehículos a motor de manera temeraria que puedan causar lesiones serias a las demás personas, lo mismo que por manejar vehículos a motor bajo la influencia del licor, causando la muerte, o lesión seria a cualquier persona.

Seguir muy de cerca. No se deberá seguir a otro vehículo mas cerca de lo que sea razonable y prudente.

Andar cuesta abajo (coasting). Queda prohibido el andar cuesta abajo en cualquier pendiente con la transmisión desconectada o en neutral.

Viajar en lugar no apropiado del vehículo. Ninguna persona deberá viajar en parte alguna de un vehículo que no se haya designado o destinado para el uso de los pasajeros, excepto cuando se trate de los empleados que estén ocupados en el desempeño necesario de sus atribuciones, o de personas que viajen en el espacio destinado a la carga.

Llevar artículos afuera del vehículo. No deberá llevarse nada afuera del vehículo, a menos que sea en el estribo o el baúl o percha de equipaje en la parte posterior del vehículo.

Colgarse de vehículos en movimiento. Ninguna persona que ande en bicicleta, motocicleta, "coaster," patines de ruedas o cualquier vehículo-juguete deberá engancharse o enganchar su vehículo al vehículo que esté en movimiento.

Andar por los hombros de la carretera. Es ilegal el guiar un vehículo intencionalmente o de manera temeraria de tal modo que le cause daños a cualquier hombro de las carreteras.

Listones y Salientes en las superficies de las ruedas. Ningún vehículo con listones, salientes, etc., en la superficie de las ruedas podrá andar por las carreteras sin autorización escrita del Ingeniero Municipal.

Operación en las áreas militares. En las áreas militares, los conductores de vehículos deberán obedecer todos los avisos y señales tales como "No se estacione", "Parada", "Parada de Autobús", "Calle de Una Via", "Límite de Velocidad", que hayan puesto en las carreteras las autoridades militares competentes, para el control o la dirección del tránsito.

Bicicletas. Las bicicletas no tienen que inscribirse o sacar licencia en la Zona del Canal. Toda bicicleta deberá estar equipada de artefacto apropiado con que tocar señales tales como una bocina o una campanilla, pero el uso innecesario de estos artefactos queda prohibido. Durante la noche deberán ostentar una luz brillante al frente.

Luces. Todo vehículos deberá ostentar luces cuando esté funcionando entre las 6 p. m. y las 6 a. m. Los vehículos a motor del tipo automóvil y las motocicletas con carritos laterales, deberán ostentar dos faroles brillantes al frente y una luz roja atrás. Las motocicletas sin carrito lateral deberán ostentar un farol brillante al frente y una luz roja atrás. Los faroles delanteros deberán ajustarse a las especificaciones prescritas en los reglamentos; en general, deberán hacer perceptible y con toda claridad a una persona que esté a 200 pies por delante, bajo condiciones normales, pero no deberán proyectar luz incandilante y deslumbradora, y siempre que se aproximen a un vehículo que venga en sentido contrario, es mandatorio que se disminuya la densidad de los rayos de los faroles delanteros, que se reduzca su luz, o que se inclinen hacia abajo antes de que el otro vehículo esté a menos de 200 pies de distancia, y cuando se les haya así disminuido la densidad, reducido su luz o inclinado hacia abajo, deberán hacer perceptible y con toda claridad a una persona que esté a 75 pies por delante. Las bicicletas deberán llevar un farol delantero brillante. Los vehículos tirados por bestias deberán tener dos faroles al frente y una luz roja atrás, quedando sujetos a ciertas provisiones alternativas en ciertos casos. Todo vehículo de arrastre deberá ostentar una luz roja trasera lo mismo que otra al extremo de cualquier carga que les sobresalga.

Camiones, Autobuses y Vehículos Comerciales en General

Restricciones sobre su funcionamiento. Los camiones y autobuses no podrán funcionar por la Avenida Tívoli, desde la calle de servicio del Hotel Tívoli hasta la calle de Porto Bello, entre las 9 p. m. y las 7 a. m. Además de eso, los autobuses no podrán funcionar en tiempo alguno por la calle Colombia entre la Avenida 4 de Julio y la calle Gorgas en Ancón; por la Calle Gavilán hacia el sur de la Calle Cacao en Balboa, o por la Calle Tavernilla en Balboa. Ningún camión o autobús que esté en condiciones de funcionamiento podrá estacionarse en carretera alguna en las secciones residenciales por lapso mayor de tres horas consecutivas, excepto en lo que concierne a los vehículos oficiales que estén ocupados en diligencias oficiales, u otros vehículos que estén ocupados rindiendo servicios en la vecindad inmediata. Los autobuses comerciales no podrán tomar o dejar pasajeros en lugares que no sean los debidamente establecidos como "para de autobuses" en sección cualquiera de carretera en donde se hayan establecido tales "paradas de autobuses."

Restricciones especiales. Todo vehículo a motor con licencia o que se use para fines comerciales, lo mismo que los camiones y autobuses oficiales deberán cumplir con las normas especiales y las especificaciones que los reglamentos requieren; también se requiere que pasen inspección y que se les expida certificado sobre tal inspección. Los autobuses deberán ajustarse a aquellas especificaciones prescritas por los reglamentos que se refieren al lugar de entrada, puertas de emergencia, vidrios de seguridad, varillas de protección para las ventanas, tanques de gasolina y construcción general. Los camiones y demás vehículos pesados quedan sujetos a restricciones especiales en lo que toca al tamaño, peso, llantas, velocidad y movimiento. Los vehículos que transporten líquidos inflamables o combustible líquido al por mayor, quedan sujetos a otras reglas especiales.

Vehículos comunes para transportar pasajeros. Los vehículos comunes de acarreo de pasajeros no podrán rehusar, sin causa o excusa justificada, el tomar y transportar pasajeros; tampoco podrán cobrar o recibir suma mayor de lo que permiten los reglamentos de tarifa para transportar pasajeros. Las demás restricciones aplicables a tales vehículos de transporte se refieren al abandono de los mismos por los conductores, la disposición de artículos que se hayan dejado en ellos, el exceso de peso en los autobuses, y la ocupación del asiento al lado del conductor del autobús.

Obligaciones en Caso de Accidente

El conductor de cualquier vehículo implicado en cualquier accidente que resulte en lesión a las personas o daños a la propiedad deberá permanecer en el lugar del accidente hasta que lleguen las autoridades policivas, o deberá someter sin demora un informe completo del accidente a la autoridad de policía mas cercana. En adición a lo anterior, cuando se haya golpeado a una persona o a otro vehículo, el conductor del vehículo que haya dado el golpe y las personas que le acompañen que tengan o asuman responsabilidad sobre él, deberán dar toda la ayuda necesaria a las personas lesionadas, inclusive el llevarlas donde un doctor en caso de ser necesaria la asistencia médica, o si se requiriere tal llevada.

Responsabilidades del Dueño

Al dueño o custodio legal de un vehículo a motor le es prohibido permitir que el vehículo sea manejado por persona que no tenga licencia. El dueño de un vehículo, si estuviere dentro del mismo, se hace conjuntamente responsable con el conductor de cualquier violación de los reglamentos. El dueño o custodio legal de un vehículo a motor que cause, o que a sabiendas permita que una persona menor de 18 años guie el vehículo; y toda persona que le entregue o le suministre un vehículo a motor a tal menor de edad, se hace conjunta y serveramente responsables con el menor de edad de cualquier violación de los reglamentos en que incurra tal menor de edad.

Bombas de Apagar Incendio

Al aproximarse cualquier bomba de apagar incendio, todos los demás vehículos que estén en movimiento deberán detenerse al lado de la vía hasta que dicha bomba de apagar incendio haya pasado. Es ilícito guiar cualquier vehículo por encima de las mangueras de apagar incendio, lo mismo que obstruir, demorar, estorbar o impedir la acción de cualquier bomba de apagar incendio o a su conductor, o a cualquier bombero que esté desempeñando sus funciones; lo mismo que pasar o andar dentro o encima de un vehículo al frente, o al lado de cualquier bomba de apagar incendio.

Reglas Varias de la Carretera y Otros Reglamentos

Regla de mano derecha de la carretera. La regla de mano derecha de la carretera es la que rige en la Zona del Canal; es decir, que los vehículos al encontrar y pasar otros vehículos, o al ser alcanzados y pasados por otros, se mantendrán del lado derecho de la carretera, y al alcanzar y pasar otros vehículos se mantendrán a la izquierda.

o sobre cualquier carretera, señal o anuncio alguno que se relacione con el estacionamiento o los reglamentos de tránsito excepto bajo la autorización del Gobernador o su agente designado.

Estacionamiento

Sitios de estacionamiento prohibido. Se prohíbe estacionarse en los siguientes sitios: a la entrada de cualquier edificio público; en cualquier curva que esté marcada con líneas de tránsito; dentro de cualquier espacio designado para el estacionamiento de autobuses; en cualquier sitio en que se hayan erigido anuncios oficiales prohibiendo el estacionamiento; a 30 pies delante o detrás de cualquier vehículo que ya esté estacionado o detenido del lado opuesto de una carretera que mida menos de 24 pies de anchura.

Estacionamiento o paradas prohibidas. Se prohíbe detenerse o estacionarse a 15 pies de un hidrante de incendio o a la entrada de cualquiera estación de bombas; sobre una acera o cruce, o dentro de intersección; en frente de una calzada o callejón; en el trecho de una carretera al lado de cualquier vehículo que esté ya detenido o estacionado al borde o canto de una carretera; en, o tan cerca de la servidumbre de paso de un ferrocarril que pudiera molestar al tráfico ferroviario en el mismo; a más de 6 pulgadas del cordón u hombro de una carretera, a menos que exista un espacio destinado para el estacionamiento, en cuyo caso tenga que obrarse de lo contrario; donde por medio de anuncio público (ya fuere por circular, boletín o rótulo, o aviso pintado en la carretera) quede indicada tal prohibición.

Estacionamiento en ciertas carreteras. Queda prohibido el estacionamiento en las siguientes carreteras desde las 6 de la tarde hasta las 6 de la mañana: Calle Balboa. Queda prohibido estacionarse sin luces en las siguientes carreteras: (una luz roja detrás del vehículo y por lo menos una luz brillante adelante, hacia el lado principal del camino) desde las 6 de la tarde hasta las 6 de la mañana: *Subdivisión de Balboa*—Calle Barth, Carretera Barroquín, Carretera Bruja, Carretera Diablo, Carretera Farfán, Carretera Gaillard, Calle de La Boca, Carretera Madden, Carretera Palo Seco, Avenida Roosevelt, Carretera Shaler, Carretera Thatcher; *Subdivisión de Cristóbal*—Carretera Bolívar, desde la Calle 14, en Cristóbal, hasta el límite sur de Gatún, excluyendo la sección comprendida en la Reserva Militar del Fuerte Davis, Carretera Diversión, Carretera Jadwin, Carretera Keyes—desde la intersección de la Carretera Bolívar hasta la intersección de la Carretera Jadwin, Carretera Randolph, Carretera Boyd-Roosevelt—desde la intersección de la Carretera Randolph hasta los límites de la Zona del Canal con la República de Panamá cerca de Cativá.

Otras restricciones sobre estacionamiento. Antes de abandonar un vehículo a motor en, o adyacente a una carretera, el conductor deberá parar el motor y poner el freno de mano. Donde los sitios de estacionamiento estén designados, se deberá estacionar el vehículo dentro del espacio señalado, y no en otro lugar. Queda prohibido el que los residentes de Panamá, salvo los empleados del Gobierno de los Estados Unidos o del Ferrocarril de Panamá, dejen sus vehículos estacionados toda la noche en Ancón o Balboa. Un vehículo a motor que no se halle en estado de poder funcionar no podrá quedarse estacionado en ninguna carretera por más de 24 horas consecutivas. Los

camiones y autobuses no podrán quedarse estacionados en las carreteras ni en secciones residenciales por más de 3 horas consecutivas excepto en casos de vehículos oficiales en el desempeño de deberes oficiales, u otros vehículos que estén rindiendo servicio en la venciencia inmediata.

Servidumbre de Paso

En las intersecciones que no desplieguen señales de tránsito, el vehículo que se aproxime deberá ceder la servidumbre de paso al que haya entrado a la intersección procedente de vía diferente, y cuando los vehículos penetren a la intersección al mismo tiempo, el que esté a la izquierda deberá ceder la servidumbre de paso al de la derecha. Cuando las señales de tránsito estén funcionando, los vehículos que procedan de frente a una luz verde, así sea que vayan derecho hacia adelante o a doblar hacia un lado, y los vehículos que tuerzan a la derecha estando de frente a una luz roja, deberán ceder la servidumbre de paso a los demás vehículos y a los pedestres que están legalmente dentro de la intersección o dentro de las zonas de seguridad adyacentes. Los pedestres que crucen una vía en obediencia a una señal especial de control de pedestres tienen derecho a la servidumbre de paso en preferencia a todo vehículo. Donde no esté en funcionamiento ninguna señal de control de tránsito o de los pedestres (a) los pedestres que estén dentro de las zonas de seguridad marcadas o de zonas de seguridad no marcadas en las intersecciones, tienen derecho a la servidumbre de paso en preferencia a los vehículos cuando el pedestre esté en el mismo paso de la vía en que esté el vehículo, o esté aproximándose tan de cerca desde el paso opuesto que quede en peligro; pero ningún pedestre deberá pasar repentinamente de un cordón u otro lugar de seguridad para ponerse en el paso de un vehículo que esté tan próximo que le resulte imposible al conductor ceder el paso; y (b) los pedestres que crucen una vía en un punto que no sea zona de seguridad, deberán ceder la servidumbre de paso a todos los vehículos, pero el conductor de vehículos deberá, no obstante, ejercitar el cuidado debido que redunde en seguridad del pedestre. Los vehículos que se hayan detenido en una zona de seguridad para permitirle a los pedestres que crucen la vía, no deberán, legalmente, ser pasados por ningún otro vehículo que se aproxime por detrás. El tránsito vehicular deberá cederle la servidumbre de paso a las personas de a caballo que estén cruzando o que vayan a cruzar la carretera.

Equipo y Su Condición de Funcionamiento

General. Todo vehículo a motor deberá estar en condición de funcionamiento que brinde seguridad, y deberá estar cargado debidamente para que no ofrezca peligro. Todo vehículo a motor deberá estar dotado del equipo siguiente de acuerdo con las especificaciones prescritas en los reglamentos: una bocina, pero su uso innecesario queda prohibido; un espejo de vista hacia atrás; un amortiguador, que no deberá desconectarse dentro de ninguna ciudad o poblado; un limpiador de parabrisa; y buenos frenos, llantas, aparato de mando, etc. Por medio de un artefacto de enganche de vehículo de arrastre deberá evitarse el que el vehículo de arrastre se bambolee de un lado al otro. Para los vehículos comerciales, camiones y demás vehículos pesados se han prescrito requisitos adicionales.

RECOPIACION DE LAS LEYES Y REGLAMENTOS SOBRE CARRETERAS, VEHICULOS, Y TRAFICO VEHICULAR EN LA ZONA DEL CANAL

PREPARADA POR LA POLICIA DE LA ZONA DEL CANAL

Para el conocimiento y la conveniencia de todos los interesados, presentamos esta recopilación de los puntos de mayor importancia tocante a las leyes y reglamentos sobre carreteras, vehículos, y tránsito vehicular en la Zona del Canal. Esta recopilación, aunque ha sido preparada del modo mas exacto posible, no pretende abarcar sino la fase de información de reconocida importancia sobre la cual debería estar bien enterado el público. A los infractores de las leyes y reglamentos de tránsito, si fueren hallados culpables, se les castigará con multa o con encarcelamiento o con ambas penas.

Licencias de Condutores de Vehículos

Toda persona que opere vehículo a motor en la Zona del Canal deberá tener licencia válida de conductor, expedida por la Oficina de Licencia en Balboa, o en el Despacho No. 205 del Edificio Terminal en Cristóbal. Las licencias para conductores que sean miembros de las Fuerzas Armadas están sujetas a disposiciones especiales. El solicitante deberá tener por lo menos 18 años de edad (16 años antes de que pueda conducir moto-ciclos o "motor-scooters."), y si el solicitante no ha cumplido los 21 años, su solicitud deberá llevar la aprobación de sus padres, tutores u otra persona indicada en los reglamentos. A los solicitantes se les podrá someter a examen sobre la conducción de vehículos a motor y sobre las leyes y reglamentos vehiculares. Las personas que estén aprendiendo a guiar tendrán asimismo que hacer solicitud de licencia de conductor, y la solicitud servirá como permiso de aprendizaje que no pasará de los 30 días, durante cuyo tiempo el solicitante podrá conducir vehículos a motor siempre y cuando que vaya acompañado de una persona que posea licencia de conductor y que ocupe el asiento al lado del solicitante, y que no haya ninguna otra persona dentro del vehículo. A los turistas o personas que no residan en el Istmo y a quienes se les haya expedido licencia de conductor en otra jurisdicción, se les concederá, sin pago de impuesto, un permiso de 90 días para que puedan operar vehículo a motor en la Zona del Canal.

Licencias Para Vehículos

Todo vehículo a motor y vehículo de arrastre que se emplee o se opere en la Zona del Canal deberá tener su licencia. Las licencias se expiden en la Oficina de Licencias. Cada vehículo a motor llevará una placa de licencia en la parte trasera del mismo, salvo los vehículos oficiales de las fuerzas armadas, y de noche se iluminará la placa de modo que quede claramente visible a 60 pies de distancia. Al traspasarse un vehículo con licencia ya fuere por medio de venta o de otro modo, la licencia quedará automáticamente suspendida sin previo aviso, y la operación del vehículo queda prohibida, a no ser que al cabo de 10 días de efectuarse el traspaso la persona a quien se haya hecho el traspaso consiga que se le traspase la licencia después de hacer solici-

tud a la Oficina de Licencias y después de haber cumplido con los requisitos del caso. Se dará parte a la Oficina de Licencia sobre cualquier cambio de motor que se efectúe en un vehículo con licencia a los 10 días de haberse efectuado tal cambio y se adquirirá una nueva licencia, la cual se otorgará gratuitamente. A los turistas o personas que no residan en el Istmo y que traigan consigo vehículos particulares a la Zona del Canal, se les expedirá gratuitamente una licencia para vehículo a motor válida por 90 días.

Límites de Velocidad

En general, las velocidades máximas permitidas en la Zona del Canal, tanto de día como de noche, son de 25 millas por hora dentro de los límites de poblado y de 40 fuera de tales límites. Podrán establecerse límites de velocidad mayores o menores en ciertos lugares, zonas o áreas determinadas por medio de avisos oficiales fijados en las carreteras o cerca de ellas. En todo momento y lugar, la velocidad de los vehículos no deberá ser mayor de lo que fuere razonable y prudente, teniéndose siempre presente el peligro potencial real que pudiera existir, y en todo caso, la velocidad deberá amoldarse a lo que fuere necesario para evitar choques con personas, vehículos u otros medios de transporte que estuvieren ya dentro, o que fueren a entrar a la carretera, en cumplimiento tanto con los requisitos legales como con el deber en que está toda persona de ejercer la debida cautela. De conformidad con lo anterior, todo vehículo deberá ser guiado a velocidad reducida apropiada al acercarse a, y al cruzar cualquiera intersección o cualquier cruce de vía férrea, al aproximarse y doblar una curva, al aproximarse a la cresta de una colina, al andar por cualquiera vía estrecha o tortuosa, y cuando existieren peligros especiales con respecto a la seguridad de los peatones, etcétera, o por razón de las condiciones del tiempo o de la carretera misma. Los vehículos de motor no deberán guiarse a lentitud tal que impidan el movimiento normal y razonable del tránsito, excepto cuando fuere necesaria tal velocidad reducida para la libre circulación del tránsito, o para que las leyes se cumplan.

Anuncios y Señales de Tránsito

Vehículos. La señal de "Alto" requiere que el vehículo se detenga completamente antes de proseguir la marcha. Las luces de señales de tránsito indicarán lo siguiente: la luz verde, seguir adelante; la roja, detenerse, salvo en los casos donde se pueda torcer a la derecha; deténgase ante la luz amarilla que siga a la luz verde, a menos que el alto no se pueda hacer sin peligro; ante la flecha de luz verde, ejecútese sólo la maniobra indicada por dicha flecha; ante luz roja intermitente deténgase antes de seguir adelante al igual del caso de la señal de "Alto"; ante luz amarilla intermitente proceda hacia adelante con cautela.

Pedestres: Ante luces de tránsito rojas y verdes intermitentes, los pedestres no entrarán a la carretera sino de frente a la luz verde. Los pedestres no deberán cruzar una carretera en dirección de la señal que controla el movimiento pedestre, si dicha señal exhibe la palabra "Espérese."

Anuncios y señales oficiales. Será ilegal desobedecer cualesquier anuncio y señal oficial de tránsito, y también será ilegal poner en,

2-20-48



UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL ZOOLOGICAL PARK

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

SMITHSONIAN INSTITUTION

Washington, U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGES
DIVISION OF RADIATION AND
ORGANISMS

February 18, 1948.

Exhibit
Fidelity Onion Skin
Dr. Alexander Wetmore,
Tivoli Hotel,
Balboa, Canal Zone.

Dear Dr. Wetmore:

The Executive Order, signed February fourteenth, designating you as Chairman of the Interdepartmental Committee on Scientific Research and Development, together with a copy of the press release of February 14, was sent to you yesterday by Mr. Matthew J. Connelly, Secretary to the President. May I add my congratulations on this new honor to those that have been sent to you by radio from the staff today, and also those of your other host of friends.

A newspaper clipping taken from Tuesday's "Evening Star" (February 17) is enclosed herewith, which presumably was written by Mr. Fawcett. Mr. Clyde Fisher has also sent one from the "New York Times", and a letter from Alfred Metraux states "I want to be one of the first to congratulate you on this very important assignment to which you have been designated by Mr. Truman. It is a matter of great pride for those who are, and were, like myself, on the Smithsonian staff to see their Chief elevated to such a high function."

I am enclosing also a clipping from the "Times Herald" re the Mystery Blast that wrecked a basement storage room in the Social Science Building of George Washington University, which I know will interest you. Also a clipping of the ice jam in the Potomac which you and Perrygo might consult when the thermometer in Panamá climbs to the steamy stage. However, just as you predicted the past two days have been unusually mild, and the sun has been shining brightly.

The reporters from most of the newspapers have telephoned today to advise us that they have had word from the Executors of the Wright estate that the "Kitty Hawk" plane was to be given to the Smithsonian. There will undoubtedly be editorials on this in today's paper. Mr. Kennedy of the "Evening Star" wanted to know if there

wasn't someone in authority down here that would say "Hurrah". I referred him to Mr. Graf.

Senator George's secretary telephoned this morning that Senator George would be glad to see you for the conference you requested. I informed him that you were in Panamá, and that when I wrote to you I would tell you that Senator George had returned your call. The secretary also commented on your new appointment.

Mr. Pal Kelemen of Norfolk, Connecticut, who says that he knows you well, and Mr. Judd, were in the office this afternoon to ask me to write to you for permission to photostat four or five pages of Xantus' letters that he would like to use in connection with a lecture that he is to give before the Academy of Science in Budapest as a good will gesture. One of these letters is a list of birds which he would like to use because it shows Xantus' methodical method of work. The others concern sentimental and historical material on Hungary, giving such information as Xantus' birthplace, and asking that the National Museum send duplicates of specimens collected by him to the Museum in Hungary. He says that he spoke to the State Department about this * and they thought it would be a nice gesture to emphasize the fact that the Smithsonian maintains its interest and helpful attitude toward science and scientists throughout the world. He would also like a letter from you transmitting these sheets to be used in his lecture. Mr. Kelemen is also taking with him some published Smithsonian Reports issued in Xantus' time giving information about some of his work. Please let me know if you approve. He expects to leave for Hungary about the 15th of March.

You will recall also that Prof. Dunbar of McGill University requested the loan of Lucien Turner manuscripts to be prepared for publication there. The matter of selecting the specimens and pertinent manuscripts has been completed, and Mrs. Clark has returned the papers to Mr. Bryant stating that you have authorized the transmittal of the papers. She adds, however, that "permission to publish will, of course, have to be authorized by Dr. Wetmore." Since publication is the sole reason for sending the manuscripts to Montreal, Mr. Graf said you might wish to authorize this point definitely.

I hope that this lengthy missive will not be the cause of a minus on my efficiency rating?

With the hope that your journey thus far has been pleasant and that your chores in the Canal Zone Biological Area have not been too arduous, I am

Sincerely,

Louise Pearson.

*lecture before the Academy of Science in Budapest and incidentally remarked that Xantus, a Hungarian, had had association with the Smithsonian.

U.S. Archaeological Expert To Conduct Study In Chiriquí

Dr. Alexander Wetmore, secretary of the Smithsonian Institution in Washington, D.C., was in Panama today to conduct biological studies in continuation of work done the past two years in the eastern Darien area and to work with Dr. Matthew W. Stirling in his archeological studies in Parita.

In connection with the work being conducted by Dr. Stirling who was drawn to Panama by the discovery of mammoth guacas in the Chiriqui country, Dr. Wetmore said:

"The archeological work is beginning propitiously, but it is too early to make a definite statement relative to our finds."

While he declined to discuss any early culture which the findings might reveal, Dr. Wetmore did state that the finds "are of importance."

As head of the Smithsonian, Dr. Wetmore said that he is in Panama "first, on matters relating to the laboratory on Barro Colorado Island" which has been under the direction of the Institution since 1946.

He said he would go to Parita after completing conferences with Dr. James Zetek, who directs studies on Barro Colorado as U.S. Department of Agriculture entomologist on the Canal Zone.

He also plans conferences with other officials, "particularly of the Army," relative to Barro Colorado activity. He expects to spend two days on the Island.

Before leaving for the United States April 8, Dr. Wetmore said he expected to carry on certain biological studies with W. M. Perrygo of the Smithsonian. These studies will be principally concerned with birds in Herreia and Los Santos and will be a continuation of the work he accomplished in 1946 and 1947.

Arrives March 31st

S.S. SANTA MARGARITA
Arrives February 25th

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JEFFSON HAND

Interdepartmental Science

Dr. Alexander Wetmore is a logical choice to be chairman of the Interdepartmental Committee on Research and Development established by President Truman's executive order in December. As Secretary of the Smithsonian Institution he occupies a liaison position between the Government and the public, as well as within the Government itself. During the thirty-eight years which have passed since he came to Washington to join the Biological Survey, he had accumulated abundant experience in administrative and executive work. He has been in charge of the National Museum since 1925. The other offices he has held include the presidency of the American Ornithological Union, the Biological Society of Washington, the Washington Biological Field Club, the Washington Academy of Science and the Cosmos Club. He was the leader of the Tanager expedition to the Pacific in 1923 and was secretary general of the Eighth American Scientific Congress in 1940. The Canal Zone Biological Area, set apart a quarter century ago, has been largely his affair. Meanwhile, he was engaged in many unpublicized activities for the Government in time of peace as well as in time of war.

But Dr. Wetmore's training and practice would mean little under prevailing conditions were they not supported by a natural talent for getting along with people. His statesmanship is a notable asset in relation to the job to which the President has named him. Thirteen other Government officers are to serve with him, and each one of them represents qualities of distinction. Beyond them, however, are hundreds if not thousands of men and women, each engaged in a scientific task of importance to the security and prosperity of the national community. The committee is pledged to "the promotion of the national welfare" in the full and complete meaning of that phrase. It will seek an effective correlation of research effort wherever it may be going forward. Duplication of endeavor should be eliminated by its operation and speed and economy promoted. Each of these objectives is a goal worth while. Taken together, they should produce a constructively revolutionary result.

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amount of the wage increase the union will ask from steel companies this spring.

Current contracts run another year but include clauses that permit the reopening of wage negotiations in April.

Mr. Murray refused to reveal the amount of the wage demand set during the meeting. The board's decision will be presented to the union's Wage-Policy Committee tomorrow and Mr. Murray said the wage program will be announced after that meeting.

"I think we occupy a good bargaining position," Mr. Murray said, "based on economic factors, whatever they may be."

He refused to comment on the possible effect on the union's wage

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SMITHSONIAN INSTITUTION

Washington, U.S.A.

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

February 17, 1948.

Dr. Alexander Wetmore,
Care, Tivoli Hotel,
Balboa, Canal Zone.

Dear Sr. Wetmore:

I am sending herewith some clippings dealing with the Wright plane and the Interdepartmental Committee on Research and Development. There are also included two memoranda dealing with the Wright plane. I don't know whether you saw Sunday's Post before you left or not, but there was a short paragraph in it under the headline: "Home for Wright plane to be known in month." It was under Dayton dateline and reported a statement by Mr. Harold S. Miller of Dayton, one of the executors of Orville Wright's estate, that no decision would be made regarding a final home for the plane, pending an examination of Wright's papers, and that this might take a month or two.

I called Tom Nolan this morning and he said that he had been planning to get in touch with me. We are having lunch tomorrow to try to thrash out a couple of problems. I plan to take up a job description for the executive officer. You had specified a P-7 for this job, but Tom and I both think that it should probably be a P-8. This man will have many dealings with members of the committee, and this is a rather weighty committee. I think that operations would be much smoother if the man were at the top of the professional service. Nolan feels the same way. I realize that you are a little hesitant about loading up too many P-8's at the Institution, but this person is not an Institution man. We are going ahead with the job description, but final steps will not be taken until I have had an answer to this from you. I really feel that it would be a mistake to have this man in any way lower than P-8. The question of finances will also be discussed with Tom Nolan. If Dr. Steelman does not soon send down a letter indicating that funds will be assigned from the President's Emergency Fund, I think it might be well to take up this matter with Lawton at the Bureau of the Budget, since he is the man who has a great deal to do with this fund. We should certainly get the money from the outside as it would be bad strategy to start this committee off with an assessment.

We are going up Thursday morning to talk with Fleming.

I trust that all is well with you.

Sincerely,

Enclosures

P. S.

I just had a talk with Dr. Steelman. He is leaving for Puerto Rico Friday with the President and they will return March 5. As soon as possible after his return, there will be a brief meeting of the Committee at the White House. The agenda for that meeting will be arranged by Dr. Steelman, and myself.

I quizzed Dr. Steelman as to funds and he said that he had talked with Staats at the Bureau of the Budget and with Webb about this matter. I asked him why the funds could not be taken from the President's Emergency Fund, and he said that in view of recent criticism by Congress they thought it best not to. In fact, he thought the entire amount was already allocated. I told him that I considered it poor business to launch a committee by levying an assessment, and he said he agreed absolutely, and that he would see Webb again to see whether the Bureau of the Budget could not raise the funds necessary for this purpose without assessing the agencies represented on the committee. Dr. Steelman said he would call me again before he left to see if some method could not be worked out.

A letter has been received from the Secretary of State asking for recommendations of the Smithsonian Institution as to the desirability of accepting the invitation received from the Peruvian Embassy to send representatives to the Second Inter-American Conference on Indian Life to be held at Cuzco, Peru, June 24 to July 4. In case we so recommend, they would suggest suitable persons to attend as official delegates of the United States. George Foster would be the man, but since he may be in Syria if we receive Mundt Bill funds, probably either Holmberg, now located in Peru, or Rowe in Colombia could attend. Both are good men and know all the Peruvians. I have sent an air mail letter to George for recommendation. Frank Roberts believes these would be the wisest choice.


JHG:mmm

WASH DC CR 55 GOVT 1817 492

GOVT WDU

DR ALEXANDER WETMORE

HOTEL TIVOLI

BALEOA

THE HONOR THAT COMES TO THE INSTITUTION WITH YOUR APPOINTMENT
BY THE PRESIDENT TO CHAIRMANSHIP INTERDEPARTMENTAL COMMITTEE ON
RESEARCH AND DEVELOPMENT IS KEENLY APPRECIATED BY THE PROFESSIONAL
STAFF OF THE NATIONAL MUSEUM

R S BASSLER

E P KILLIP

C W MITMAN

WALDO L SCHMITT

T DALE STEWART

ACTION DR ALEXANDER WETMORE
DCO 18-76

*NOTE PHONED TO DR ALEXANDER WETMORE AT 1355R/18/KE.....
COPY ALSO MAILED/RECORDED

Major Robert D. Harlan,

Headquarters 65 A.A.Group,

Fort Amador, Canal Zone.



My dear Doctor Wetmore:
Records of tamborito
music are extant, but
rare, and are cherished
as minted gold. The
Tourist Bureau are
planning to have others
cut and they may
be available in a few
months.

It was hinted that
it might be possible
to obtain one of the

records now, if one
knew the right people.

I may be able
to do something about
it within a few days -

Faithfully.

R. E. Terry

Saturday.



My dear Doctor Wetmore:

Robert and I are
glad to find ourselves
free to join your
group for dinner
this evening about
6:30.

Very cordially yours
W. E. Berry

Thursday.

for about two more weeks -

It will be so much pleasure
to have a little visit with you -
I have a phone beside my bed
so you can call me and if you
can come out I will arrange for
Howard Daehla to call for you -

Sincerely, Katherine Parish.

Stratophun apto

Tuesday -

9411 Collins Ave

Miami Beach.

Dear Dr. Netuare,

It was nice to hear from you
but here I am in St. Francis
hospital in Miami Beach -

I suffered a mild heart
attack on Jan. 27th - and the

Dr. thinks if I keep very quiet for
a while longer I will be able to
take up my normal activities
tempered by caution in the way
of rest etc. which will be differ-
ent for me as I like to go a pretty
fast pace -

I hope, at any rate you can come
here to the hospital and see me -
my God son could call for you at
the Columbus and bring you out -
as I am allowed callers for a short
visit each day. - I am feeling
quite well - but despite that I
am kept in bed - and will be

UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

Washington, U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGES
DIVISION OF RADIATION AND
ORGANISMS

ALL CORRESPONDENCE
SHOULD BE ADDRESSED
TO THE SECRETARY

February 16, 1948.

Dr. Alexander Wetmore,
c/o Tivoli Hotel,
Balboa, Canal Zone.

Dear Dr. Wetmore:

This is just a hurried note to tell you that the \$50.00 you placed on top of the books on your big desk (no doubt part of the personal money you had decided to take with you, since you refer to the "box" for any incidental personal bills that may come up) was still there this morning when I got to the office. I have placed it in the "box" for safekeeping.

A letter from Zetek this morning states that he hopes you may be informed before you leave Miami that you are to be at Capt. Millar's office at 8:00 a.m. Wednesday morning to confer with Col. Adams. Since I knew of no special plans that you had made before leaving here that might interfere with such an appointment I did not think it necessary to write you since Zetek said he would meet you Tuesday, and I knew that you would straighten the matter out then.

Will write when I have some news.

Sincerely,

Louise Pearson

SMITHSONIAN INSTITUTION
CANAL ZONE BIOLOGICAL AREA

ESTABLISHED BY ACT OF CONGRESS
(FORMERLY BARRO COLORADO ISLAND BIOLOGICAL LABORATORY)

DRAWER C, BALBOA, CANAL ZONE

February 16 1948

My dear Wetmore:

Welcome home. I sent you a ltr which perhaps you did not get, hence I will here give the same information.

I will be on the island Tuesday, return at about 6:15 pm. I will go to the Tivoli and should be there about 6:30 p.m. I will bring your pass.

Tuesday at 7:30 I have a meeting which I should not pass over. Whether or not I can have dinner with you will depend on the time element.

WEDNESDAY MORNING AT EIGHT YOU AND I ARE TO BE IN FORT CLAYTON FOR A CONFERENCE WITH COL ADAMS AND CAPTAIN MILLAR RE THE ARMY ITEMS. I CAN TELL YOU MORE ABOUT THIS TUESDAY PM.

This is a hasty letter but I can't help it.

warmest and best.

very sincerely

A handwritten signature in dark ink, appearing to be 'R. S. Miller', written over the typed words 'very sincerely'.

Seaboard Air Line R.R. 1625 K Street

Reservation for Dr. A. Wetmore

Lv. Washington Sunday, February 15, 2:25 p.m.

Arr. Miami, Fla. Feb. 16, 10:50 a.m.

Upper Car SA 37

Pan American Airways 1109 Connecticut Ave.

Lv. Miami, Fla. February 17, 7:30 a.m.

Arr. Albroom Field, C.Z. 2:00 p.m.

Flight 301

Round trip?? *yes*

Miami. Columbus

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE VICE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D. C.

14 FEB 1948

Mr. A. Wetmore
Secretary, Smithsonian Institution
Washington, D. C.

Dear Mr. Wetmore:

General Spaatz has asked me to acknowledge receipt of your letter dated 9 February 1948, requesting the loan of a Jeep for a period of about two (2) months, beginning about 20 February 1948, for use in exploration and travel in the general area around Parita, Panama Canal Zone.

The Air Force is most happy to cooperate with the Smithsonian Institution in this regard.

The Commanding General, Caribbean Air Command, Albrook Field, Canal Zone, is being notified immediately to extend all aid and assistance necessary toward the accomplishment of your mission.

Sincerely yours,



WILLIAM F. MCKEE
Brigadier General, U. S. Air Force
Assistant Vice Chief of Staff

Parita, Herrera
Feburary 13, 1948

Dear Dr. Wetmore:

We are all looking forward to your arrival. Dick will come down to bring you out whenever you say. If it is to be on Sunday, the 22nd, he will probably come on Saturday in order to do some shopping in the Commissary.

We have had no luck at all in getting the jeeps. Perrygo says to tell you that they are almost a necessity in this country, which is fairly thickly populated and where you have to roam a considerable distance away from town before it is safe to shoot, or before you see many birds. Along the river, there are a number of Summer fincas and people are moving down there for vacation time so you have to be careful there. This is entirely different country from what we are accustomed to work. I rather miss the heavy jungle and peace and quiet. Here, it is dry, windy, and populous. If you can even get one jeep for your use, don't worry about ours. We have the truck and can make out - altho' the jeep could go places and would be useful where we can't take the truck. Perry seems to think that you can get a jeep all right with your connections. I hope so. It is worth a struggle anyway.

We got a telegram from Gordon last night saying he is coming up Saturday (the 14th) with Dick Carriker and a man and his wife. Dick is a doctor at Gorgas Hospital this year. Guess he has helped Gordon out considerably. We still have no details as to his bacteria and amoeba, but if he has been able to effect a cure in a week I guess he wasn't too bad.

Yesterday, Matt got a burial with 36 skeletons down 12' deep. Ordinarily that many burials would mean a nice pile of loot, but all we got was a 3 legged metate. I think we are digging the poor man's cemetery. Matt hopes to finish this site the middle of next week and move to another spot, where prospects look pretty hopeful. We have some nice pottery tho'.

Too bad you missed carnival week here - or did you do it on purpose?????*****! You know what it means. We had a tuna from the Calle Arriba and the Calle Abajo here each day. All of us had to take a fling at the tamborito. Even the lottery was forgotten for 4 days.

I'll repeat - we are all looking forward to your arrival.

Sincerely,

Janis

UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
NATIONAL COLLECTION OF FINE ARTS
FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

February 13, 1948.

Dr. Alexander Wetmore,
Secretary, Smithsonian Institution,
Washington 25, D.C.

Dear Dr. Wetmore:

On or about February 14, 1948, you will proceed from Washington, D.C. to Miami, Florida, and to the Canal Zone and points in Panamá.

Your transportation to the Canal Zone and return will be paid under a separate letter of authorization.

You will be occupied in administrative work concerned with the Canal Zone Biological Area in the Canal Zone, and with biological studies in the Republic of Panamá.

You will be allowed necessary travel expenses, including hire of cars, boats and other special conveyances, actual expenditures for subsistence, hire of assistants and their subsistence if required, hire of pack animals, necessary expenses for the operation of motor vehicles, purchase of supplies, specimens and materials, and such other miscellaneous expenditures as may be required, not to exceed \$1,000.00, payable by the Smithsonian Institution.

It is contemplated that this work will require about two months when you will return to your official station at Washington, D.C.

Very truly yours,

J. E. Graf,
Assistant Secretary.

Mr. H. W. Dorsey

February 11, 1948.

Dr. A. Wetmore

Advance of funds for field expenses in Panamá.

Please arrange for me an advance of funds for field expenses for work in Panamá in the amount of \$750.00 to be charged against the income of the W. L. Abbott Fund.

A. Wetmore,
Secretary.

lp

February 9, 1948.

Major General L. C. Craigie, U.S.A.F.
Director of Research & Development
Office, DC/S, Materiel,
Washington 25, D.C.

Dear General Craigie:

The maps forwarded with yours of 5 February 1948,
cover exactly the area that I need for my work. Many thanks for
your kind attention.

I am getting off Sunday and hope to be in the field
in about a week. I wish indeed that you could go with me. The
two photos enclosed from last year's trip may interest you.

Sincerely,

A. Wetmore,
Secretary.

lp

February 9, 1948.

General Carl Spaatz,
Chief of Staff, United States Air Force,
Room 4 E 921, Pentagon Building,
Washington 25, D.C.

Dear General Spaatz:

On 15 February I am leaving to spend about two months in Panamá on behalf of the Smithsonian Institution in field investigations in archaeology and biology, principally concerned with birds. In similar work in 1946 and 1947 I had the very friendly cooperation of the United States Air Force in transportation to and from the auxiliary air field at Jaqué in Darién, eastern Panamá, a base from which I made expeditions by dugout canoe with native helpers among the Chocó Indians in the remote interior. The work planned this year will be in a different area in western Panamá. The Smithsonian now has located a party at the town of Paritá, Province of Herrera, about 160 miles west of the Canal Zone, where we are conducting archaeological excavations. I plan to use this base for the biological studies in which I am interested.

I am writing to ask if I may have the cooperation of the United States Air Force, through the loan of a jeep, (without driver) for a period of about two months, beginning about February 20, to use in exploration and travel on the trails and minor highways in the general area around Paritá. The areas to be worked can be reached easily by this means of transportation from the main highway that traverses this part of Panamá.

If a jeep (without driver) can be made available as a loan to the Smithsonian Institution for a period of approximately two months, the Smithsonian will provide gasoline, oil, and any minor repairs necessary. My assistant and I would drive the car. I would expect to take over the car in the Zone and return it to the Canal Zone when the work is completed.

Such help in transportation will greatly increase the scope of our investigation and will almost double its scientific importance through the additional area that can be covered. Otherwise I will be restricted to the sections that may be reached by saddle animals or on foot.

May I say that I consider it advantageous to the United States Air Force in general to have available a broad knowledge of the biology and archaeology of this region not only for the additional information on the country that would be available but also for a better understanding of the people.

If this proposal meets with your approval I will get in touch with United States Air Force Headquarters at Albrook Field shortly after my arrival in the Canal Zone to discuss the necessary arrangements.

I am With appreciation of your attention, and my sincere regards,

Sincerely yours,

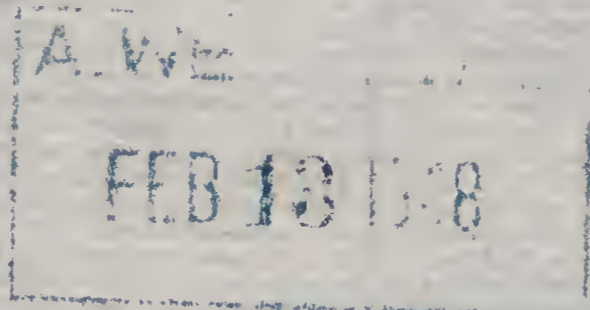
A. Wetmore,
Secretary.

lp

Parita - Herrera
Republic de Panama

Feb. 7, 1948

Mr. W. L. Brown



Dear Mr. Wetmore

The collecting is going along very nicely. The birds are quite different than the ones we collected in other areas. ^{many} I am collecting more hawks I don't find the ant shrikes and wrens like we found down below.

Your bed is up and ready for you and Mrs Stirling has a man picked out for you.

Mr. Stewart has an eye on your chair but says, "let let you use it occasionally."

The Stirlings have a well organized camp and every thing seems to be going along swell.

I have been doing most of my collecting along the Parita River. I find most of my birds in small wooded ravines.

When you come down bring along another collecting bag the two I bought down are new and seem to be much smaller than the ones

we used before. I have to use one for large birds and one for smaller ones.

Its quite warm, dry and very windy here.

It is more expensive here. Now have to pay two dollars (^{\$}2⁰⁰) a day for help and food is quite high. I don't see how these people make ends meet here in Beveria

We are all looking ahead for you to join us and hope you come very soon.

Give my regards to Mr. Oliver and the men down stairs in the Taxidermy shop.

Hoping you come down soon

Perrygo

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

A. WE
FEB - 9 1948

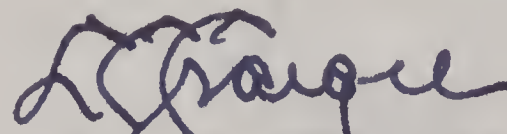
5 February 1948

Dr. Alexander Wetmore
Smithsonian Institution
10th & Independence Ave., S.W.
Washington, D. C.

Dear Dr. Wetmore:

I am transmitting herewith five sheets covering the section of the Republic of Panama which we discussed on the way back from Dayton, as well as some of the surrounding country. I hope these sheets contain information which will be of assistance to your expedition.

Sincerely yours,



L. C. CRAIGIE
Major General, U.S.A.F.
Director of Research & Development
Office, DC/S, Materiel

P. S. - May I repeat - I wish I were going with you.

LCC
L. C. C.

Incls:
As noted above

February 4, 1948.

Mrs. Ruth B. Shipley, Chief
Passport Division,
Department of State,
Washington, D.C.

Dear Mrs. Shipley:

Yesterday, in filing application for a renewal of my passport, my memory failed me at the moment relative to the data requested concerning my parents. This should have read as follows:

Father Nelson Franklin Wetmore,
Born in Canadice, New York, July 16, 1851.

Mother Emma Amelia Woodworth,
Born at Fairfax Courthouse, Virginia,
June 6, 1852.

I should like to ask that this information be attached to the papers and made a part of my affidavit if that is required.

Sincerely yours,

A. Wetmore,
Secretary.

lp

February 4, 1948.

Mr. Watson M. Perrygo,
Paritá, Herrera,
Republica de Panamá.

Dear Perrygo:

Yours of the 29th came in Monday with the good news that you had everything arranged and had gone out to Paritá. A letter from Zetek this morning tells me also that you had come and gone.

According to present plans I will get out of Washington on Sunday afternoon, February 15. I will have to spend a little time in the Canal Zone with Zetek but hope to have our affairs cleared away so that I can come over to Paritá on Sunday, February 22 or at least on February 23. I will have to ~~wire~~ **wire** you regarding this after reaching Balboa. I am arranging to get some maps for the region that we can use to locate our collecting localities.

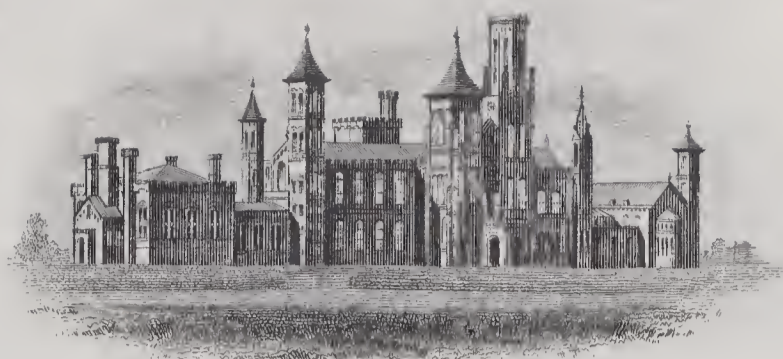
Give my kindest regards to the Stirlings and Dick Stewart and tell them that I am looking forward to being with them.

Sincerely yours,

A. Wetmore,
Secretary.

lp

UNITED STATES NATIONAL MUSEUM
BUREAU OF AMERICAN ETHNOLOGY
ASTROPHYSICAL OBSERVATORY
NATIONAL AIR MUSEUM
NATIONAL ZOOLOGICAL PARK



SMITHSONIAN INSTITUTION

Washington 25, D.C.
U.S.A.

NATIONAL GALLERY OF ART
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FREER GALLERY OF ART
INTERNATIONAL EXCHANGE SERVICE
CANAL ZONE BIOLOGICAL AREA

February 4, 1948.

Dr. Alexander Wetmore,
Secretary,
Smithsonian Institution.

Dear Dr. Wetmore:

On or about February 15, 1948 you will proceed from Washington, D. C. to Miami, Florida, and from Miami to the Canal Zone and points in Panamá on official work for the Smithsonian Institution.

You will be allowed usual travel expenses, including travel by air as required, not to exceed \$400.00, payable from the appropriation "Salaries and Expenses, Smithsonian Institution, 1948."

It is contemplated that this work will require approximately two months when you will return to your official station at Washington, D.C.

Very truly yours,

J. E. Graf,
Assistant Secretary.

lp

January 30, 1948.

The Honorable,
The Secretary of State,
Washington 25, D.C.

Sir:

I beg to advise that I am planning to go to the Canal Zone and Panamá about February 14, on official business for the Smithsonian Institution. It will be greatly appreciated if my special passport No. 34787 may be validated to cover this journey.

Very truly yours,

A. Wetmore,
Secretary.

lp

Mrs. Perrygo advised
R.M.P.



A. WETMORE
FEB - 2 1948

Balboa b. G.
Jan 29, 1948

41-296

Dear Mr. Wetmore

I got in yesterday

(28th) at 2.15 P.M.

Mr. Getek was on hand to meet me and drove me up to the hotel.

Mr. Stewart is down to have the brakes of the truck worked on. We will go back to Paruta this afternoon or tomorrow

P.S.

Haven't anything on
the jeeps as yet

W. M.

Moring.

The Tivoli looks the same
and with ^{the} usual crowd around.

They are having some very
warm weather here now.

Our address will be
Parita - ^{Herrera} Herrera
Republica de Panama

Air mail requires ten cent (.10)
stamp.

As soon as I get there and
get the drift of things I'll write
you. Wish you were down with us.
Yours truly
Perrygo

MEMORANDUM.

January 27, 1948.

Relative to the loan of two quarter ton trucks (jeeps) for use in western Panamá, Colonel W. R. Woodworth^{ard} of the Army, National Defense 4145, informed me by telephone that authority for such a loan could be covered under the letter dated January 16 from Mr. Pauley authorizing loan of various materials in Panamá from the Army to the Canal Zone Biological Area.

Colonel Woodworth suggested that we take the matter up in Panamá, and if there was any hitch in the proceedings to inform him. I have written Zetek immediately relative to this.

A. W.
A. Wetmore,
Secretary.

lp

January 20, 1948.

Mr. Watson M. Perrygo,
Taxidermist,
U. S. National Museum.

Through: Dr. W. L. Schmitt.

Dear Mr. Perrygo:

Herewith I give you a letter of authorization covering your rail and pullman to Florida, and your round trip air passage from Florida to the Canal Zone. With this there is included another letter to cover subsistence and other field expenses. As indicated you will probably be under necessity of paying rail fare and pullman from Florida to Washington on your return from this second allotment.

You will join Dr. M. W. Stirling, Chief of the Bureau of American Ethnology, who is engaged on archeological work in the Republic of Panamá. Dr. Stirling is located at Parita where he has established headquarters.

I have written to Dr. James Zetek, resident manager of the Canal Zone Biologica Area, that you are due to arrive in Panamá by plane about 2:00 p.m. on January 28, and have asked him to meet you and to get you accommodations at the Tivoli Hotel. Dr. Stirling has a small truck and will take you in it to his location in the field. In case there is any unforeseen complication that will prevent this you will be under necessity of hiring special conveyance and in traveling in it.

I will write Dr. Stirling of the date of your arrival with the suggestion that he pick you up on Thursday, January 29. It will be well for you to wire him at Parita on your arrival so as to let him know that you have come. Dr. Zetek can assist you in this.

Your work will be concerned with the collection of birds in the general region around Parita. This is described as savanna

country with open forest and a stream nearby. You should endeavor to obtain representation of as many of the species of birds as may occur here, as may be practicable, following the lines of the collecting that you and I have carried on together in eastern Panamá for the past two seasons. I expect to come down myself to join you toward the end of February when we will work together.

I have given Dr. Zetek a credential for you covering the Canal Zone Biological Area so if there is any delay in your plans, or for any other reason it seems desirable, you can go to Barro Colorado Island for whatever period may be desirable.

Your letter of authorization covers the hire of an assistant, such as we have had in our previous work.

I wish you all success in this investigation. Looking forward to seeing you in the field in February, I am

Sincerely yours,

A. Wetmore,
Secretary.

January 20, 1948.

Mr. Watson M. Perrygo,
Taxidermist,
U. S. National Museum.

Through: Dr. W. L. Schmitt.

Dear Mr. Perrygo:

On or about January 26, 1948, you are instructed to proceed from Washington, D.C. to Miami, Florida, and from there to the Canal Zone and points in Panamá on official work for the Smithsonian Institution.

Your travel expenses to Panamá and return will be paid from a special authorization that goes to you herewith, except that it may be necessary for you to pay rail fare and pullman from Florida to Washington on your return.

You will be allowed actual expenditures for subsistence, the hire of assistants with their subsistence if required, the hire of special conveyance with operating expenses as necessary, purchase of supplies, specimens and materials, hire of pack and riding animals, and such other miscellaneous expenditures as may be required not to exceed \$600.00, payable from the income of the W. L. Abbott Fund of the Smithsonian Institution.

It is contemplated that this work will require not more than 4-1/2 months when you will return to your official station at Washington, D.C.

Very truly yours,

A. Wetmore,
Secretary.

January 20, 1948.

Mr. Watson M. Perrygo,
Taxidermist,
U. S. National Museum.

Through: Dr. W. L. Schmitt.

Dear Mr. Perrygo:

On or about January 26, 1948, you are instructed to proceed from Washington, D.C. to Miami, Florida, and from there to the Canal Zone, on official business for the U.S. National Museum.

You will be allowed usual travel expenses, including rail, pullman and airplane, not to exceed \$230.00, payable from the appropriation "Salaries and Expenses, Smithsonian Institution, 1948." Your other expenses will be paid from other funds.

Very truly yours,

A. Wetmore,
Secretary.

lp

January 20, 1948.

TO WHOM IT MAY CONCERN:

This will serve to introduce Mr. Watson M. Perrygo, of the United States National Museum, who is traveling in Panamá on official business for the Smithsonian Institution.

Any aid that may be given to Mr. Perrygo in this work will be deeply appreciated.

A. Wetmore,
Secretary.

(SEAL)

Seaboard Airline Railway, 1625 K Street, N.W., Nat. 0636

Lv. Wash. for Miami January 26, 2:25 p.m.

Lower 1 - Car SA 37, Train 21, "Silver Star"

Pan American Airways, 1109 Connecticut Av., Rep. 5700

Lv. Miami, Florida, January 28, 7:30 ^a p.m. non-stop
to Albrook Field, C.Z. Arr. 2:00 p.m.

Flight 313 - ~~One way \$99.00,~~
Round trip 178.20

Rail 40.48
Pullman 10.40

50.88

229.08

Any ticket purchased after February first
10% increase on all fares

Must have smallpox shots, passport or tourist card

DECEMBER

NOVEMBER

OCTOBER

APRIL

MAY

JUNE

\$15.00

JANUARY

FEBRUARY

MARCH

\$5.00

496-13

THE PANAMA CANAL

No. 84766

Name: Dr. Alexander Wetmore

Status: Visiting Scientist, C.Z. Biological Area

Within the restrictions indicated hereon the above-named person is authorized to purchase commissary coupon books

Privilege contingent upon Canal Zone residence.

Authority valid until June 1, 1948

Limit of monthly purchases of coupons: - - - -

(Cashier will record each sale by punch marks in margin)

By direction of Governor

1/20

Issued.....

(Conditions on reverse)

\$5.00

SEPTEMBER

AUGUST

JULY

\$15.00

\$15.00

\$5.00

\$5.00

\$15.00

mileage 3441

CONDITIONS

This authority card is valid only for the privileges specifically stated on the face hereof, and may be withdrawn at any time. It may be used only as stated below, is subject to cancellation if presented by an unauthorized person, and is void upon termination of service.

The person to whom this card is issued may authorize wholly dependent members of his immediate family residing with him, such as his wife and minor children, to make purchases in his name by designating them and their relationship below his own signature.

If the holder is a resident of the Canal Zone at the time of issuance and later removes to the Republic of Panama, or if his employment status changes in any way, the question of continuing the privilege must be immediately taken up with the Executive Office (Telephone Balboa 3108).

This card is to be presented to commissary cashiers each time coupons are purchased and to commissary inspectors upon request.

I accept the above conditions and will otherwise comply with the provisions of the commissary regulations.

Alexander Wetmore

(Signature of Holder)

(Name) (Relationship) (Name) (Relationship)

Mr. N. W. Dorsey

January 19, 1948

Dr. A. Wetmore

Advance of funds to Watson M. Perrygo (Abbott Fund).

Confirming my verbal instruction to you the Smithsonian Institution will make an advance to Mr. Watson M. Perrygo of the U. S. National Museum of \$600.00 for field expenses. The amount is to be charged against the income of the W. L. Abbott Fund.

A. Wetmore,
Secretary.

lp

CATALOG OF DONOR A. HARRIS & H. M. FOSTER

1
Ammunition Box

250 22 Aux Shells
125 16 ga. No. 12 Shells
100 16 ga. No. 10 Shells
50 16 ga. No. 8 Shells
50 16 ga. No. 6 Shells
25 16 ga. No. 4 Shells
25 16 ga. No. 2 Shells
1 Screw Driver
1 Sharpening Stone
1 Snake Bite Kit
2 Cans

2
Ammunition Box

250 22 Aux Shells
125 16 ga. No. 12 Shells
125 16 ga. No. 10 Shells
75 16 ga. No. 8 Shells
50 16 ga. No. 6 Shells
25 16 ga. No. 4 Shells
2 Cans

3
Crate

Telescope Case
5 Card Board Boxes
10 Balls Cotton Baiting

4
Crate

Telescope Case
1 Card Board Boxes
4 Balls Cotton Baiting
5 lbs. Mah Jong Cotton

5
Crate

5 Card Board Boxes
10 Balls Cotton Baiting

6
Crate

Collecting Sheet (Skin Sheet)
5 Aux Shells

(continued on following page)

6
Orate (Cont.)

1 10 ga. shot gun (Ferrygo's old gun)
1 Ball Cord
Skinning Outfit (Ferrygo's)
8 lbs. of Heptha Flakes
2 Game Bags
1 Can of Alus
7 lbs. of Summit
10 yards Cheese Cloth
2 Hooks Sashcord (#7)
2 Hooks Sashcord (1/8 inch)
2 Flashlights (8 cell)
12 Lamp Mantles
1 Bottle Menthadole
5 Can Arsenic & Alus
2 Papers Safty Pins
1 Box of Tacks
5 Spools of Linen Thread
2 Lamp Generators
1 Pen Holder
4 Bottles Insect Repellent
1 Can of Gun Oil
1 Bottle of Astringe
1 Bottle of Aspirin
Vine Excelsior
1 Record Book
1 Note Book
2 Pairs of Rubber Gloves
1 Master Steel Tape
2 Short Machete
1 Glass Hammer
1 Roll Scotch Tape
1 Hunting Jacket (Ferrygo's)
4 Files
Linen Labels
50 Flash Light Batteries
6 Flashlight Bulbs

7
Orate

Collecting Chest (Skin Chest)
10 Ga. Shot Gun (Doctor Wetmore's)
10 Ga. Shot Gun (Ferrygo's Spare)
5 Cans of Arsenic & Alus
Hardwood Sticks
1 Spigot
1 Filter for Lamp
Lock and Chains
Cloth Bags
India Cloth
2 Machete's (Doctor Wetmore's)
Brown Wrapping Paper
8 Bottles of Insect Repellent
Pencils

(Continued on following page)

§ 7
Crate (Cont.)

1 Bottle of Ink
2 Cans of Gun Oil
Skin & Skull Labels
1 Bottle of Merthiolate
Tissue Paper
Official Writing Paper
News Paper
Wetauro's Hat
Ferrygo's Hat

§ 8
Crate

Trunk (Ferrygo's Clothing) and etc.

12 shirts
1 Flannel Shirt
6 Pants
4 Bath Towels
2 Hand Towels
2 Sheets
2 Pillow Cases
18 Pairs of Socks
1 Pair of Shoes
1 Pair of Jungle Boots
1 Pair of High Top Boots
1 Camera
1 Ex. Meter
1 Quart Canteen
1 Gallon Canteen
1 Machete (Short)
1 Yackee Barrow Driver
2 Small Duffle Bags & Locks
1 Laundry Bag
2 Rubber sheets

§ 9
Crate

Trunk (Wetauro's Clothing) and etc.

5 Rubber Sheets
1 Duffle Bag
1 Quart Canteen
10 Pairs of Socks
4 Hunting Knives
7 Union Suits, B.V.D.
4 Pairs of Khaki Pants
2 Pairs of Khaki Breeches
1 Web Belt
7 Work Shirts
1 Laundry Bag
1 Mosquito Net
5 Bath Towels
1 Pair of Jungle Boots

(Continued on following page)

9
Crate (Cont.)

1 Flashlight
1 Pair of Walking Shoes
1 Pair of Canvas Shoes
1 Pair of Old Oxfords
1 Pair of Long Shoe Laces
2 Hunting Knives
1 Compass
1 Waterproof head cover
Extra Skinning Tools
Grifoot
1 Sheet
Silica-Gel

Telescope # 10

Corrosal Bag
Skinning Tools
Dusting Can
8 lbs. of Corrosal
2 Cloth Bags (for Exsulator)
1 Tube of embroidery
1 Can of Pulvis
1 Pkg. of pins
Gun Points
Gun Holder
Case for glasses
Water Proof gun cover
Catalog sheets
Note Paper

11
Box

Cooking Utensil
Medical Supplies
Wire
D.D.T.
Nails
Screws

12
Crate

1 Coleman Lamp
1 Gallon Alcohol Tank
2 Folding Cots and Mosquito Nets
1 Roll Newspaper

13
Crate

Doctor Watson's Bedroll
Derrygo's Bedroll
Newspaper

15
Crate (Cont.)

2 Folding Chairs
1 Folding Table
1 Tent
1 Duffle Bag
1 Mosquito Tent

January 8, 1948.

The' Honorable,
The Secretary of State,
Washington 25, D.C.

Sir:

I beg to advise that Mr. Watson M. Perrygo, of the U. S. National Museum will proceed during the latter part of January to Panamá on official business for the U. S. National Museum and the Smithsonian Institution.

It will be greatly appreciated if a Special Passport, submitted herewith, may be validated for this trip.

Very truly yours,

A. Wetmore,
Secretary.

lp

DEPARTMENT OF STATE
WASHINGTON



January 7, 1948

A. WETMORE

JAN -8 1948

In reply refer to
CPA

My dear Dr. Wetmore:

Reference is made to your letter of December 22, 1947 in which you informed the Department of plans for biological investigations to be undertaken in the Darién region of Panamá early in 1948 by yourself and Mr. Watson M. Perrygo on behalf of the Smithsonian Institution and the United States National Museum.

In accordance with your request that the Government of Panamá be informed of the proposed studies, our Embassy at Panamá has been instructed to apprise the Ministry of Foreign Relations and to make arrangements for such facilities as may be necessary. You may be assured that the Embassy will be pleased to extend you such assistance as you may desire.

Sincerely yours,

For the Secretary of State:

A handwritten signature in cursive script that reads "Paul C. Daniels".

Paul C. Daniels
Director for American
Republic Affairs

The Honorable
Alexander C. Wetmore,
Secretary, Smithsonian Institution.

December 22, 1947.

The Honorable,
The Secretary of State,
Washington 25, D. C.

Sir:

I beg to advise that the Smithsonian Institution desires to continue biological investigations, concerned particularly with birds, in Panamá that were begun last year. Under plans now in preparation we wish to send Mr. Watson M. Perrygo, on the staff of the U. S. National Museum, to the Republic of Panamá about January 15, 1948. I expect to go to Panamá myself some time in February to join Mr. Perrygo, and will work with him for a period of several weeks.

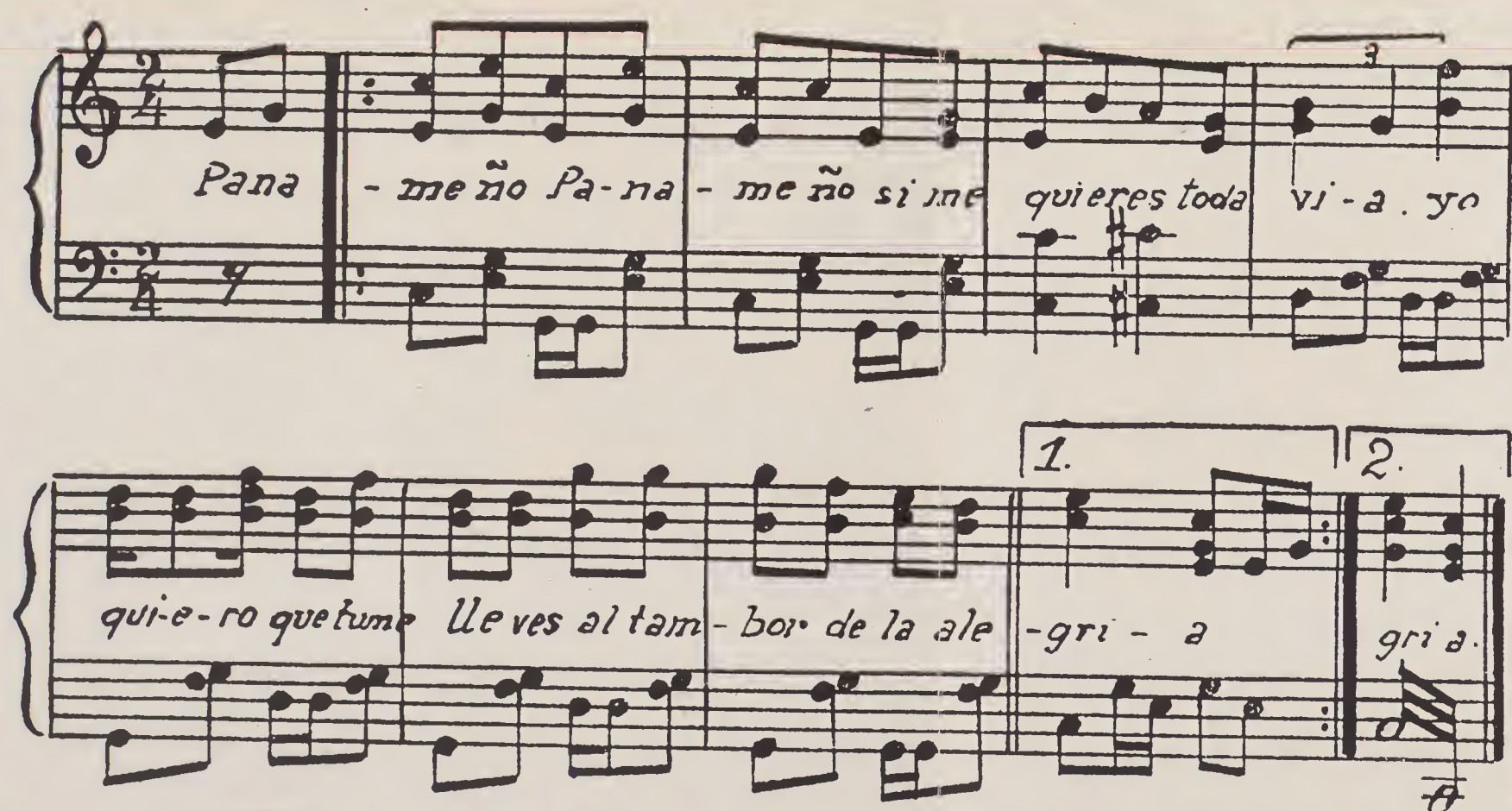
Our studies will be entirely scientific and will be in continuance of recent work relative to the ornithology of Panamá that I have carried on since 1944. The results will be published and will be available to scientists in Panamá and in our own country. The work as indicated is official on behalf of the Smithsonian Institution and the U. S. National Museum. It will be appreciated if the American Mission in Panamá City may be requested to inform the appropriate department of the Republic of Panamá, on behalf of the President of Panamá of these proposed investigations.

The specimens of birds required are obtained by shooting with shotguns, using small shot. I am not sufficiently familiar with the laws of Panamá to be informed as to whether an arms permit is required or not. No other facilities will be necessary on behalf of the government.

I may explain that for the work of March and April, 1947, thanks to the kind offices of our Mission in Panamá City, I received a certificate from the Honorable Ricardo J. Alfaro, Ministro de Relaciones Exteriores, recognizing our work which was all that was required at that time.

Respectfully yours,

A. Wetmore,
Secretary.



El Tambor de la Alegría

TAMBORITO PANAMEÑO

Panameño, panameño si me quieres todavía
Yo quiero que tu me lleves a bailar a la alegría
No me importa que sea en taxi, en un coche o en tranvía
Yo quiero que tu me lleves a bailar a la alegría.
Por los Santos de los Cielos y por la Virgen María
Yo quiero que tu me lleves a bailar a la alegría.
Te lo pido te lo ruego, panameño vida mía
Yo quiero que tu me lleves . . .
Yo soy morenita guapa y me gusta la alegría
Yo quiero que tu me lleves al tambor de la alegría.



"Tres Golpes"

The Republic of Panama has many other customs of interest for travelers, students, teachers and vacationists. All inquiries will be carefully answered and suggested itineraries, exact rates, reservations, etc., are available through your Travel Agent whose name appears below. Some other Panama National Tourist Commission publications:

- Visit Panama . . . Land of the Pollera. 84 pages.
- The Islands and Indians of San Blas, Panama.
- Panama City . . . Crossroads of the World.
- Shopping on the Isthmus of Panama.
- Taboga . . . Island of Flowers in Panama Bay.
- Portobelo . . . Named by Columbus.
- Darien Indians of Panama.
- Wild Rubber and the Men Who Gather it in Panama.
- Colon and the Gold Coast of Panama.
- Abaca . . . Rope for the World's Merchant Marine from Panama.
- Carnival in Panama.
- Colorful Costumes of Panama.
- Ancient Civilizations on the Isthmus of Panama.
- The Coffee Highlands of Chiriquí, Panama.
- "Montunoland," Home of Panama's Picturesque Peasants.
- Semana Santa . . . Panama's Great Religious Festival.
- Deep-sea Fishing in Panama Bay.
- The Devil Dancers of Guarare in Panama.
- Orchids from Panama's Jungles.

The Panama National Tourist Commission
P.O. Box 914, Panama City, R. P.
or
390 Park Avenue, New York 22, N. Y.

TAMBORITO



★ *Panama's* NATIONAL DANCE ★

Choreography

"La Invitacion"

The first step of the Tamborito is today given in any of three ways: The man walks over to the woman and bows; or he places his hat on the ground in front of her; or he takes one of her hands and pulls her into the circle.

Only one couple dance at a time. The other people form a circle around them. As soon as a second couple enter the first pair must leave.

When a good dancer, man or woman, has not volunteered to dance or been invited to dance, the audience often pushes that person into the circle and in that case, the man or woman already dancing relinquishes his or her partner and steps out to join the audience making up the circle while the dance is continued by the newcomer.



"El Tamborito"

THE "Tamborito" originates with the primitive dances of the slaves who were brought to Panama by the early "conquistadores." Gradually it has taken on new character until it is now a strange medley of modern coquetry overlaid on a background of primitive sinuous movements and expressive of this most cosmopolitan country. There are several other dances native to Panama and totally different from the "Tamborito" such as the "mejorana" and the "cumbia." However, the "Tamborito" is generally conceded to be the most beautiful as well as the most representative of the country.

Centuries ago, when the slaves were first brought to Panama to work on the great "haciendas," the masters sometimes gave them permission to hold gatherings in the yards and in the mines. At these gatherings, the slaves amused themselves by dancing and into these dances they wove their homesickness for their native Africa, their despair at their lost liberty and their remembrances of their lost mode of life. Thus they solaced their unhappiness with the weird music of their drums, their incomprehensible songs and their primitive dance routines.

Two of the routines which became part of the "Tamborito" were designed to depict the movements of the animals in the jungle and the warriors at their battles. In the first, the "idyll of the ostriche," the woman came into the dance circle first. Imitating the measured steps of the animal, she lifted her feet softly moving her hips rhythmically, twisting and turning to provoke the male. The man then entered the ring with a great leap as though propelled by great desire. She, as if frightened, flogged him with her skirt but at the same time continued her coquettish movements repeating the scene over and over again and making it more alluring each time. The second favorite routine was . . . "the wars of the tribes." The

dancers came out into the ring in single file with their hands over their foreheads as though shading their eyes while they looked for something. They proceeded in jumps . . . three forward and two back, keeping time to the beats of the drums which quickened their tempo as the dance proceeded. This strange routine lasted until the dancers fell exhausted to the ground or until the leader stuck his war spear into the ground to signify victory. Both routines were always received with great applause or "rebulu" from the audience and this "rebulu" is today an integral part of the "Tamborito."

"El Paseo"

In the second step of the Tamborito, the couple who are to dance enter the circle side by side, the man to the left of the woman. They use a step similar to the waltz or rumba (side together forward). After circling half way around, they move toward the drummers where the "repicador" (drummer sitting to the left), plays the tune with a loud and insistent beat.

The drums of the slave days were the same as those used today . . . the "caja," the "pujador," and the "repicador." The "caja" or major drum is barrel shaped, quite large and can be played on either of its leather covered ends. It is played with two "bolillos" or sticks and is used to carry the basic tune. Both of the minor drums, the "repicador" and the "pujador" are cylindrical, made of wood and with only their upper ends covered with leather. Of these two, the "repicador" with its higher and gayer tone directs the movements of the dance while the "pujador" gives the music its minor and mournful note. . . . Both minor drums are played with the bare hands and the "repicador" is often lifted clear of the floor by the player's feet to raise the pitch of its music.

The simple originators of the "Tamborito" had a primitive sense of humor which took the form

of mimicking their masters. When caught at this pastime they excused their rude gestures by saying that they were part of their dances. Thus they gradually incorporated into their dance genuflexions and movements of the body which signified their opinion of the laughable customs of their owners.

"La Pollera" and "El Montuno"

The costumes used most frequently for the "Tamborito" are the Panamanian national dresses: "La Pollera" for the ladies and "El Montuno" for the men.

The "Pollera" dress is made of white lawn and is intricately embroidered with scroll patterns featuring flowers and birds as the motifs. It is a two piece costume, with an off-the-shoulder neckline held in place by a woolen drawstring and decorated with a wool pompom at the front of the neck and at the back. Several hand-embroidered petticoats are worn with this dress. Valued at from \$50 to \$500. These costumes are handed down from mother to daughter and are not only beautiful but historically interesting. For the country girl who cannot afford a "Pollera," there is another dress "La Montuna." This costume has the same type of embroidered blouse as the other but makes use of a gingham or calico skirt.

The men's "Montuno" is made of homespun unbleached muslin with fringe at the bottom of the overshirt and at the legs of the short pants. It is usually embroidered with animal motifs in bright colors and in cross-stitch.

It was a long time afterwards when the mixture of the slaves with their Spanish owners had produced the race known as "criollos" that these dances were modified for more sensitive audiences and the "Tamborito" moved from the yards and the mines into the patios of the criollo homes.

The themes of the songs became corrupted and new lyrics were invented. There were happy songs and sad songs, songs of love and of hate and also songs which were mere witty take-offs. It was during this period that the "Pollera" (the costume now in use) took the place of the rags of the slaves and with the introduction of this beautiful full

skirted costume, the "Tamborito" acquired the grace it still has today.

Thus the "Tamborito" was the dance of the "criollos" while the Spanish were still dancing the minuet in the ballrooms. Gradually the young people among the upper classes introduced the dance into their own homes after seeing it performed at all the Feasts and at the Carnival season in the dancing pavilions. The more Bohemian colonials visited the criollo patios and the local poets and wags outdid themselves in inventing new lyrics lampooning these new guests. These new lyrics



"Los Tres Golpes"

At the end of the "Paseo" with the dancing couple in front of the drummers, the third step "Los tres Golpes" begins. As the couple pause in front of him, the "repicador" makes three slow and loud beats. At this signal, the couple do the "Three bows." There are three ways for the woman to do this: 1 . . . with one foot forward and the other back she balances from one to the other; 2 . . . or she takes three steps forward moving her skirt gracefully; 3 . . . or she takes three steps backward also weaving with her skirt. The man does the "Tres Golpes" by making three jumps into the air with one foot extended in front of the other and with knees bent. There is considerable leeway allowed and the dancers often invent new methods of doing this step on the spur of the moment. Often the man terminates the movement on his knee.

and their accompanying gestures soon became integral parts of the "Tamborito" as it was danced until the beginning of the 20th century.

Modern civilization, jazz on radios and fast transportation combined with the influence of new nationalities typified by the American residents of the Canal Zone will probably result in even further modifications of the "Tambor de Orden" as it is sometimes called. The 20th century has already added the music of the flute, the cornet, accordion and bass violin to the drums. And so the "Tamborito" grows . . . a dance of life and beauty, it expands to embrace new customs, to add to the subjects of its lyrics and to change its music. But still it retains forever, the wild beat of the drums and the heartbroken wail of the homesick slaves.

Written and edited by Agnes Wilcox Trapnell, Chief of Tourist Section, Ministry of Agriculture and Commerce, Republic of Panama. Photography by Sanchez y Cabredo, Foto Flatau, Agnes Wilcox Trapnell.



"La Uuelta"

After finishing the "Tres Golpes" both the man and the woman dancing make complete turns (not around each other but each one making a complete circle of 360 degrees).

"El Corrido"

The woman commences the "Corrido" (side gliding step) and her partner waits for her to pass in front of him and then follows. He waits with hands raised. Then using the side gliding step, the couple go three quarters of the way around the circle at slow time. The beauty of the step depends entirely upon the girl's skill in using her skirt gracefully. The man often takes off his hat and fans the girl with it. When the movement gets "hot," the man may take his hat off and place it on the girl's head to signify his approval of her dancing. Frequently, the other men in the circle (audience) will place their hats on her head as well. A good dancer often finishes the dance wearing three or four hats on top of each other.