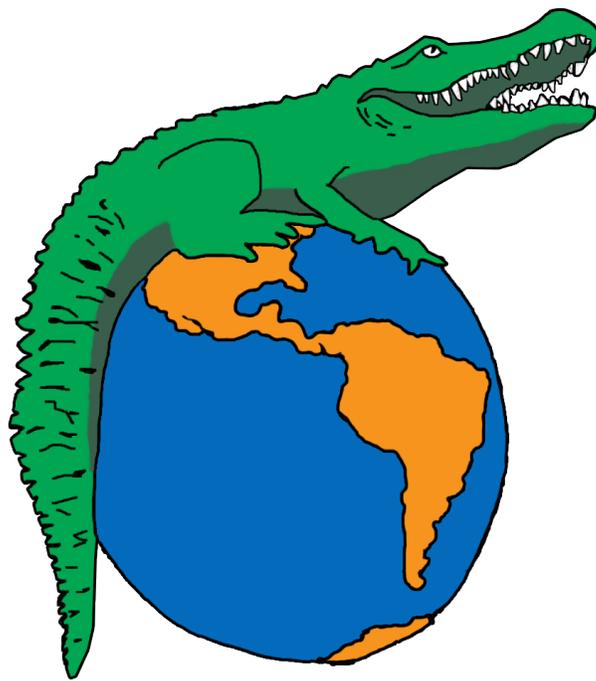


GatorMUN XVI

Background Guide



Governance of the Panama Canal

Esteemed Delegates,

My name is Marina Fortun and I will be the director for the Governance of the Panama Canal Zone committee at this year's GatorMUN XVI. I am a junior here at the University of Florida, majoring in Political Science and International Studies, and minoring in French. I have been involved in Model UN since my senior year of high school, and I have been really active in the Model UN club here at UF. I have really enjoyed both competing and staffing with the UF Model UN team for the past couple of years, and I look forward to 2 more years of it. I have already staffed GatorMUN twice, once as a chair for the European Parliament and another as a director for the International Olympic Committee. Whenever I am not doing Model UN, I love playing tennis and soccer and binge-watching Grey's Anatomy, The Office, or Veep. I also work as an intramurals official during my free time.

The Panama Canal brought globalization and commerce to new heights once it opened its locks in 1914. Having lived in Panama myself for 4 years, I can attest that it is truly a wonder of engineering. As it was built by the United States, it was set to be under U.S. control, but with the changing times and movements of the Cold War era, nothing in the future was certain. This committee will explore the intricacies of running a U.S. territory in a sovereign land, as the governance set up by U.S. legislature is tested by the Panamanian and worldly changes. This task will not be too easy, but by working together you may be able to achieve that goal.

I would like to make it clear that delegates are to make sure that they are accurately representing their positions and are doing the adequate research to ensure that they know of everything that is happening in committee, as well as thoroughly reading through the background guide. I am truly excited to be your director and I cannot wait for you to get engaged in the history of the Panama Canal Zone. If you have any questions about the committee, don't hesitate to contact me at gatormun@gmail.com and I can get back to you as soon as possible. See you in January!

Best regards,

Marina Fortun
Director
Governance of the Panama Canal Zone

Rules of Procedure

Quorum

A majority of voting members answering to the roll at each session shall constitute a quorum for that session. This means that half plus one of all voting members are present. Quorum will be assumed consistent unless questioned through a Point of Order. Delegates may request to be noted as “Present” or “Present and Voting.”

Motion to Open Debate

This opens the floor for debate, allowing other points or motions.

Motion to Set the Agenda

This motion determines the order in which the topics of a committee will be debated. Permission to speak will be accorded to one speaker for and one speaker against, and a two-thirds majority is required for the motion to pass.

Motion to Open the Speaker’s List

Opening the Speaker’s List requires a simple majority to pass. A delegate may only be present on the Speaker’s List once, but may re-enter after he/she has spoken. If the Speaker’s List expires, debate then closes.

Motion to Set Speaking Time

Speaking Time must be indicated by this motion from the floor before any members of the body may speak on the Speaker’s List. This motion must also accompany any motion for a Moderated Caucus. In a Motion to Set Speaking Time for the formal Speaker’s List, a delegate may also specify a number of questions or comments to automatically affix to the Speaking Time. These designated questions or comments may also have Speaking Time or Response Time (in the case of a question) limits, but these are not required. The Director may rule any Motion to Set Speaking Time dilatory. This motion requires a simple majority. Any delegate may make this motion between formal speakers in an effort to change the Speaking Time.

Motion to Close the Speaker’s List

The Speaker’s List may be closed upon a motion from the floor. Permission to speak will be accorded to one speaker for and one speaker against, and a two-thirds majority is required for the motion to pass.

Motion to Suspend the Rules for the Purpose of a Moderated Caucus

This motion must include three specifications:

- a. Length of the Caucus
- b. Speaking time, and
- c. Reason for the Caucus.

During a moderated caucus, delegates will be called on to speak by the Committee Director. Delegates will raise their placards to be recognized. Delegates must maintain the same degree of decorum throughout a Moderated Caucus as in formal debate. This motion requires a simple majority to pass.

Motion to Suspend the Rules for the Purpose of an Unmoderated Caucus

This motion must include the length of the Caucus. During an unmoderated caucus, delegates may get up from their seats and talk amongst themselves. This motion requires a simple majority to pass. The length of an unmoderated caucus should never exceed twenty minutes.

Motion to Suspend the Meeting

This motion is in order if there is a scheduled break in debate to be observed. (ie. Lunch!) This motion requires a simple majority vote. The Committee Director may refuse to entertain this motion at their discretion.

Motion to Adjourn the Meeting

This motion is in order at the end of the last committee session. It signifies the closing of the committee until next year's conference.

Motion to Table the Topic

If a delegate believes that the flow of debate has become stagnant, he/she may make this motion. To Table the Topic is to halt debate on the present Topic, save the speakers' list and all draft resolutions, and move on to the next Topic on the Agenda. The delegate making this motion may also choose to specify a previously tabled Topic. This motion requires a two-thirds vote to pass. The Topic may be returned to at any time by tabling the present Topic and adding the phrase "for the purpose of returning to Tabled Topic _____," to this motion. If no Topics have been previously tabled, debate must follow the established Agenda. This motion is to be used sparingly.

Points of Order

Points of Order will only be recognized for the following items:

- a) To recognize errors in voting, tabulation, or procedure,
- b) To question relevance of debate to the current Topic or
- c) To question a quorum.

A Point of Order may interrupt a speaker if necessary and it is to be used sparingly.

Points of Inquiry

When there is no discussion on the floor, a delegate may direct a question to the Committee Director. Any question directed to another delegate may only be asked immediately after the delegate has finished speaking on a substantive matter. A delegate that declines to respond to a question after a formal speech forfeits any further questioning time. The question must conform to the following format:

Delegate from Country A raises placard to be recognized by the Committee Director.

Committee Director: "To what point do you rise?"

Country A: "Point of Inquiry."

Committee Director: "State your Point."

Country A: "Will the delegate from Country B (who must have just concluded a substantive speech) yield to a question?"

Committee Director: "Will the Delegate Yield?"

Country B: "I will" or "I will not" (if not, return to the next business item)

Country A asks their question (it must not be a rhetorical question.)

Country B may choose to respond or to decline.

If the Delegate from Country B does not yield to or chooses not to answer a question from Country A, then he/she yields all remaining questioning time to the Committee Director.

Points of Personal Privilege

Points of personal privilege are used to request information or clarification and conduct all other business of the body except Motions or Points specifically mentioned in the Rules of Procedure.

Please note: The Director may refuse to recognize Points of Order, Points of Inquiry or Points of Personal Privilege if the Committee Director believes the decorum and restraint inherent in the exercise has been violated, or if the point is deemed dilatory in nature.

Rights of Reply

At the Committee Director's discretion, any member nation or observer may be granted a Right of Reply to answer serious insults directed at the dignity of the delegate present. The Director has the ABSOLUTE AUTHORITY to accept or reject Rights of Reply, and the decision IS NOT SUBJECT TO APPEAL. Delegates who feel they are being treated unfairly may take their complaint to any member of the Secretariat.

Working Papers and Draft Resolutions

Once a Working Paper has been submitted, approved, distributed, and formally introduced to the body, it can and will be referred to as a "Draft Resolution." In order for a Working Paper to be submitted to the Committee Director, it must be in correct format and bear the names of a combination of a number of Sponsors and Signatories necessary to introduce, as determined by the Committee Director.

Sponsors are the writers of the Working Paper, and agree with it in its entirety. They should be able to vote 'yes' for the paper during voting procedure. Signatories are those delegates interested in bringing the Working Paper to the floor for debate, but do not necessarily agree with its contents.

A delegate can motion to discuss the working paper during a moderated caucus or unmoderated caucus. A delegate can also motion for an author's panel, which is essentially a moderated caucus moderated by the authors. It is the chair's discretion on the maximum amount of authors allowed on the author's panel.

Friendly Amendments

Friendly Amendments are any changes to a formally introduced Directive that *all* Sponsors agree to in writing. The Committee Director must approve the Friendly Amendment and confirm each Sponsor's agreement both verbally and in writing.

Unfriendly Amendments

Unfriendly Amendments are any substantive changes to a formally introduced Directive that are not agreed to by all of the Sponsors of the Directive. In order to introduce an Unfriendly Amendment, the Unfriendly Amendment must have the number equivalent to 1/3 of Quorum confirmed signatories. The Committee Director has the authority to discern between substantive and nonsubstantive Unfriendly amendment proposals.

Plagiarism

GatorMUN maintains a zero-tolerance policy in regards to plagiarism. Delegates found to have used the ideas of others without properly citing those individuals, organizations, or documents will have their credentials revoked for the duration of the GatorMUN conference. This is a very serious offense.

Motion to Close Debate and Voting Procedures

A motion to close debate may only pass with a two-thirds majority. Once this motion passes, and the committee enters Voting Procedure, no occupants of the committee room may exit the Committee Room, and no individual may enter the Committee Room from the outside. A member of the Dias will secure all doors. No talking, passing notes, or communicating of any kind will be tolerated during voting procedures.

Once moving into voting procedures chair can only accept these motions:

- A point of order to correct an error in procedure
- An appeal of the decision of the chair
- A motion for division
- A motion for roll call vote
- A motion for adoption by acclamation

Each Draft Resolution will be read to the body and voted upon in the order which they were introduced. Any Proposed Unfriendly Amendments to each Draft Resolution will be read to the body and voted upon before the main body of the Draft Resolution as a whole is put to a vote. The Committee will adopt Directives and Unfriendly Amendments to Directives if these documents pass with a simple majority. Specialized committees should refer to their background guides or Committee Directors for information concerning specific voting procedures. Unless otherwise specified by the Secretariat, each Committee may pass as many resolutions as it agrees are necessary to efficiently address the Topic

Delegates who requested to be noted as “Present and Voting” are unable to abstain during voting procedure. Abstentions will not be counted in the tallying of a majority. For example, 5 yes votes, 4 no votes, and 7 abstentions means that the Directive passes.

Roll Call Voting

A counted placard vote will be considered sufficient unless any delegate to the committee motions for a Roll Call Vote. If a Roll Call Vote is requested, the committee must comply. All delegates must vote: “For,” “Against,” “Abstain,” or “Pass.”

During a Roll Call vote, any delegate who answers, “Pass,” reserves his/her vote until the Committee Director has exhausted the Roll. However, once the Committee Director returns to “Passing” Delegates, they must vote: “For” or “Against.”

Voting with Rights

During a Roll Call vote delegates may vote “For with Rights” or “Against with Rights.” Delegates will be granted 30 seconds to explain their reasons for voting for or against a draft resolution. This time will come after the tabulation of votes.

Delegates should use this option sparingly. It is meant for delegates who feel that their vote may seem off policy, despite it being correct. The acceptance of rights is up to the director’s discretion. If a speaker goes off topic during their allotted time the director will rule their speech dilatory and move to the next in order.

Accepting by Acclamation

This motion may be stated when the Committee Director asks for points or motions. If a Roll Call Vote is requested, the motion to Accept by Acclamation is voided. If a delegate believes a Directive will pass without opposition, he or she may move to accept the Directive by acclamation. The motion passes unless a single delegate shows opposition. An abstention is not considered opposition. Should the motion fail, the committee will move directly into a Roll Call Vote.

The History of the Panama Canal Zone

Though the Panama Canal is around 115 years old, the goal of obtaining passage through the narrow isthmus was something in the minds of high officials for centuries before its construction. The idea for a canal originated early in the sixteenth century, when conquistador Vasco Nuñez de Balboa and his men crossed the Isthmus on foot in 1519, and his lieutenant Álvaro de Saavedra Cerón was able to map multiple routes for a proposed canal between the two oceans that would connect the world in the middle of the Americas.¹ Initial enthusiasm in from the Spanish crown began to falter as the Herculean nature of this task of engineering began to be realized. Imperialists opted to connect the two sides of the Isthmus with a road to allow somewhat easier trade routes anyway. Construction of a road through the region would not be a simple matter either, seeing as the terrain was deemed all but impassable. One official of King Charles I remarked “there is not a prince in the world with the power to accomplish this.”² Nonetheless, this road was constructed through the jungle covered and mountainous land to haul treasure to a port on the far side of the Isthmus and bring good back across. With trade established, proposals for a canal eventually came to nothing of note.

Attempts were made to construct major canal projects around the world in later centuries. Once the successful construction of the Erie canal in the United States had been accomplished, US officials began negotiations with Gran Colombia hoping to strike an agreement for building of a canal in their sovereign territory.³ These proposals were rejected, dashing the hopes of an ambitious new route for trade to the Far East. Gran Colombia stretched from modern-day Venezuela to Panama, and this vast and unstable new nation jealously guarded its independence from perceived threats - internal and external. At this time in history, the influence of the United States was far from welcome in the land of the New Granadan government. Instability across the country also shook the foundations of Bolivar’s republic, as rebellions in Panama made Granadan control over the territory tenuous. Panama had voluntarily joined the New Granadan union several years prior in 1821, but the legitimacy of this union was still the subject of public unrest at the time of an American proposal for a transport route in 1826.⁴

The notion for a canal or railway crossing the Panama Isthmus seemed to intrigue President Bolivar, who ordered a survey of the land in 1827 in the interest of gauging the plausibility of such a project. By 1829, this proposal was shelved after reevaluation of the terrain and the logistics. Renewed overtures from the United States won a concession for a joint effort at constructing a railroad in 1832.⁵ The agreement’s negotiator did not live long enough to oversee the effort, but the prospect of linking the two coasts through modern transportation means provided ample motivation over the years. Land acquisitions in the West created a greater sense of urgency after the Mexican-American War, and a formal treaty was signed with New Granada recognizing New Granadan sovereignty over Panama in exchange for free passage through the interoceanic highway and enforceable neutrality of the isthmus during active conflict.⁶ The construction of the railway began and succeeded in part because this document was signed, and by 1848 the treaty was made official through ratification in the US Senate under pressure from lobbyists on behalf of the New Granadan government.

1 Reed, “How the US-run Canal Zone divided Panama for a century.”

2 Ibid.

3 “A National Treasure.”

4 Lydia Smith, “Panama Canal 100th Anniversary: History and Facts About One of the Seven Wonders of the Modern World.”

5 “Construction of the first transcontinental railroad.”

6 Encyclopaedia Editors, “Bidlack Treaty.”

This joint agreement allowed greater changes in Panama when steamship routes were established, in part for the purpose of delivering mail. Connection to the globe at-large through an international mail route made Panama a central location for trade and traffic in the region. An ambitious effort at railway construction was undertaken by New York businessman William H. Aspinwall - founder of the Pacific Mail Steamship Company operating through Panama.⁷ This first “transcontinental railroad” began construction in 1850 under an agreement negotiated by Aspinwall’s representative, John L. Stevens. It also guaranteed rights on canal construction for 49 years.

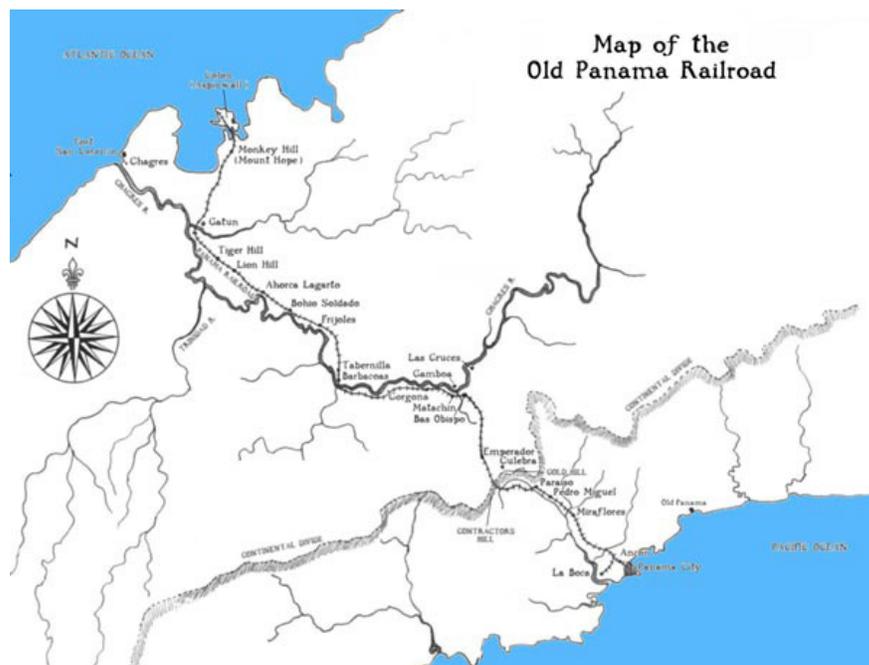


Fig. 1. “Map of the Old Panama Railway.”

So as to oversee the efforts being made in Central America, the Panama Railway was incorporated in New York by Aspinwall and his partners in 1849 as land surveys were being ordered. Initial prospects indicated a costly endeavor, as men and materials would need to be imported to accomplish the task. Construction teams contracted to undertake this task would be the first to find the permanent ports on either side of the Panama Isthmus by the time the railway was finished. A town initially named Aspinwall would become Colón: a major port on the Atlantic entrance to the trade route. The construction proceeded poorly at first, and the expenses piled quickly as only seven miles of track were laid through swamp and jungle by late 1851. The start of the California Gold Rush in 1848 buoyed Aspinwall’s efforts magnificently, as an influx of passengers, mail, and trade came into Panama in the following years. The sheer frenzy of passenger



Fig. 2. “Old Panama Railroad.”

transit to California meant that passengers began traveling the railway at this point, dramatically saving the corporation from insolvency in the face of a prolonged and expensive endeavor for rail completion.⁸ Indeed construction would drag on in dismal conditions for railway engineering, but gradually making progress across valleys and rivers, around mountains, and through swamps and wild jungles. The final rail would be laid by 1855, when the two construction teams working towards the center of the route met at last.⁹ The very next day, Atlantic and Pacific were connected by a train which ran from coast to coast for the first time.

There were riots in Panama City in 1856 in backlash to a flood of Americans, and several Americans would be killed as a result. Cultural tensions ultimately came to a head when a small incident at a fruit vendor’s stand caused a conflagration of violence that escalated into a general brawl and then an all-out riot in the streets of La Ciénega.¹⁰ The Granadan police force opened fire on the North Americans hiding in the railroad station, and several Americans were killed or wounded as a result. Local Panamanians were highly suspicious of the North American foreigners that were overrunning their land. Years of chafing rule from distant Bogotá made the perceived foreign invasion no sweeter to the local populace. For many reasons,

7 “Construction of the first transcontinental railroad.”

8 Ibid.

9 Ibid.

10 Daley, “The Watermelon Riot.”

the presence of foreigners were associated with negative connotations like disease and the backwards-thinking government of Gran Colombia (as New Granada was renamed), which had sealed a partnership with American business exploits.¹¹ US Marines occupied the railroad station and kept the railroad service through the Isthmus from being interrupted by the unrest. Compensation was sought from the United States for the American dead, primarily in the form of a protected zone under American authority across the land for the construction of any passageway which was desired. The Mallarino-Bidlack treaty, signed in 1846, gave a claim to the Americans for protecting the neutrality of transit on this railway, and the recompense from Gran Colombia in response to the riots guaranteed permanent American rights to the railway and autonomy for Colón and Panama City.¹² Through the rest of the 19th century, the United States used this claim to enforce this neutrality with troops in several occupations.

Efforts to construct a canal and Panama were instead granted to a French firm after the election of Ulysses S. Grant in the United States. The French spent vast sums of money in an effort to make canal construction possible, but to no avail. Though vast improvements were made on the railway system in an effort to make freight shipping easier, the firm founded to construct the canal became bankrupt before any serious undertakings were begun. By 1889, the French were out of business in Panama. Meanwhile, the Americans gained interest in the project only a decade later. Naval maneuvers during the Spanish-American war convinced influential naval pundits that a canal connecting the oceans would be necessary. Though the war concluded far before any canal could be built, the proposal had seized the attention of the United States again. French efforts having become moribund, US President Theodore Roosevelt negotiated the purchase of rights to canal construction from the French in 1902. Colombia was to be the administrative power in the canal on their terms, and demanded the US pay for the Colombian police force in the region. They also desired a greater portion of toll fees than in previous agreements. These terms were quickly deemed unacceptable. Roosevelt, intent on securing an agreement before the territory reverted to Colombian rule in 1904, chose to press on and ratified the Hay-Herrán Treaty in the Senate. Fearing the loss of sovereignty under the treaty's provisions, the document was rejected unanimously in the Colombian Senate.¹³ In response, President Roosevelt turned against cooperation with the Colombians. Through the Mallarino-Bidlack agreement, the US was able to deploy troops in support of a 1903 revolt in Panama. By using the protection of the passageway as a cover, Panama was freed from Colombian rule in November of that year with the support of American armed forces.

Philippe Bunau-Varilla, a French businessman involved with the French-American owned Canal Company, hastily negotiated a treaty that would grant the United States a zone 20 miles (32 km) wide along with administrative authority in the zone.¹⁴ The Panama Canal Zone included four offshore islands in addition to this land, and left open the possibility for new additions to this zone in the unspecified future. Distrust among the Panamanians made the fate of this treaty uncertain, but the support of the American troops was vital for the continued existence of the nation. Ultimately, the Panamanian constitution would be given a provision to ensure that this Canal Zone could be a valid cause for legal intervention by the United States.

11 Ibid.

12 Encyclopaedia Editors, "Bidlack Treaty."

13 History.com Editors. "Panama declares independence."

14 Ibid.

Construction

The 1904 establishment of the Isthmian Canal Commission under Theodore Roosevelt marked the beginning of concerted efforts to begin canal construction. It would ultimately be ten years before the Panama Canal would be completed and open for passage to vessels. The hiring of chief engineer John F. Stevens in 1905 may have ensured the success of the undertaking, as he quickly resolved problems related to workforce issues, logistics, and the design of the canal.¹⁵ Malaria was successfully combated, allowing healthier labor forces to perform their work. Excavation was a massive job to be accomplished before the locks could be built. In the process, much of the Panama Railway had to be relocated to make way for the route of the canal. Sections of the railway alone cost millions to reroute, and much larger endeavors were necessary for the integrity of the canal. The Chagres river was dammed, embankments were built, and all the while traffic continued across Panama. Construction on the locks began in 1909, paired by huge chambers and powered by electric current. Filling the canal began in 1913, when diggers met in the middle of the route. The old railway would be closed in 1912, and by 1914 the Panama Canal was finished under the administration of Woodrow Wilson. The final cost of construction totaled over \$350 million.¹⁶



Fig. 3. “Workers on the Panama Canal project deal with a landslide in November 1913.”

Governance and Control of the Canal

Woodrow Wilson, having overseen the completion of the Panama Canal, established the governing body of the Canal Zone under the Secretary of War with Executive Order (EO) 1885 - issued in 1914 and made effective on April 1 of that year.¹⁷ This body was the permanent governing authority, superceding the authority of the Isthmian Canal Commission established under Roosevelt. The Governor of the Panama Canal was charged with “completion, maintenance, operation, government and sanitation of the Panama Canal and its adjuncts and the government of the Canal Zone.”¹⁸ Defense of the canal was the responsibility of the Secretary of War who retained control of troops with provisions for Presidential appointment of an Army officer in wartime who would have “exclusive authority over the operation of the Panama Canal and the Government of the Canal Zone.” The reasoning provided in the attached memorandum of the EO for this decision was as follows:

“...construction of the Canal has been successfully carried on under the supervision of the Secretary of War; the logical conclusion is, therefore, that the supervision of the operations of the Panama Canal under the permanent organization should be under the Secretary of War.”¹⁹

15 “The Railroad and the Construction of the Panama Canal.”

16 History.com Editors. “Panama Canal.”

17 “Executive Order 1885.”

18 Ibid.

19 Ibid.

Effective July 1, 1951, the Panama Canal Company absorbed the government of the Canal Zone and the Panama Canal Railway under the authority of Congressional law. The entire structure remained under the supervision of the Secretary of the Army, who was vested with the authority of appointing the board of directors.²⁰ The Canal Zone Government was entirely financed by the company under this arrangement. The office of the Governor of the Panama Canal Zone was also merged with the President of the Panama Canal Company. The Canal Zone became an incorporated territory, complete with its own police force (the Canal Zone Police), courts, and judges (the United States District Court for the Canal Zone). Despite this, the Canal Zone was not granted a congressional delegation, to the ire of its denizens.²¹

Permanent residents of the Canal Zone were all generally military personnel or employees of the government or the Canal Company. Housing was determined by seniority and family sized, with accommodations being rented from the ownership of the Company.²² If an employee were to leave the Zone, the house would be re-assigned on the basis of an application by other citizens. Utilities were also state-owned, or company-owned in this case. The commissary on the military installation in the Zone was off limits to non-military personnel, despite dominating the sale and distribution of goods. This was a protection requested by the Panamanian government for the benefit of native storekeepers, who feared the loss of trade from the much larger competition. The Panamanian government duly imposed tariffs and restrictions on trade with goods from the Zone. As a result, commissary goods were valued as high-quality products.

Employees and dependents of the Panama Canal Company were prohibited from the commissaries, exchanges, package stores, theaters, gas stations, and other US Military facilities.²³ Inside the Canal Zone, everything was artificially provided and priced by the Company that governed the area. The relatively seclusive and self-sufficient societies of the Canal Zone led to the boast that an employee would not have to enter Panama City for any service they required. Everything - housing, education, food, clubs, sports teams, and other amenities - could be found within the communities they had created under the Company.

Governance and Control of the Canal

Following the end of the Second World War, the world seemed to be divided between two factions, one standing with the United States and their neoliberal policies, and another standing with the Soviet Union and their socialist policies. In the 1950s, tensions between these two factions began to rise as escalations between the United States and the Soviet Union began occurring with the altercations in the Korean War. The United States government was at the highest alert, only with the safety of nuclear weapons to put America ahead of the Soviets in terms of defense.

During this same period, former imperial powers such as the United Kingdom were being forced to relinquish their imperial holdings around the globe. One such example was in the Middle East, where Britain hoped to keep its holdings in Egypt and Iraq. By October 1951, Egypt was no longer interested in patiently awaiting nationalization. The Egyptian government unilaterally abrogated the Anglo-Egyptian Treaty of 1936 when the British would not return the Suez Canal, the terms of which granted Britain a lease

20 Ibid.

21 “Not part of the United States - Treasurer Tracewell defines Panama Canal Zone’s Status.”

22 Drew Reed, “How the US-run Canal Zone divided Panama for a century.”

23 Ibid.

on the Suez base for 20 more years.²⁴ The fateful response of the British was to tighten their grip, and remain in occupation of the Suez base with the support of their rights in the treaty.²⁵ Egyptian authorities tacitly allowed a wave of violence against the British and their troops, and the situation became increasingly dire as tensions escalated. Early in the next year in 1952, riots broke out in Cairo after a skirmish between British forces and a local police militia in Ismailia following the death of an Irish-born nun.²⁶ Six months later, on 23 July 1952, a military coup overthrew King Farouk and established an Egyptian republic led by the Egyptian nationalist 'Free Officers Movement' under Muhammad Neguib and later Gamal Abdul Nasser.²⁷

This had lasting repercussions in other parts of the world outside of the Middle East. In Panama, it incited a nationalistic movement within the local community. It was inspiring to see nations rise up against their colonizers in order to claim control over their land and their resources so that the people of the country may reap the benefits of their resources. This message of nationalization seem to hit particularly well in the universities, as many students began creating groups and movements countering the United States' presence in Panama and ownership of the Panama Canal Company. These movements deeply worried the government both in the Canal Zone and in the United States, as the canal allowed them to not only have a large revenue source from global trade but also allowed them to keep bases in Latin America to help retain influence over the Central and South American continents. The President and Congress of the United States have made it absolutely clear to the Governance in charge of the Canal that they are to keep in constant contact with the Panamanian government in order to mitigate any possible uprising coming out of these nationalist movements.

The Soviet Union is also growing in power and therefore also poses a threat to all American holdings in any area of the world. The USSR is closing in on the Western hemisphere, quietly attaching support to communist movements across Latin America. Because the Panama Canal Zone was primarily a military base, the United States considered it to have a high value in the region as it could deploy troops wherever and whenever it deemed necessary. If the Soviet Union were to somehow plan an attack or plot to get American presence out of this region, the military installations of the Panama Canal would be primary targets of strategic value. Again, the United States grew very worrisome of any possible movements that would displace them from the area, therefore they had to ensure that the bases in Panama were well equipped to handle any crisis that was headed their way.

Furthermore, social conditions in Panama and more specifically in the Canal Zone raise many questions about identity, nationality, and belonging among the individuals in this split society. Hierarchies related to military rank and employee seniority combined with a moralistic code of family-oriented values dominated the society of the Canal Zone. Single individuals often occupied lower-quality housing, as they received little priority from the Company. Additionally, policies that overtly segregate the populations into racially organized groups that received their salaries and benefits based on their place on the "gold roll" or "silver roll." The silver roll, comprised almost entirely of employees with African ancestry, received lower pay, worse housing, and was subject to worse treatment. In this rigidly segmented society, there are veritable castes which will provide complex and challenging social tensions for the Governance to grapple in the future.

24 Encyclopaedia Editors, "Anglo-Egyptian Treaty."

25 "Cold War in the 1950s."

26 "Britons killed in Cairo riots."

27 History.com Editors. "Military seizes power in Egypt."

Research Questions

What does your position have to contribute to the continued success of the Panama Canal Company? How does your position benefit from the current arrangement of power in the Zone, or could an alternative arrangement prove more effective?

What are the prospects of sustainability for the social structure of the Canal Zone? Can tensions with the native Panamanian government and population be eased, or is there conflict in the future?

Is the distribution of housing, salaries, benefits, and amenities in the Canal Zone efficient or equitable? What improvements to the system of allotments could be enacted?

How can the military authority of the US be postured in the Panama Canal Zone in a manner that ensures the threat of the Soviet Union and communism can be contained in the Western Hemisphere?

What is the future for Zonian sovereignty? Will the Canal Zone permanently remain under the authority of the United States, or is Panamanian control and canal nationalization inevitable?

Positions

Engineer of Maintenance, an Officer of the Corps of Engineers, U. S. Army, who shall act as Governor, in the absence or disability of the Governor of the Panama Canal.

Superintendent of Transportation, an Officer of the U. S. Navy.

Electrical Engineer, an Officer of the Corps of Engineers, U. S. Army.

Captain of the Colón Terminal Port, Officer of the U. S. Navy.

Captain of the Panama City Terminal Port, Officer of the U. S. Navy.

Superintendent of Shops and Dry Docks, a Naval Constructor, U.S. Navy.

Chief Health Officer, an Officer of the Medical Corps, U. S. Army.

Superintendent of Hospitals, an Officer of the Medical Corps, U.S. Army.

Chief Officer of the Quarantine Division, an Officer of the U.S. Bureau of the Public Health.

Chief Quartermaster, an Officer of the Quartermaster Corps, U. S. Army

Executive Secretary

Head of the Purchasing Department

Chief Auditor, Head of the Accounting Department

Chief Environmental Scientist

State Department Diplomat

U.S. Congress Observer

Head of Family Relations and Services

Liason to the Panamanian government

Chief of the Panamanian engineers

Works Cited

- “A National Treasure.” *Erie Canalway National Heritage Corridor*. <https://eriecanalway.org/learn/history-culture>
- “Cold War in the 1950s.” *Global Security*, August 26, 2011. <https://www.globalsecurity.org/military/ops/cold-war-1950s.htm>
- “Construction of the first transcontinental railroad.” *Panarail*. <http://www.panarail.com/en/history/main.html>
- Daley, Mercedes Chen. “The Watermelon Riot: Cultural Encounters in Panama City, April 15, 1856.” *The Hispanic American Historical Review* 70, no. 1 (1990): 85-108. doi:10.2307/2516368.
- Dailey, Kate. “Who on Earth are the Zonians?” *BBC News*, August 11, 2014. <https://www.bbc.com/news/magazine-28594016>
- Editors of the Encyclopedia Britannica. “Anglo-Egyptian Treaty.” *Encyclopedia Britannica*, July 20, 1998. <https://www.britannica.com/event/Anglo-Egyptian-Treaty>
- Editors of the Encyclopedia Britannica. “Bidlack Treaty.” *Encyclopedia Britannica*, July 20, 1998. <https://www.britannica.com/event/Bidlack-Treaty>
- “Executive Order 1885—To Establish a Permanent Organization for the Operation and Government of the Panama Canal.” *American Presidency Project*. <https://www.presidency.ucsb.edu/node/276252>
- History.com Editors. “Military seizes power in Egypt.” *History*, July 21, 2010. <https://www.history.com/this-day-in-history/military-seizes-power-in-egypt>
- History.com Editors. “Panama Canal.” *History*, August 4, 2015. <https://www.history.com/topics/landmarks/panama-canal>
- History.com Editors. “Panama declares independence.” *History*, March 4, 2010. <https://www.history.com/this-day-in-history/panama-declares-independence>
- “Not Part of the United States.” *New York Times*, July 29, 1904. <https://timesmachine.nytimes.com/timesmachine/1904/07/29/120270630.pdf>
- Reed, Drew. “Story of cities #16: how the US-run Canal Zone divided Panama for a century.” *The Guardian*, April 6, 2016. <https://www.theguardian.com/cities/2016/apr/06/story-cities-16-panama-canal-zone-history-us-run-divided-city>
- “Records of the Panama Canal.” *National Archives*, August 15, 2016. <https://www.archives.gov/research/guide-fed-records/groups/185.html#185.6>

Smith, Lydia. "Panama Canal 100th Anniversary: History and Facts About One of the Seven Wonders of the Modern World." *International Business Times*, August 15, 2014. <https://www.ibtimes.co.uk/panama-canal-100th-anniversary-history-facts-about-one-seven-wonders-modern-world-1461183>

"The Railroad and the Construction of the Panama Canal." *Panarail*. <http://www.panarail.com/en/history/index-01.html>