

35th Map Competition Results

Judging conducted February 2, 2008

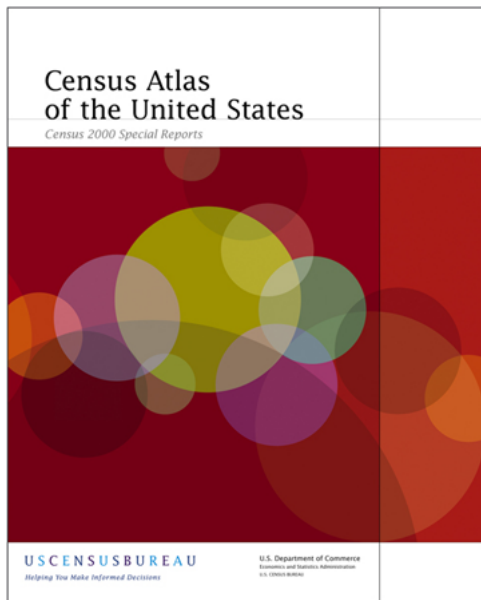
Judges: Barbara Fine, retired
Tanya Allison, Montgomery College, Maryland
Tom Patterson, National Park Service
Paul D. McDermott, retired
Dan Cole, Smithsonian Institution

Best of Show

Census Atlas of the United States

Trudy A. Suchan, Marc J. Perry, James D. Fitzsimmons, Anika E. Juhn, Alexander M. Tait, and Cynthia A. Brewer

International Mapping Associates/U.S. Census Bureau



Professional

Best of Category: Reference

Political Map of Maryland

Alexander Tait, Scott Edmonds, Mike Means, and Judy Nielsen

International Mapping/Equator Maps

[no sample]

Best of Category: Thematic

Louisiana Shoreline Change 1937-2000

John Snead, R. Hampton Peele, and S. Ahmet Binselan

Louisiana State University/Louisiana Geological Survey



Best of Category: Book/Atlas

Census Atlas of the United States

Trudy Suchan, Marc Perry, James Fitzsimmons, Anika Juhn, Alexander Tait, and
Cynthia Brewer

International Mapping Associates/U.S. Census Bureau

[no sample]

Best of Category: Recreation/Travel

Pacific Crest National Scenic Trail: California Series and Cascade Series

Daniel J. Spring, Rad Smith, Angela Ballard, Kevin McCann, Jean Ann Carroll,
Dave Lang, Kevin Kolb, Mark Flannery, and Bonnie Lippitt

USDA Forest Service – Region 6 and Region 5



Climbing Kilimanjaro

Erin Aigner, Vu Nguyen, and Joe Ward

The New York Times

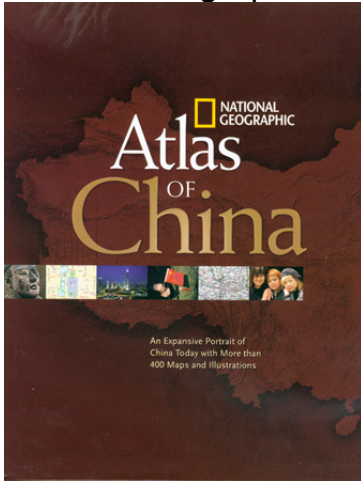


Honorable Mentions (8 Maps)

National Geographic Atlas of China

Carl Mehler

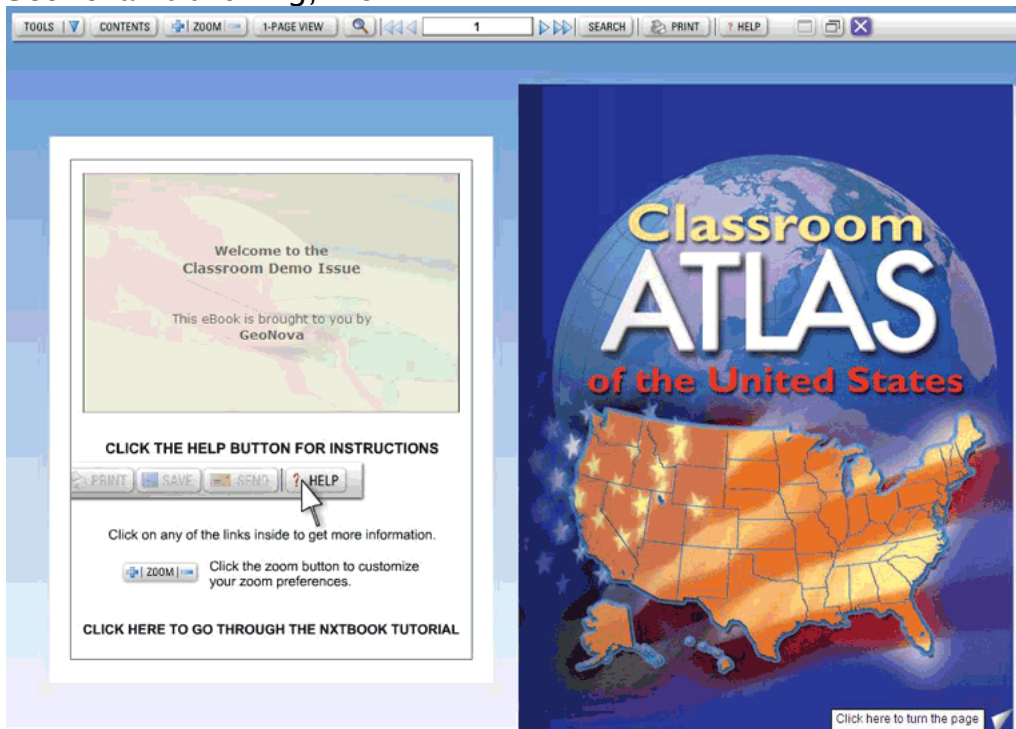
National Geographic Book Division



Classroom E-Atlas of the United States

Edward Kladky

Geonova Publishing, Inc.



Hidden Ohio Map and Guide

Jeff Craig

Craig Cartography



The Panama Canal

Cartographic Services

World Book Publishing

The Panama Canal

The Panama Canal is one of the world's greatest engineering achievements. The canal is a 50-3/4-mile (81.6-kilometer) artificial waterway that cuts across Central America to link the Atlantic and Pacific oceans. It enables about 12,000 ships each year to travel from one ocean to the other without sailing around South America, thus saving a voyage of more than 7,800 miles (12,600 kilometers).

Three sets of water-filled chambers called locks raise and lower ships from one level to another. The locks, which look like giant steps, were built in pairs so that ships can pass in both directions at the same time.

About 70 per cent of the ships that pass through the canal are sailing to or from U.S. ports. Ships from Canada and Japan also use the canal frequently.

People dreamed of a canal through Central America for hundreds of years. As early as 1517, the famed Spanish explorer, Vasco Nunez de Balboa, who was then a colonial governor, saw the possibility of a canal connecting the Atlantic and Pacific oceans.

In the 1800s, Panama became a province of Colombia. During the 1849 California gold rush, many prospectors sailed from the East Coast of the United States to the Isthmus of Panama, crossed it on mule and on foot, then sailed to California. In 1850, Colombia allowed New York business executives to build the Panama Railroad across the isthmus.

At that time, a French company owned the rights to build a canal across Panama but failed in its attempt to build a sea-level canal. The rights and property were later offered for sale to the U.S. government.

In 1902, Congress gave President Theodore Roosevelt permission to accept the French offer if Colombia would give the United States permanent use of a canal zone. Colombia agreed, but held out for more money. The Panamanians, with the encouragement of France and the United States, revolted.

On November 3, 1903, Panama declared its independence from Colombia. About two weeks later, Panama and the United States signed a treaty giving the United States permanent, exclusive use and control of a canal zone 10 miles (16 kilometers) wide. The greatest obstacle to building the canal



was disease. The Isthmus of Panama was then one of the most disease-ridden places in the world. Colonel William C. Gorgas, an American physician, took charge of improving health conditions and launched a campaign to destroy the mosquitoes that carried malaria and yellow fever. The first two years of canal building were devoted largely to clearing the brush and draining the swamps where mosquitoes swarmed. Rats, which carried bubonic plague, were eliminated.

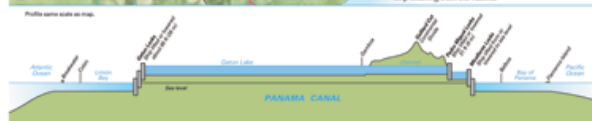
The actual construction of the canal included three major engineering feats: (1) the Gaillard Cut had to be made through hills, requiring the removal of millions of cubic yards of soil; (2) a dam had to be built across the Chagres River; and (3) locks had to be built to move ships between different water levels because engineers believed a canal with locks would be cheaper and faster to build than a sea-level canal.

At the height of the construction in 1913, more than 43,000 people worked on the canal. On Aug. 15, 1914, the S.S. Ancon became the first ship to travel through the new Panama Canal.



The Panama Canal can carry many seagoing vessels but not super-tankers and naval supercarriers. Studies are suggesting ways to widen the canal or build a new, sea-level canal are underway.

A profile of the Panama Canal shows a ship's course through the waterway. A ship entering from the Atlantic Ocean is lifted by the Gatun locks to the level of Gatun Lake. The ship crosses the lake and passes through the Gaillard Cut. The Pedro Miguel and Miraflores locks lower it to the level of the Pacific. The raising and lowering process is reversed for a ship entering from the Pacific.



Regional Map of Metropolitan Chicago

Leonard Walther

Northern Illinois University, Department of Geography

[no sample]

Thoreau-Wabanaki Trail

Michael Hermann

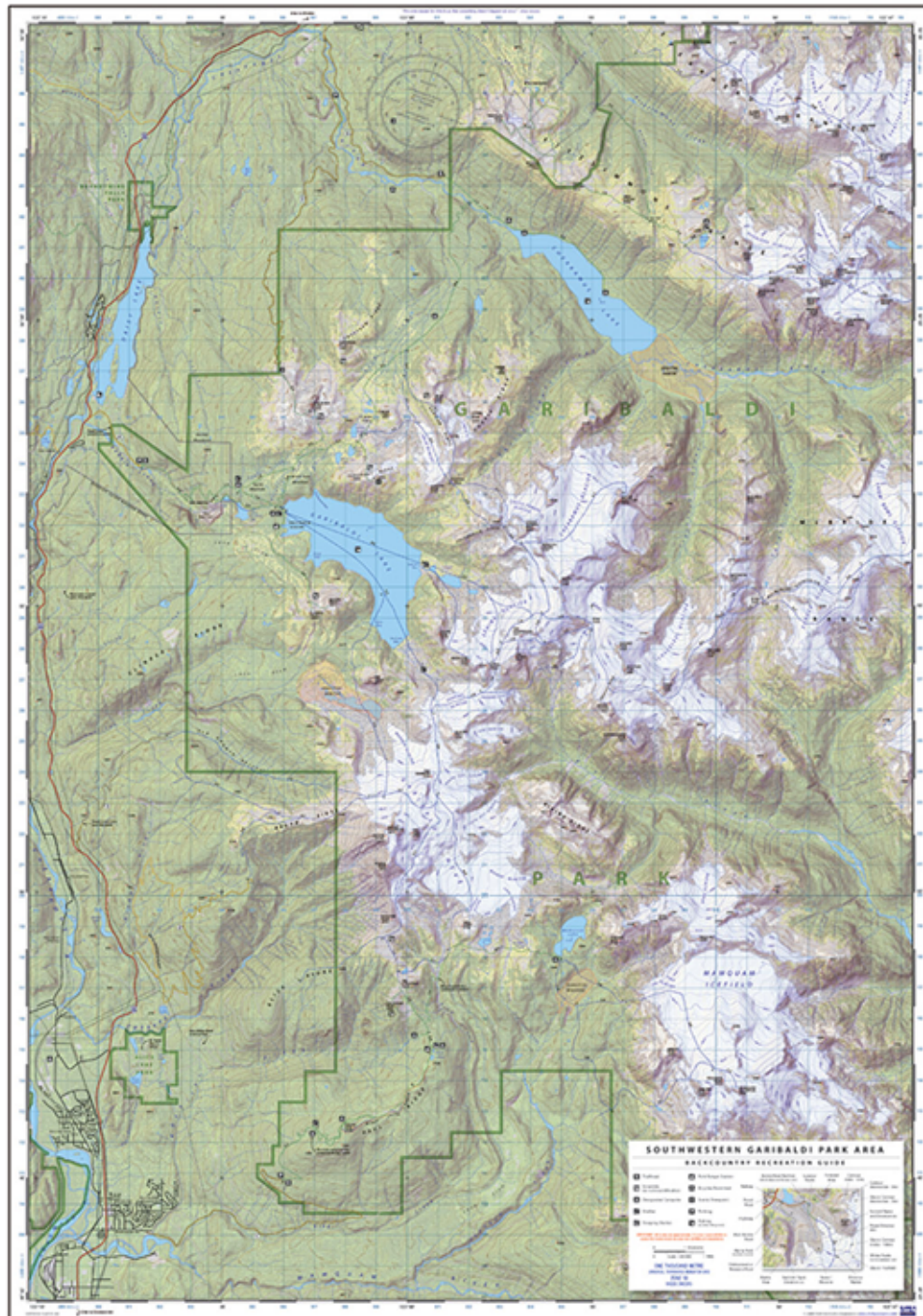
Purple Lizard Maps and Maine Woods Forever



Garibaldi Park, British Columbia, Canada Bivouac Backcountry Series

Jeff Clark

Clark Geomatics Corporation



The Adirondack Park – A Park of People and Natural Wonder

John W. Barge

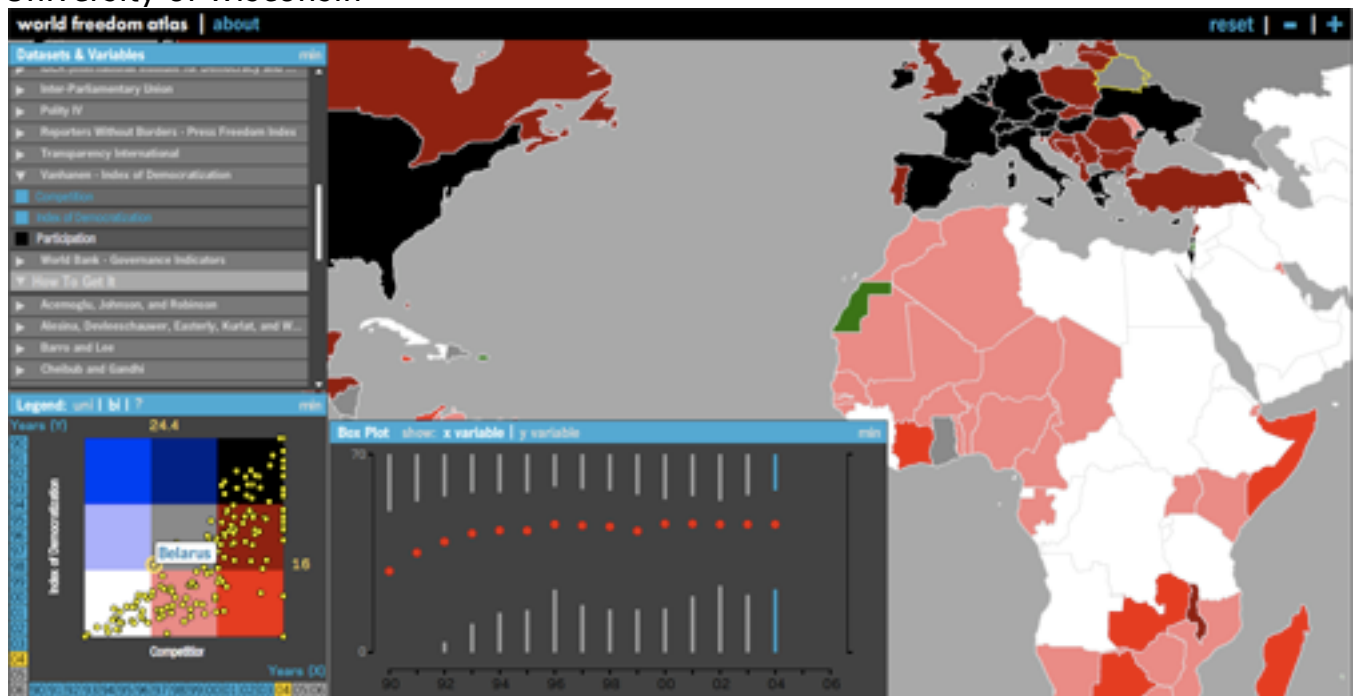
Map Relief



Nova Scotia Community College Centre of Geographic Science



University of Wisconsin

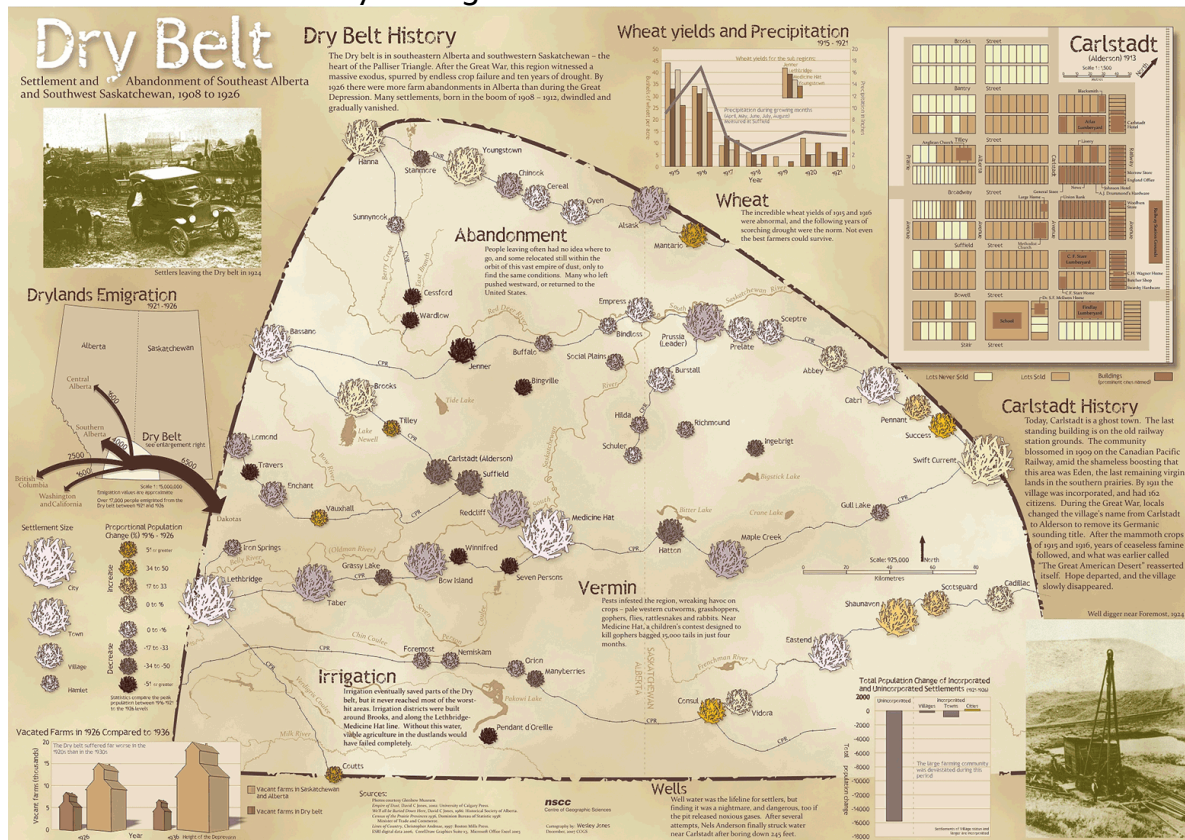


Honorable Mentions

Dry Belt

Wesley Jones

Nova Scotia Community College



An Interactive/Animated Atlas of Japan's Population Characteristics

Michael Wellman

University of Georgia

