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ROBERT J. FLEMING, JR., Governor-President

DAVID S. PARKER, Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer



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Publications Editors
ROBERT D. KERR and JULIO E. BRICENO

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Proclamation

Whereas mutual understanding, respect and friendship have existed between the peoples of the Republic of Panama and the Canal Zone since the Republic proclaimed her independence 60 years ago; and

Whereas the people of Panama are playing an increasingly important role in the operation and maintenance of the Panama Canal; and

Whereas the people of the Canal Zone desire to give due recognition to their neighbors in the Republic and are in harmony with their aspirations for a way of life which dignifies the individual and promises political, economic and spiritual well being;

Now, Therefore, I, ROBERT J. FLEMING, Jr., Governor of the Canal Zone, do hereby invite all the people of the Canal Zone to take part in celebrating with Panama the 60th anniversary of her Independence on November 3, 1963.

I request all agencies of the Panama Canal to encourage, foster, and participate in the observance. I especially encourage our schools, libraries, churches and religious bodies, civic, service and patriotic organizations, and our learned and professional societies to participate in the observance as appropriate, all to the end of enriching our knowledge and appreciation of the history of the neighboring Republic.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Canal Zone to be affixed at Balboa Heights, Canal Zone this 1st day of November, 1963.

Governor.

By the Governor:

Executive Secretary.

THE REPUBLIC OF PANAMA will dedicate 4 days to observance of the 60th anniversary of its independence, honoring the fathers of the country, and reaffirming the nation's faith in democracy and love of liberty.

November 2 is Memorial Day, for remembrance of the dead.

November 3 is greeted by a "reveille" of bugles from one end of the capital city to the other. Immediately afterward, a traditional parade is held, centering around Independence Plaza.

November 4 is set aside to honor the national banner of Panama. U.S. Armed Forces stationed in the Canal Zone join in these celebrations.

November 5 is Colon Day, with that city holding the national attention with celebrations gaining yearly in fervor and solemnity.

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ON OUR COVER: First, open THE REVIEW so that both front and back covers show. The imposing towers of the Cathedral in Panama City flank the majestic Thatcher



Mr. Salazar

Ferry Bridge, linking the Americas, which was dedicated last October. The Cathedral, completed in 1730, predated by nearly 2½ centuries the independence of Panama, which seceded from Colombia November 3, 1903, and thus marks its birthday Sunday. The picture was taken by Luis C. Salazar of San Francisco de la Caleta, Aptdo. 3062, Panama City, where he has resided 25 years. Mr. Salazar has been interested in photography, and has been taking pictures, for about 20 years. If you try to find out where he took the picture from, he declares it is a "military secret." Mr. Salazar was born and educated in Colon and labels himself as semi-retired.



From Ancon Hill 1919

PANAMA CITY

44 More Years

280,000 More People

LESS THAN HALF a century ago thousands of acres around Panama City were mere wasteland. The city's population was less than 98,000 in 1919. It's now estimated in excess of 380,000 and the former "wasteland" is filled with residences and commercial, industrial, and public buildings.

The striking change in Panama City would be unbelievable to many departed "old timers." In the 1919 picture above, the outer rim of houses then clustered around the Panama Railroad tracks and on Vía España is clearly visible, with open fields and patches of jungle beyond.

In the picture below, the only open land or jungle visible are in the fore-

ground, with trees obscuring the old Ancon Hospital area. But Panama City has leapfrogged suburbs into the dim distance. The pictures are graphic evidence of the transformation of the area from small city status, dependent almost solely on activities related to Panama Canal shipping, into a metropolitan area with increasingly diversified industrial, commercial, and tourism enterprises.

Millions of dollars a year still are contributed to Panama and Panama City's economy by Canal Zone employment, contracts, purchases, and Zone residents' shopping trips, but the lure of the city and independent industrial and commercial growth are playing an ever-increasing role.

From Ancon Hill 1963





Comfortably standing in a 15-cubic yard dipper dredge bucket, 28 Dredging Division employees on a platform hung halfway down inside the dipper afford a graphic idea of the bucket's size. Actually they are reenacting a scene recorded in a photograph taken nearly 50 years ago when the dipper dredges Paraiso and Gamboa were new, exceeding in size and power any other dredge in the world. The Paraiso is in inactive reserve at the Dredging Division, Gamboa. The dredge Gamboa was sold some years ago and left the Isthmus. The Cascadas, which arrived in the Canal Zone in 1915, is still at work.

Mountainous slides plagued Canal Construction, delayed opening of the Canal, and even closed it for many months after it was officially opened. Such sights as this were all too common, with steam shovels upended or virtually buried, and railroad tracks twisted like rubber bands when millions of yards of earth and rock started to move without warning.

Big Big Diggers



THE GREAT PERIOD when world dredging records were toppled month after month are part of early Panama Canal history, but two of the mighty dredges that made and broke records are still in Panama Canal Dredging Division service.

The oldest 15-yard dipper dredge on the Isthmus is the *Paraiso*, ordered by the Isthmian Canal Commission in 1914, when the problem of keeping the Canal open to traffic loomed the biggest, and the task of clearing away the slides appeared in its most formidable light.

The *Paraiso* was preceded to the Isthmus by the *Gamboa*, which was sold some time ago. The two were the largest machines of the type ever built up to that time. They were ordered from the Bucyrus Co., were built and partially erected on the Hudson River at Newburg, N.Y., and towed to Colon, re-erected and put into service. Such satisfactory results were achieved that a third dredge, the *Cascadas*, was contracted for in January 1915. It, too, still is in service.

Each dredge has a displacement of about 1,500 tons; boom with machinery weighs about 113,000 pounds; and the dipper handle weighs 81,000 pounds.

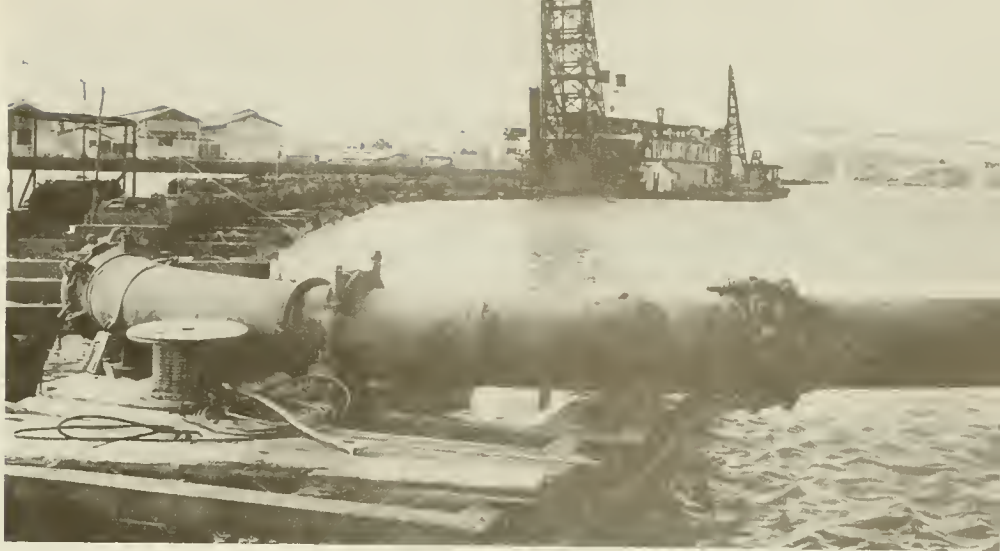
The big 15-yard dipper dredges were used in battling the slides during that strenuous period between 1914 and 1916. Much remained to be done in widening, deepening, and keeping open the Canal, particularly at points immediately north and south of Gold Hill and Contractor's Hill areas, points directly opposite each other and comprising the Cucaracha, East and West Culebra Slides, an area as treacherous then as during the construction period.

The Canal was opened to commerce on August 15, 1914. The year 1915 was notable for the big slide. The Canal was closed a total of 216 days and the dredges were in constant danger of grounding due to the ever changing depths of water as a result of the upward action of the slides from the bottom.

They finished removal of the slide material near Contractor's Hill, however, and the waterway was reopened April 15, 1916.

It never has been closed since.

The dredge *Paraiso*, now in the Dredging Division's inactive reserve fleet, was one of the largest of its type built in 1914 and was one of the first 15-yard dipper dredges to go into Panama Canal service. On October 4, 1915 the *Paraiso* smashed all previous dredge records—17,186 cubic yards in 24 hours. Records also show the *Paraiso* had averaged 10,445 cubic yards per day for 13 working days. This record was broken the following year by the *Cascadas*.



Partially framed by its own pontoon pipeline, the big suction dredge *Mundi* is shown as it was at work on dredging operations recently in Balboa Harbor. Except for brief periods, the *Mundi* has been in continuous service since it joined the Dredging Division fleet in 1943. It was used on dredging operations in connection with the Third Locks project, but since then has been engaged principally on removing accumulated silt from the Canal channel and outer harbors.



The record-breaking *Cascadas* shown at work at the mouth of Mandinga River taking off Mandinga Flare, which has been a navigational hazard for years, was placed in commission in October 1915. In February 1916 the *Cascadas* made her great record output, which still stands as the Panama and probably the world's record for a dipper dredge, excavating 23,305 cubic yards of hard material in 24 hours. The *Cascadas'* average output for 13 days was 13,054 cubic yards, which broke the *Paraiso's* record of October 1915. In setting the dipper dredge record, the *Cascadas* averaged over 1,002 cubic yards an hour, or 25 tons per minute.



Chase Manhattan



A Chase customer has a roundup on the occasion of a visit to the Isthmus by George Champion, chairman of the Board of Directors of Chase Manhattan Bank.



Plaza Cinco de Mayo branch of Chase, which opened in 1952, succeeded the Cathedral Plaza branch.



Vía España branch at 120 Vía España, Panama City.

IN 1915, THE YEAR after the Panama Canal was opened to commercial traffic, an American bank opened its doors in Cristobal, C.Z. It was the Commercial National Bank of Washington, D.C.

In those days the economic life of Panama was almost entirely dependent on the activities resulting from the operation and maintenance of the Canal and the geographical position of Panama as an international transit center.

Since then, many things have happened. The bank has had several name changes: first to the American Foreign Banking Corp. in 1917, then to the Chase National Bank in 1925, and in 1955 to the Chase Manhattan Bank as it is known today. The original office in Cristobal was followed by new branches in Panama City, Colon, Balboa, David, and Chitre.

Establishment of these branches over the years and the evolution of local banking came as a direct consequence of the growth and increase in economic activity throughout the Republic.

At the outset this was an organization for financing ships' transit through the Canal and for servicing of shipping and such international trade as accrued to Panama from these activities. It developed with the years and with the changes in the structure of the economy of the Republic into a financial institution engaged in the broadest and most diversified types of banking transactions—all aimed at the development of commerce, industry, and agriculture.

Growth and expansion of the bank throughout the Republic reflects the changes in the economic life of Panama. First an organization engaged in financing of shipping and of imports for the merchants on Central Avenue and Front Street, Chase Manhattan now, in the wide and varied scope of its activities, is truly representative of all phases of the economy of the Isthmus.



The Chase Manhattan branch at David.

With its network of local branches, it covers all nine Provinces of the Republic and the Canal Zone, with a range from the big industry, the merchant and the shipping agent in the terminal cities to the modest business in the rural centers; from the cattle rancher in the valleys and plains to the coffee grower in the highlands.

The Chase Manhattan Bank has contributed and is continuing to contribute to the growth and diversification of local commerce and production. Here one of the largest banks in the world is giving a practical demonstration of what private enterprise can do for the economic development of a country and of its honest, hard working, and enterprising people.

In the fields of animal husbandry and agriculture, especially, Chase Manhattan extends not merely a banking service, but an educational service. With a staff of eight technicians, agronomists, and animal husbandry men, the bank has been a major factor in improvement of the cattle industry and of farming operations on the Isthmus by laying down planned programs for its customers throughout the interior.

This program has attracted such attention that Chase's technicians have been invited to assist and advise similar institutions in planning comparable programs in Venezuela, Santo Domingo, and Trinidad.

Visitors also have come from neighboring countries to study the supervised credit program prepared for cattle ranchers in Panama.

Chase Manhattan also is, at its Balboa branch, a depository of public moneys of the United States, playing a part in attending to the banking needs of the Canal organization, of units of the Armed Forces of the United States, and of their individual employees and members.

Louis A. Gómez, vice president of Chase in charge of Isthmian operations, says:

"We are a United States bank which has identified itself with the country and with its economic needs. It is as true in Panama as it is in New York that you have a friend at Chase Manhattan. And on the Isthmus the bank has shown that constructive and imaginative banking aimed at the development of the local economy is sound business."



Louis A. Gómez, vice president of Chase Manhattan Bank in charge of Isthmian operations.



Above, a busy day, at month's end, at Plaza Cinco de Mayo branch. Below, an interior view at the Chitre branch, with R. D. Carles, Jr., of Chase Panama talking to customers and prospective customers.





Above, Panama's President Dr. Juan Demóstenes Arosemena visits U.S. President Franklin Delano Roosevelt aboard the Navy ship which brought President Roosevelt to the Isthmus for a visit.



During the historic meeting of the Presidents of the American Republics held in Panama City in 1956, U.S. President Dwight D. Eisenhower was among those who came to the Isthmus. Here he is shown being greeted by Panama President Ricardo Arias Espinosa, with President-Elect Ernesto de la Guardia, Jr., also wanting to extend a welcome.



Above, President Roberto F. Chiari of Panama with U.S. President John F. Kennedy during a visit to Washington by the Panama President.

PARADE OF PRESIDENTS

Below, U.S. President and Mrs. Dwight D. Eisenhower welcome the then President of Panama and Mrs. José Antonio Remón on the steps of the White House during a visit to Washington, D.C., by the Panama President.

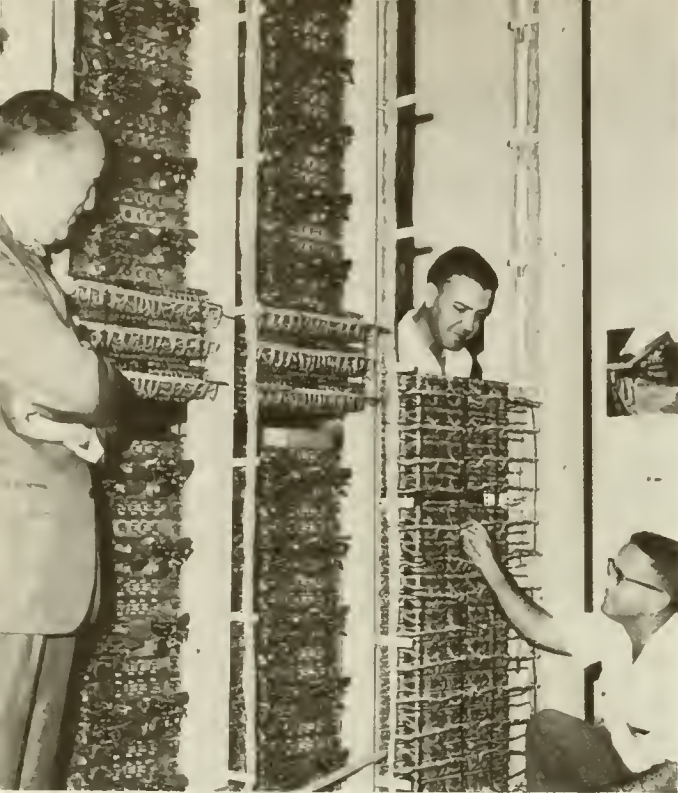


CORDIAL RELATIONS between the Chief Executives of the Republic of Panama and the United States have been highlighted by meetings dating back to the time the 26th U.S. President conferred with the first President of the Republic during a visit to the Isthmus. Use of the designation "president" is something of a misnomer, as those holding the highest office rarely preside. Thus, chief executive is a more properly descriptive title. In this capacity, the duties are multitudinous and complex, in many instances being

supervision of—and responsibility for—administrative appointees to whom authority has been delegated. The mission of presidents: To do the right as they see the right; to chart and steer a course of progressive leadership without domination; and to safeguard personal rights, ever mindful that just powers are derived only through consent of the governed. Some of the historic meetings of the Presidents of the United States and the Republic of Panama are pictured on these pages.

Below, during a visit to Panama, President Franklin Delano Roosevelt rides in the presidential open car with Panama President Dr. Harmonio Arias and Mrs. Arias.





This is a bank of echo suppressors at the I.T.T.-C.A.C.&R. Coaxial Terminal building in Balboa. Vice President and General Manager Harry J. Sinnott, left, watches Engineering Supervisors Rodolfo E. Salas and Félix G. Martínez, right, check wires to assure that telephone users in Panama and the Zone have as clear connections to the United States and Europe as to a neighbor next door.



After each individual wire is joined to its mate, the splice is covered with a protective lead sleeve. The cable makes most of its journey in the Panama Canal cable duct which follows the Panama Railroad right-of-way. Each time the tracks change direction there is a manhole for access to the duct, and at each manhole, a splice. Even on straightaways there are splices about every 300 yards.

Communications Saga: Cable Talk

THROUGH cooperative arrangements concluded last month between private Panamanian and United States enterprise, the Republic of Panama and the Canal Zone, Isthmian telephone users now can telephone the United States, Canada, Western Europe, Hawaii, Puerto Rico, and Bermuda by cable.

Opening of the new coaxial cable system, first of its kind in Latin America, marks nearly a century of electrical communication on the Isthmus, and once again makes Panama a "cross-roads," this time in electronics; a bridge for hemisphere communications as well as for world commerce.

The electric telegraph first came to the Isthmus as a service of the Panama Railroad, which, while under construction, depended on the semaphore but switched to the new invention shortly after it had been proved. A picture in *Harper's Magazine* of San Pablo station in 1855 shows two wires strung above the tracks.

The first submarine cable between the United States and Cuba was com-

pleted in December 1866 by the International Ocean Telegraph Co., founded by James A. Scrymser, who was later to organize the All America Cables and Radio system. Five months earlier, Cyrus W. Field's Atlantic Cable Co. had opened a 2,000-mile cable between England and Newfoundland. By linking the services of the two cables, Panama was separated from Europe only by the time of a ship's passage from Cuba.

Pushing ahead under powers of attorney from the International Ocean Telegraph Co., William G. Fargo and Gen. E. S. Stanford brought a cable from the West Indies to Panama in 1870—just a few months after completion of the Union Pacific Railroad across the United States. Opening of the transcontinental railroad brought an economic slump to Panama, which was then no longer the quickest route between the United States and the gold fields of the west.

Amid great fanfare at Aspinwall (Colon), inauguration of the new cable shared honors with the unpacking and

unveiling of the bronze statue of Columbus and the indian girl which has since become a landmark of the Atlantic side. But, despite the purple prose of the ceremonies, no words flowed over the wire. The cable ship on its return passage lost its cargo in 500 fathoms. The Atlantic cable, under repair for the seventh time since its inception 4 years before, also was silent.

Meanwhile, Scrymser was embarking on ventures which were to form the nucleus of All America Cables and Radio. In 1878 he incorporated the Mexican Cable Co. with a line across the Gulf of Mexico from Galveston to Vera Cruz. A year later, with the Central and South American Cable Co., he extended services across the Isthmus of Tehuantepec and down the Pacific Coast to South America via Panama City.

The direct service provided by the 4,637 miles of submarine cables and land lines was an instant success. With increasing Latin American trade, stimulated in part by the new cable system,

A month's special training of already expert technicians was required to learn complexities of the new type coaxial cable laid across the Isthmus. Here Julio Petrich, Mateo Klein, and Adam Preisach are shown practicing before starting on the 360 splices completed in September between Fort Sherman and Balboa.



the companies' business and coverage steadily expanded. Between 1890 and 1893, 5,298 miles of land and sea cables were added, linking most important points in Central and South America, including undersea lines laid in 1882, 1913, and 1926 from Panama to Valparaíso.

Increasing traffic congestion led to initiation of an all-cable route from New York to Guantanamo, Cuba, and then to Colon. This "via Colon" route was completed in August 1907, as U.S. construction effort on the Canal moved toward its peak.

Opening of the Canal in August 1914 marked an epoch in the development of Latin American trade that soon was reflected in the cable companies' volume. This and the increased traffic burden resulting from the outbreak of war in Europe made a second New York-Colon cable necessary. Opened in August 1915, the new cable insured the "via Colon" route against interruption and increased the efficiency of the service. In 1927 International Telephone and Telegraph Corp. acquired a controlling interest in A.A.C. & R., adding its worldwide lines to the system.

Occasional difficulties still occurred on the cables, but at least one usually remained in operation. Certain interruptions added to scientific knowledge of sperm whales.

In 1933 the crew of the repair ship *All America*, sent to fix a break nearly 3,000 feet down, found the trouble too strong for noses or stomachs. The cause came up with the cable—a 47-foot sperm whale had entangled himself and was snared by his lower jaw, flippers, and flukes. The crew reported that the monster descended to scrape the barnacles off its belly, and, unable to back, was trapped.

Sperm whale had long been known to feed on giant squid which hunt in the darkness of the ocean depths, but until then scientists had questioned that an air-breathing mammal such as a whale could dive so deep for his dinner.

But the *All America* dangled the proof, and later fished up additional evidence from over 4,500 feet.

Despite all the cables encircling the globe, there were major inadequacies. Transmission over long distances beneath the oceans was limited to an improved form of the dot-dash system developed by Samuel F. B. Morse; direct voice communication could not be transmitted over submarine cables.

Development of radio communications partially solved the problem with radio-telephone service substituting for cable telephone service. But the naked human voice, bounced around the curve of the earth's enveloping ionosphere, often must compete with such awesome sounds as solar eruptions, the exploding of stars, and the collision of galaxies. These interruptions are what has made transoceanic telephoning, until recently, an uncertain and frequently frustrating experience.

Finally, however, came the scientific and technological breakthrough which produced reliable submerged repeaters capable of providing dependable voice transmission. In 1948 I.T.T. and American Telephone and Telegraph Co. laid cables with submerged repeaters between Key West, Fla., and Cuba. In 1956 Europe and America were linked by voice beneath the Atlantic.

Since then, improvements have been made which made the telephone cables even more dependable. The new coaxial system now provides the Republic of Panama and the Canal Zone with electronic telephone service as up-to-date as anywhere in the world. It climaxes nearly a century of cooperation among governments and private companies.

The submarine cable completed in April was laid by A.T. & T. from Florida City, Fla., to Kingston, Jamaica, and the section from there to Fort Sherman on the Atlantic side is jointly owned by A.T. & T. and I.T.T. This was linked in September to the trans-Isthmian coaxial cable of I.T.T.-Central America Cables & Radio, which was laid partially in Panama Canal Company ducts and with the cooperation of the Panama Railroad which provided equipment and re-scheduled its freight trains so as not to interfere with installation. In October the system was extended to the offices of Tropical Radio in Panama City. Connecting with this network is the different but equally modern microwave system of Comunicaciones, S.A., to the interior of Panama.

Thus, the Republic of Panama becomes the first South or Central American country to be joined by direct submarine telephone cable to the United States and Europe. From here, other lines, already in the planning stage, will reach out into the Pacific and the Caribbean.

Thus, the same narrow strip of land which heard the hoofbeats of the burros and the pad of barefooted indians laden with the gold of the New World; the hum of rails carrying the Argonauts of '49; the rumble of steam engines and the blasting of dynamite as the Big Ditch was constructed; the hiss of water rising in the locks to lift the world's ships through the funnel for world commerce, now hears—through a slender cable buried in the jungle and under the sea—voices from across that sea—without cosmic interference.

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between September 5 and October 5 (within-grade promotions and job re-classifications are not listed):

ADMINISTRATIVE SERVICES DIVISION

Joseph J. Wood, Jr., Graduate Intern (Administrative Services), to Administrative Services Assistant.

Shirley L. Harned, Clerk-Typist, Division of Schools, to Illustrator.

CIVIL AFFAIRS BUREAU

Mary A. Williford, Clerk-Typist, from Industrial Division to Customs Division.

Division of Schools

Inez L. Craigen, Evelyn B. Fondren, Marilyn W. Huldquist, Substitute Teacher to Teacher (Elementary, U.S. Schools).
Mary S. Anderson, Esther V. Flores, Ann Foster, Chrystle S. Marcus, Substitute Teacher to Teacher (Junior High, U.S. Schools).

Norma S. Barkman, Dorothy M. Darcy, Leona J. Knight, Mayme J. Prevost, Substitute Teacher to Teacher (Senior High, U.S. Schools).

Ross E. Anderson, Supervisor (Physical Education and Athletics), to Supervising Director (Physical Education and Athletics).

Stewart J. Brown, Teacher (Senior High, U.S. Schools) to Supervisor (Physical Education and Athletics).

Janet A. Marshall, Wilfred E. Layne, Substitute Teacher to Elementary Teacher, Latin American Schools.

Exley N. Reid, Substitute Teacher to Teacher (Junior High, Latin American Schools).

Dorothy E. Brooks, Clerk-Typist, from Gorgas Hospital.

Edwin H. Roach, Motion Picture Projectionist to Leader Laborer (Cleaner).

Ifil R. Francis, Laborer (Cleaner) to Laborer (Heavy).

Ross T. Barrett, Guard, Locks Division, to Recreation Specialist (Sports).

PANAMA CANAL INFORMATION OFFICE

Alba M. Coffey, Clerk-Typist, Office of General Manager, Supply Division, to Clerk-Translator (Typing).

INTERNAL SECURITY OFFICE

Robert C. Walker, Chief of Internal Security, to Chief of Internal Security; Special Assistant to the Governor.

ENGINEERING AND CONSTRUCTION BUREAU

Cirilo Murillo, Dock Worker, Terminals Division, to Surveying Aid, Engineering Division.

Electrical Division

James W. Riley, Central Office Repairman, to Lead Foreman Central Office Repairman.

Myrna E. Orr, Timekeeper, Dredging Division, to Accounting Clerk.

Dredging Division

Robert E. Daisey, Machinist (Marine) to Engineer, Floating Crane.

Carole V. Martin, Clerk-Typist, License Section, to Clerk-Stenographer.

Maintenance Division

Charles W. Brown, Contract Assistant, Construction Division, to Administrative Services Assistant.

James A. Hoverson, Lead Foreman (Refrigeration and Air Conditioning) to General Foreman Refrigeration and Air Conditioning Mechanic.

Bertie Gittens, Leader Painter to Lead Foreman Painter.

Ricardo J. Romero, Laborer (Cleaner), Electrical Division, to Laborer.

Alfonso D. Gittens, Leader Laborer (Cleaner) to Leader Laborer.

Edith W. Cotton, Freight Rate Assistant, Accounting Division, to Accounting Clerk (Typing), Maintenance Division Water and Laboratories Branch.

Rafael A. Del Cid, Laborer (Cleaner), to Laborer (Heavy).

Luis De Gracia, Railroad Trackman, Railroad Division, to Laborer (Cleaner).

Reginaldo Urriola, Laborer (Heavy) to Helper (General).

HEALTH BUREAU

Evelyn G. Faulkner, Accounting Clerk, Electrical Division, to Supervisory Clerk (Medical Records), Corozal Hospital.

Gorgas Hospital

Cynthia E. Schloss, Staff Nurse to Staff Nurse (Medicine and Surgery).

Ruty P. DeCodling, Dental Assistant (Restorative) to Dental Assistant (Surgery).

MARINE BUREAU

Navigation Division

C. Leroy Koontz, Administrative Services Assistant, Police Division, to Supervisory Administrative Services Assistant.

John L. Hughes, Jr., First Assistant Engineer, Pipeline Dredge, Dredging Division, to Chief Engineer, Towboat.

Gilberto Guevara, Painter (Maintenance) to Painter.

Nathan Gayle, Linehandler (Deckhand) to Launch Dispatcher.

Edward B. Callomn, Hubert A. Weeks, Launch Dispatcher to Clerk.

Industrial Division

Kenneth L. Bailey, Lead Foreman Boat-builder, to General Foreman Boat-builder.

Joshua E. Lowe, Francisco Martínez, Maintenance (Boats) to Carpenter (Marine).

George Howell, Helper Machinist (Marine) to Machine Operator.

Martin E. White, Crane Hookman, to Leader Crane Hookman.

Juan B. Olmedo, Helper Welder, to Preservation Mechanic.

Thomas B. Murray, Preservation Mechanic, to Leader Toolroom Attendant.

Leopold O. Marshall, Desmond Williams, Toolroom Attendant to Preservation Mechanic.

James Francis, Helper (General) to Toolroom Attendant

James H. Johnston, Helper Machinist (Marine) to Oiler.

John A. Bowen, Clerk to Timekeeper.

John Jackman, Stockman to Storekeeping Clerk.

Locks Division

Robert V. Dean, Leader Lock Operator (Electrician) to Control House Operator.

William V. Butler, Lock Operator (Electrician) to Leader Lock Operator (Electrician).

James A. Schofield, Lock Operator (Machinist) to Leader Lock Operator (Machinist).

OFFICE OF THE COMPTROLLER

Elena Cham, Accounting Clerk, Industrial Division, to Accounting Technician, Accounting Division.

Dora W. Ung, Accounting Technician to Voucher Examiner, Accounting Division.

SUPPLY AND COMMUNITY SERVICES DIVISION

Orlan H. Betcher, Supervisory Baker Specialist, to Service Center Supervisor.

Wilford R. Dixon, Jr., Guard, Locks Division, to Retail Store Management Assistant.

Ruben N. Padmore, Leader Laundry Checker to Lead Foreman (Laundry Operations).

Francisco Brto, Leader High Lift Truck Operator to Leader High Lift Truck Operator (Cold Storage).

Juan A. V. Platero, Assistant Meat Cutter, to Meat Cutter.

Fitzgerald Burnham, Clerk to Storekeeping Clerk.

John Hull, Accounting Clerk to Guest House Clerk.

Wilmoth L. Davis, Assistant Cook to Cook.

Theodore M. Griffiths, Pantryman to Cook.
Froilán López, Warehouseman to Stockman.

Lela S. Cadogan, Counterwoman to Sales Checker.

Harry A. Smith, Laborer (Heavy) to Truck Driver.

Halden Thomas, Laborer (Heavy) to Stockman.

Ivy M. Gillespe, Warehouseman, to Clerk.

Adrana Dawkins, Weynell Inniss, Counterwoman to Sales Clerk.

Oliver O. Bowen, High Lift Truck Operator to High Lift Truck Operator (Cold Storage).

Pedro J. Córdova, Laborer (Heavy) to Warehouseman.

Antonio Valiente, Laborer (Heavy, Pest Control) Division of Sanitation, to Laborer (Heavy).

Gilbert A. Brown, Claude L. Goodridge, Laborer (Cold Storage) to Laborer (Heavy, Cold Storage).

Fernando A. Ponce, Juan Rodríguez, Laborer (Heavy) to Laborer (Heavy, Cold Storage).

Agustín Caballero, Dairy Worker to Milker.
Asla L. Bennett, Julio C. Bethancourt, Utility Worker to Grocery Attendant.

Leroy Davidson, Utility Worker to Assistant Cook.

Beulah L. Kennedy, Utility Worker, to Sales Clerk.
 Kenneth G. Clement, Laborer to Milk Plant Worker.
 Ramiro Vargas, Laborer, Maintenance Division, to Laborer (Heavy).
 Federico A. James, James Wharton, Utility Worker to Laborer (Heavy).
 Manuel G. Garcés, Alejandro J. Pérez, Utility Worker to Counterman.
 Vincent J. Carter, Laborer (Cleaner) to Laundry Worker (Heavy).
 Randolph V. Perkins, Sales Checker to Sales Section Head.
 Luis W. Anglin, Laborer to Meat Wrapper.
 David J. Failey, Assistant Meat Cutter to Meat Cutter.
 Félix A. Ifill, Stevedore, Terminals Division, to Laborer (Heavy).

Community Services Division

Carlton A. Mason, Timekeeper to Clerk.
 Abraham W. Forcheney, Charles P. Roman, Grounds Maintenance Equipment Operator to Field Tractor Operator.
 Gregorio Bonilla, José O. Castillo, James E. Corbin, Sergio Martínez, Laborer to Grounds Maintenance Equipment Operator.
 Antonio Acuña, Florentino De Pauda, Laborer to Grounds Maintenance Equipment Operator (Small).
 Narciso Medina, Laborer to Garbage Collector.
 Luis Menchaca, Laborer (Cleaner) to Laborer (Pest Control).

TRANSPORTATION AND TERMINALS BUREAU

Julián Lasso, Laborer (Heavy) to High Lift Truck Operator.

Terminals Division

Sidney Smithson, Supervisory Cargo Checking Assistant to General Foreman Stevedore (Ship).
 Roger S. Pierrelas, Leader Stevedore (Dock) to Lead Foreman Stevedore (Dock).
 Carlos S. Batchelor, Reuben Pantón, Linehandler to Stevedore.
 Juan Arancibia, Jorge Cedeño, José I. Macías, José Mejía, Pedro Nereira, Pascual Ortega, Manuel T. Peña, Darío E. Pérez, Dock Worker to Stevedore.
 Ernesto Cole, Delay Clerk to Stevedore.
 Roy R. Paddy, Truck Driver, Motor Transportation Division, to Guard.
 José Del C. Fores, Linehandler to Water Service Man.
 Eugenio E. Madeam, Utility Worker, Supply Division, to Cargo Marker.

Motor Transportation Division

Ruben E. Douglas, Chauffeur to School Bus Driver.
 Maritza E. De Oranges, Voucher Examiner, Gorgas Hospital to Accounting Clerk (Typing).
 George L. Lowe, Truck Driver, from Supply Division.
 Victor A. Watson, Helper Locomotive Engineer, Railroad Division, to Truck Driver.

== CANAL HISTORY ==

50 Years Ago

FORMATION of Miraflores Lake began October 1. It was estimated by the hydrographic office that the normal run-off, calculated from 22 years' rainfall measurements, would raise the lake surface to normal operating level of 55 feet above the sea, by December 4.

A section of the Gamboa dike was dynamited October 10, water from Gatun Lake completing the filling of Culebra Cut from the dike to Cucaracha slide in about 2 hours.

25 Years Ago

THE 100,000th oceangoing vessel of more than 300 net tons to transit the Canal since it was opened to traffic was locked through October 10. It was the American cargo ship Steel Exporter, operated by Isthmian Steamship Lines.

10 Years Ago

HOUSING items were highlights of the news with:

Completion at Margarita of the largest single contract in the then current long-range quarters replacement program, 148 family units in a

64-acre area of hills and jungles cleared and graded south of the Third Locks town;

A new system for assignment of quarters providing for the posting of vacancies weekly in each housing district.

Hours Changed

EFFECTIVE NOVEMBER 1 the hours of service of the Cashier in the Treasury Branch, Building 287, Ancon, are changed, Comptroller Philip L. Steers, Jr., has announced.

The hours for cashing payroll or other checks, and for accepting over the counter payments of invoices, customer deposits, and other cash transactions will be as follows:

Daily, except Wednesday of pay week: 9:30 to 11:45 a.m., and 12:45 to 3 p.m.

Wednesday of pay week: 7:30 to 11:45 a.m., and 12:45 to 3 p.m.

The Treasury Branch office hours, except for the change in the hours of service for the cashier, will continue as heretofore: 7:15 to 11:45 a.m., and 12:45 to 4:15 p.m.

RETIREMENTS

EMPLOYEES who retired in September, with their positions at time of retirement and years of Canal service:

Joseph Anderson, Helper, Locomotive Engineer, Railroad Division (Atlantic Side); 23 years, 4 months, 8 days.

William Badders, General Foreman, Salvage and Diving, Industrial Division (Atlantic Side); 23 years, 6 months, 17 days.

John A. Barbour, Lead Foreman, Central Office Repairman, Electrical Division (Pacific Side); 37 years, 11 months, 20 days.

Marcus S. Clarke, Laborer, Supply Division (Atlantic Side); 44 years, 27 days.

Mrs. Eldica Cumberbatch, Assistant Baker, Supply Division (Atlantic Side); 20 years, 2 months.

Linton G. Ferro, Pressman, Cylinder (Small), Printing Plant (Atlantic Side); 37 years, 3 months, 21 days.

Mrs. Lucille M. Ford, Clerk, Gorgas Hospital; 12 years, 4 months, 24 days.

Herschel Gandy, Administrative Services Assistant, Maintenance Division (Pacific Side); 23 years, 9 months, 19 days.

Marion S. Herring, Chief Engineer, Towboat, Dredging Division; 23 years, 1 day.

Mrs. Armella R. Hutchings, Teacher (Elementary-U.S. Schools, Division of Schools (Atlantic Side); 20 years, 5 months, 8 days.

Oswald E. Jorstad, Teacher (Senior High-U.S. Schools), Division of Schools (Atlantic Side); 24 years, 10 months, 29 days.

Harold W. Meyer, Lead Foreman, Painter, Maintenance Division (Atlantic Side); 23 years, 10 months, 15 days.

Bondal Moss, Winchman, Terminals Division (Atlantic Side); 13 years, 7 months, 8 days.

Hilton D. Perkins, Clerk, Supply Division (Pacific Side); 49 years, 6 months, 19 days.

Rodway R. Phillips, Cylinder Pressman (Large), Printing Plant (Atlantic Side); 41 years, 1 month, 29 days.

Gabriel A. Riemers, Chief Engineer, Towboat, Navigation Division (Pacific Side); 23 years, 6 months.

Emilio A. Rivera, High Lift Truck Operator, Railroad Division (Pacific Side); 38 years, 11 months, 6 days.

Fernando Rodríguez, Laborer, Community Services Division (Pacific Side); 46 years, 9 months, 7 days.

John E. Schmidt, Control House Operator, Locks Division (Pacific Side); 27 years, 1 month.

Tolo Singh, Stevedore, Terminals Division (Atlantic Side); 22 years, 1 month, 6 days.

Rogelio Tuñón, Helper, Core Drill Operator, Dredging Division (Pacific Side); 36 years, 21 days.

Mrs. Ruby L. Willa, Retail Store Department Manager (General), Supply Division (Atlantic Side); 16 years, 21 days.

ANNIVERSARIES

(On the basis of total Federal Service)

4

COMPTROLLERS OFFICE
 LeRoy B. Magnuson
 Budget Officer

HEALTH BUREAU
 Simeon A. Gayle
 Storekeeping Clerk
 Andrés R. Ríos
 Clerk

CIVIL AFFAIRS BUREAU
 Thelma R. Godwin
 Teacher (Elementary
 U.S. Schools)

COMPTROLLERS OFFICE
 Preston G. Gau
 Accounting Technician
 Malcolm R. Wheeler
 Auditor

**ENGINEERING AND
 CONSTRUCTION BUREAU**

Hubert Harris
 Oiler
 Frank H. Lerchen
 Supervisory General
 Engineer
 Cecil G. McLeod
 Oiler

**SUPPLY AND COMMUNITY
 SERVICE BUREAU**

Simona Luisa Jarvis
 Sales Checker
 Harold A. Lord
 High Lift Truck Operator

MARINE BUREAU
 Oswald N. Hogan
 Leader Line Handler
 (Deckhand Boatswain)

Pedro Rosales
 Laborer (Highway
 Maintenance)
 Frank J. Stewart
 Towing Locomotive Operator
 Semon Theriot
 Towing Locomotive Operator

**SUPPLY AND COMMUNITY
 SERVICE BUREAU**

Bienvenido Abadia
 Tree Trimmer
 Lucille Abernathy
 Commissary Store
 Department Manager
 (Women's Wear)
 Mintra Babb
 Counterwoman
 Pamela J. Brown
 Sales Checker
 G. E. Gittens
 Sales Checker
 Eric S. Goburn
 Laborer (Cleaner)
 Jacinto Jaramillo
 Laborer (Cleaner)
 Lileane Jones
 Clerk
 Erna E. Layne
 Sales Clerk
 Alwyn Manuel
 Laborer (Cleaner)
 Hamilton Meade
 Clerk-Typist
 Selwyn L. Moody
 Crane Hookman
 Rito Murillo M.
 Grounds Maintenance
 Equipment Operator
 (Small)
 Fidelino Rodríguez
 Grounds Maintenance
 Equipment Operator
 Bertram Wilson
 Cook

MARINE BUREAU

Joseph A. Bialkowski
 Admeasurer
 Gregorio Borbua
 Line Handler
 Rubin A. Britton
 Leader Line Handler
 (Deckhand Boatswain)
 Teodoro Cruz
 Helper Lock Operator
 Woodrow L. Gordon
 Toolroom Attendant
 Albert S. Heavens
 Line Handler (Deckhand)
 Mamerto Hernández P.
 Boatman
 Rolando Labrador
 Seaman (Launch)
 Juan Madrigal
 Line Handler (Deckhand)
 Nicolás Mendoza
 Helper Lock Operator
 Karl T. Nehring
 Pilot
 Samuel F. Smith
 Launch Operator
 Owen Vaughn
 Helper Lock Operator
 Lester A. Vendreys
 Line Handler (Deckhand)
 Luis A. Vivar
 Leader Line Handler
 (Deckhand Boatswain)
 Robert E. Walker
 Master Towboat
 Henry Watson
 Line Handler (Deckhand)

**ENGINEERING AND
 CONSTRUCTION BUREAU**

Erasmus F. Abrego
 Laborer (Heavy)
 Patrick A. Alexis
 Helper Central Office
 Repairman
 E. G. Braithwaite
 Telephone Instrument
 Repairman
 Joshua B. Burnett
 Laborer (Heavy)
 José D. De León
 Oiler (Floating Plant)
 Ashton M. Russell
 Roofer
 Luis A. Pérez S.
 Seaman
 Egbert F. R. Watson
 Surveying Aid

**TRANSPORTATION AND
 TERMINALS BUREAU**

José Dolores Amaya
 Helper Carman (Wood
 and Steel)
 Benjamin F. Boyd
 Delay Clerk
 Albert W. Degen
 General Foreman Stevedore
 (Ships)
 Leon D. McNally
 Helper Liquid Fuels
 Wharfman
 Cecil C. Wilson
 Stevedore

CIVIL AFFAIRS BUREAU

Thelma L. de McLean
 Teacher (Elementary
 L.A. Schools)

HEALTH BUREAU

José P. González
 Nursing-Assistant
 (Operating Room)

SHIPPING

Former Pacific Queen

A FIRST AND LAST transit was made through the Canal in September by the 18,564-ton *Ellinis*, better known to shipping circles as the Matson Navigation Co.'s luxury liner *Lurline*. Since she was commissioned in 1932 until recently, the *Lurline* has carried thousands of vacationing passengers between San Francisco and Hawaii. She was well known as one of the glamour queens of the Pacific.

The ship was sold a few months ago by the Matson Co. to the Marfuerza Compañía Marítima, S.A., and her name changed to *Ellinis*. When she passed through the Canal in September, she carried an operating crew and was on her way to England, where she will be modified to increase passenger capacity to 1,300 from 929. The ship will be placed in service between Southampton, France, and Australia sometime early in 1964.

First Cruise Liner

THE FIRST cruise ship of the 1963-64 season arrived in Balboa October 1 and made the Canal transit southbound on her way to the West Coast of the United States and for a voyage around the world. She was the Norwegian America Line *Oslofjord*, a luxury vessel well known to Canal waters, having made frequent visits here during the winter season when the Canal is a popular port of call for cruise ships.

The *Oslofjord* did not stop in Cristobal but came directly through the Canal to Balboa where she was tied up until midnight. Her round-the-world cruise is taking her to the Far East, India, Egypt, Israel, Greece, Italy, and Morocco. The ship will return to New York on December 18.

C. B. Fenton & Co., agents for the Norwegian American Line at the Canal, announced that the *Oslofjord* also will make a Caribbean cruise from New York in January, arriving in Cristobal on January 17.

Quarterly shipping tables, usually published in the November editions of THE PANAMA CANAL REVIEW, will appear instead in the December editions.

TRANSITS BY OCEAN-GOING VESSELS IN SEPTEMBER

	1963	1962
Commercial.....	923	909
U.S. Government.....	14	21
Free.....	9	9
Total.....	946	939

TOLLS*

Commercial....	\$4,839,776	\$4,618,152
U.S. Government.	82,773	109,284
Total....	\$4,922,549	\$4,727,436

CARGO**

Commercial....	5,702,970	4,932,450
U.S. Government.	107,178	138,709
Free.....	44,337	42,580
Total....	5,854,485	5,113,739

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.

Speed Demon

ONE OF THE FASTEST ships operating through the Panama Canal between New York and the Far East is the United States Lines *Pioneer Moon*, a new challenger type ship which can and does average 23 knots. The ship broke all speed records in May on the voyage from Yokohama to New York when it steamed the 9,726 nautical miles from Yokohama in 17 days, 14 hours and 48 minutes. This included a 12-hour stay in Canal waters.

So far as Panama Agencies, local representatives of the line know, this record still stands.

New Santa Welcomed

A GALA WELCOME was given the Grace Line's newest passenger cargo ship *Santa Maria* which arrived at the Canal on her maiden voyage October 10 and spent 2 days berthed in Balboa.

In addition to the fact that the ship is the latest of the Grace Line's sleek new Santas, the *Santa Maria* was dedicated to Panama when she was launched.

Present for the welcoming ceremonies on the ship's maiden voyage were Wilfred J. McNeil, president of the Grace Line and Ernest Senn, vice president and director of the line.

While the *Santa Maria* was docked in Balboa, Grace Line and Panama Agency officials entertained on board in honor of President Roberto F. Chiari of Panama. Governor Robert J. Fleming, Jr., of the Canal Zone and many other high officials from Panama and the Canal Zone attended. Special exhibits of Panama arts and crafts were set up in the public rooms and hundreds of visitors admired the luxurious accommodations, the smart modern settings, and the Panama-inspired decor brought out through murals, maps, metal designs and other art forms.

The *Santa Maria* is the third new Santa to be placed in service by the Grace Line between New York, the Canal Zone and the west coast of South America.

Dedicated to Panama: Given Gala Greeting.





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