

PANAMA CANAL
REVIEW



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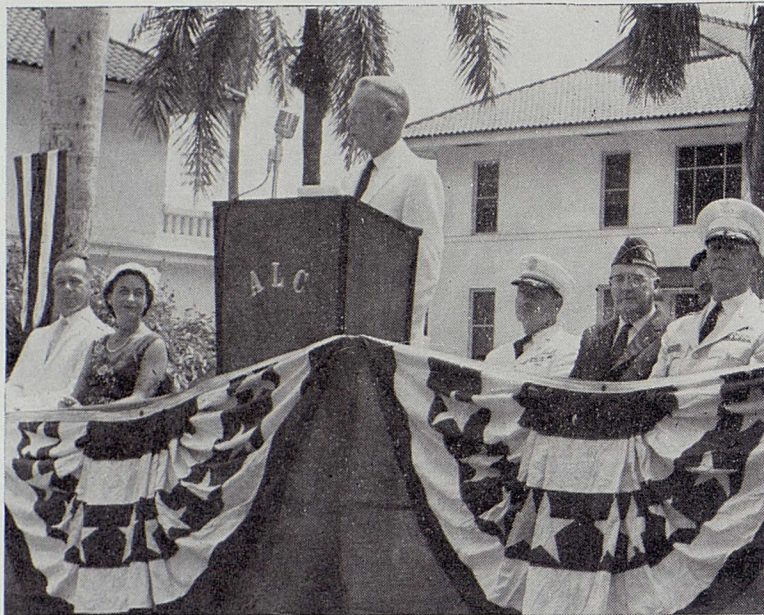


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Governor Carter speaks at Fourth of July observance shortly after arrival.

Message from the Governor

A Stimulating Challenge

IN REVIEWING my first year as head of the Canal organization, I have been impressed by the continuing high standards of excellence of the men and women whose labors are responsible for the efficient operation of this unique enterprise.

We all are fortunate in living and working with a stimulating challenge—the constant effort to improve the Canal's efficiency and service to world shipping. I wish to congratulate the members of the Company-Government for their success in meeting the challenge and express my confidence that they never will fail their stewardship.

During the past year we have continued cementing the bonds that have existed with our friends in the Republic of Panama for more than 50 years. The mutual social and professional relationships, the kinship of sharing religious, charitable, athletic, and cultural activity, have continued building on the foundation of mutual understanding and trust which exist between the Canal Zone and the Republic of Panama, and which characterize free men and democratic societies.

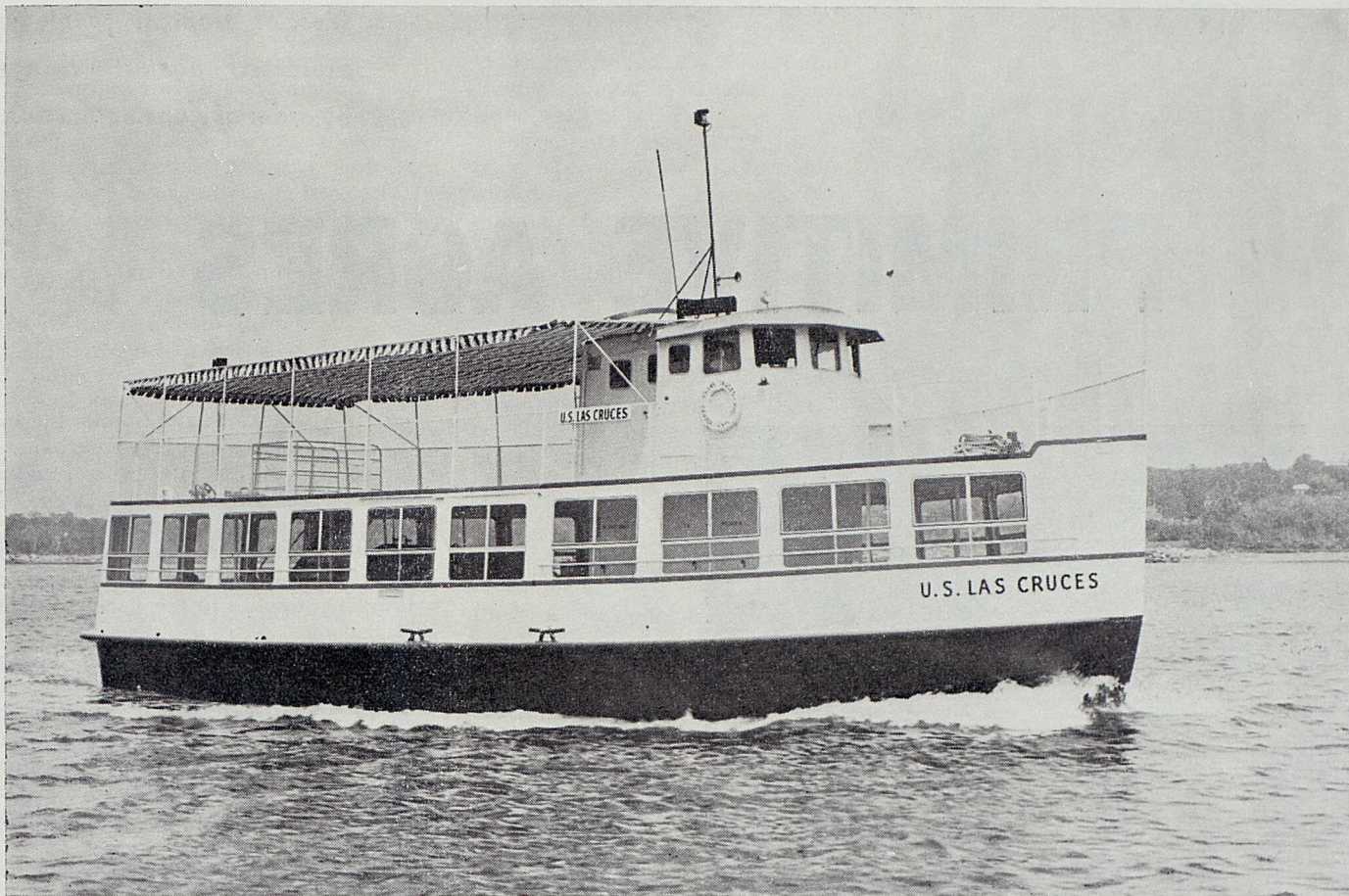
As we move forward into our second year together, let us rededicate ourselves to efficiency in our daily tasks, and continue to strengthen our relationships with our friends and neighbors and our ability to serve.

In This Issue

STEPHEN AILES, Under Secretary of the Army and Chairman of the Board of Directors of the Panama Canal Company, had a spring in his step and a smile on his face as he set foot on the Isthmus last month for the first time. Following close behind Chairman Ailes in our cover photo is Col. Boyd L. Branson, executive to him in his role as Under Secretary of the Army.

In his dual capacity, Secretary Ailes spent a busy 62 hours on the Isthmus, presiding at a meeting of the Panama Canal Company Board of Directors during his first full day and spending several hours visiting military installations and Canal facilities on his second day. His colleagues on the Board also were busy during their stay on the Isthmus, as described in the articles beginning on page 9.

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New tourist launch Las Cruces will provide visitors and Isthmians with enjoyable and educational tours of the Panama Canal.

For Canal Tours - The "Las Cruces"

THE CANAL'S new sightseeing launch *Las Cruces* tasted the waters of the Chagres for the first time late last month and, like many vessels and individuals before her, liked the sample and will be staying indefinitely.

Built for the Panama Canal Company by the Blount Marine Corp., of Warren, R.I., the *Las Cruces* made the trip to the Canal under her own power, utilizing specially installed fuel tanks to make the nonstop run from Fort Lauderdale.

The Blount Marine crew which brought her to the Isthmus said the 63-foot launch handled extremely well on the trip from Rhode Island, responding quickly and smoothly to her controls and her engines functioning well throughout the voyage.

The effort to acquire the new vessel was among the early official acts of Governor Carter after his arrival last year. Availability of the *Las Cruces* for tours of the Canal is expected to help the Republic of Panama in its efforts to build a greater tourist trade. Several groups already are planning tours.

The 200-passenger vessel, constructed with double decks, has a 23-foot beam and her diesel engines are designed to

carry her at a normal speed of 11 knots. The lower deck of the all-steel vessel is encircled by windows, while the top deck is festively outfitted with a convertible awning.

The tourist vessel is based at Gamboa, having been placed under the operation of the Dredging Division and is to be available on a rental basis for the use of employees; religious, civic, fraternal, and similar employee organizations; tourist agencies and other organized and responsible groups.

Forms which can be used to apply for use of the launch are available at the Engineering and Construction Bureau office in Room 318 of the Administration Building at Balboa Heights, or may be obtained by telephoning the Dredging Division office in Gamboa.

To enable those taking a trip on the vessel to obtain the greatest benefit from their cruise, arrangements have been made for tour guides to be supplied by the Panama Canal Company. Guides will be able to give a complete and accurate account of the history of the area traversed by the launch, an explanation of the work now being done to improve the efficiency of the Canal, and

to answer questions. They will use a public address system installed aboard the craft for that purpose.

A brochure on the vessel and on the rules and regulations governing its use now is being prepared, along with advance schedules for the vessel similar to those issued for the Ferryboat *Presidente Porras*, which frequently was used in a similar role before it was removed from operation.

With the start of operations in the Canal by the new launch, a name with a long history on the Isthmus has been restored to the modern Isthmian crossing. A village carrying the name of Las Cruces served as a construction town while the Canal was being built, but long before that the name had been used to designate the famous trail which led across the Isthmus and which was the main route from ocean-to-ocean before the construction of the Panama Railroad.

Selection of the name *Las Cruces* for the new launch conforms with a policy which the Canal organization has used for the past 35 years to designate motorboats of more than 50 feet in length by using the names of rivers or towns associated with the history of the Canal.

PRIMITIVE ACRES



A lone man on the Las Cruces Trail is dwarfed by the towering jungle growth of the Forest Preserve.

THE AIR is warm and humid, the sun virtually obscured by the intertwining jungle growth, the thin red soil underfoot soft and slippery, and it takes little imagination to see pack mules and Spanish soldiers trudging along, laden with the riches of the New World, or bringing supplies to the Pacific outpost of Panama.

This is one impression of the Madden Forest Preserve, a tract of more than 3,000 acres of relatively undisturbed tropical forest which borders Madden Road most of the way between its intersection with Gaillard Highway at one end and the Boyd-Roosevelt Highway at the other.

In this tract of land, protected against the heavy hand of man by order of Canal Zone authorities for more than 30 years, and scarcely touched before that, hundreds of thousands of trees and millions of other plants and animals thrive and renew themselves and die, maintaining this tropical fastness much as it has been for hundreds of years.

Within these undisturbed precincts live many of the animals native to the Isthmus: the sloth, the coati-mundi, the iguana, the boa constrictor, the painted rabbit, the bushmaster, and many others, seldom venturing forth, from the protective cover of the palms, banana plants, wild figs, hog plums, espave, plantain, quipo trees, and other plants among which they dwell.

Here, too, the insects native to the Isthmus continue to lead their tranquil lives, undisturbed by the insecticides and other death-dealing practices employed in the inhabited areas surrounding the forest preserve to keep them useful for man's own purposes.

Former Canal Zone Governor Harry Burgess established the first formal protection for the area with an order issued on May 27, 1930, which designated the tract "a natural timber preserve."

Less than a year later, on April 29, 1931, he made it somewhat more formal by issuing a new order designating the area a "forest preserve" and stipulating that "the cutting of timber, the trimming, injuring, or carrying away of any

trees, palms, or other plants in that area is prohibited." This order still is the basic foundation of the area's preservation.

Governor Burgess apparently was influenced in his action by George Green, Municipal Engineer of the Canal Zone for more than 25 years, and Dr. Thomas Barbour, who was Director of the Museum of Comparative Zoology at Harvard College at the time, and who had participated in the successful effort to establish Barro Colorado in Gatun Lake as a nature study preserve.

Dr. Barbour had discussed the matter with the Governor previously and in a letter dated the same day as the 1930 order, he said, "It is the only bit of undisturbed, mainland tropical rain forest . . . with the exception of Barro Colorado Island and as such will be of interest to the naturalists of the country in the future."

The area is not truly a tropical rain forest, however, the rainfall being somewhat short of the level required by such a forest. It does have plants which are typical of rain forests, however, including some which live without benefit of the normal root system and store their own water for use during dry periods.

Today's protectors of the preserve, which comes under control of the Community Services Division, say the major purpose in the continued safeguarding of the tract is to maintain it for scientific study. They note that even removal of specimens from the area is forbidden to insure that no imbalance of nature is caused within the tract by unnatural means.

"Creating even a minor and temporary imbalance by removal or destruction of a single specimen conceivably

could change the entire course of natural development," those in charge say. Qualified individuals occasionally do receive permission to enter the area to make studies, however.

Signs posted along the highway today offer no reason for the preserve, but merely assert the area is a "Government Forest Preserve" and stipulate, "The cutting, removing, or destroying of any shrubbery, foliage, trees, etc., prohibited."

But even those who are not naturalists or who do not have any particular interest in the flora and fauna of the Isthmus probably would agree with the purposes which former Governor Julian L. Schley once stated in an order about the area: "In order to preserve the beauties of this forest area for the benefit of the public, cutting or injuring trees and plants therein is prohibited."

An incidental benefit accruing from the preservation of the Forest Preserve and its attendant condition is that a strip of the famous Las Cruces Trail is protected against the ravages of encroaching civilization.

Where this famous Isthmian trail crosses Madden Road it is marked by an ancient cannon on one side and a small roadside park on the other, both visible reminders—along with the concrete pavement between them—that civilization has forced its will on the bordering jungle, which nevertheless stands ever ready to reclaim its own if man should stop his constant effort to hold it in check.

A short distance south of the trail crossing, in a quiet jungle dell, another mark of civilization and its ways stands in silent tribute to the late Mr. Green. This is a simple stone and bronze plaque,



George Green Park in jungle dell.

set in this location because it was one of Mr. Green's favorite spots in the Zone.

The famous Las Cruces Trail, ancient forerunner to the Panama Canal, still is discernible where it cuts through the Forest Preserve. The trail, which originally ran from Las Cruces, a village located along the Chagres River north of the present town of Gamboa, to Panama, was fairly well surfaced, according to Isthmian historians, and traces of this still can be seen today. Although the trail was broad enough in some places to permit the passage of carts, it is unlikely that wheeled vehicles ever were used over the entire 18 miles between Las Cruces and Panama.

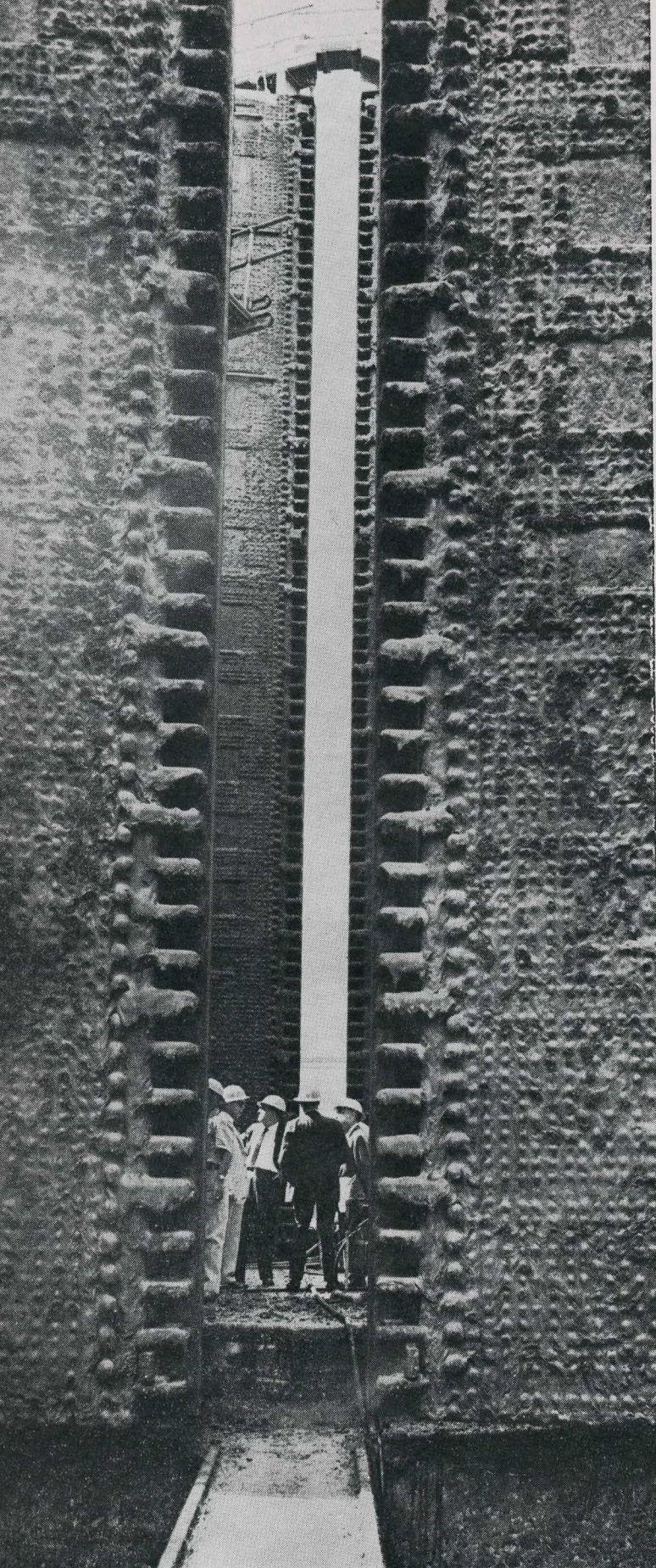
It was over this trail that much of the treasure of Peru and other South American lands was carried across the Isthmus to be shipped to Spain. And this also was the trail followed by Henry Morgan and his buccaneers when they crossed the Isthmus to sack Old Panama.

Today, the function once filled by the famous trail has been assumed by the Canal, the Panama Railroad, and the trans-isthmian Boyd-Roosevelt Highway, while the once busy pathway is traveled only infrequently by nature lovers, Boys Scouts, or the curious.

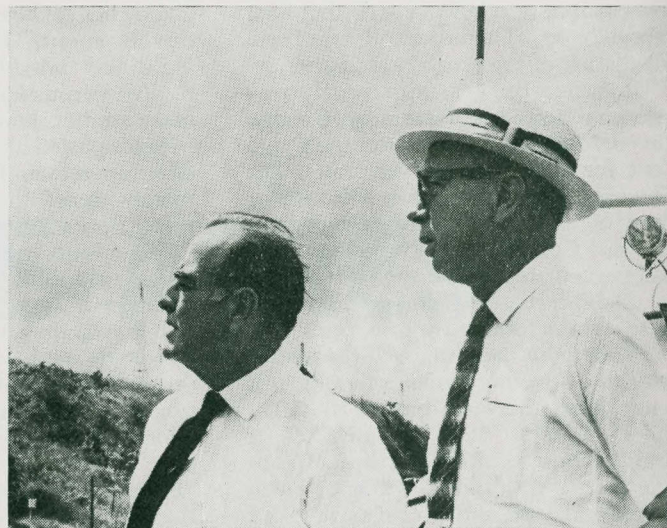
And on each side of the trail, as it wends its way through the quiet jungle, the Madden Forest Preserve stands, silent, virtually impenetrable in places, deserted by man and avoided by most, much the same as it stood in the days when the trail was the major route between the two oceans.



Ancient cannon marks intersection of Madden Road and centuries-old Las Cruces Trail.



Massive miter gates tower above President Chiari's party and hosts as they visit unwatered chambers at Miraflores Locks during a 3-hour inspection of improvements now being made to the waterway.



Governor Carter and President Chiari inspect Cut-widening work.

President Chiari Guest of Governor

AN INFORMAL conversation some weeks ago between Gov. W. A. Carter and Panama President Roberto F. Chiari culminated last month in an extensive tour of the Pacific-side locks and Gaillard Cut by the President and part of his cabinet and staff.

The presidential party, escorted by Governor Carter and members of his staff, went to the bottom of an unwatered chamber at Miraflores Locks, walking past the massive 70-foot gates and observing the myriad tasks being performed during the partial overhaul for which the chamber had been unwatered.

They also were conducted into one of the 18-foot diameter culverts through which water flows to and from the lock chambers during ship transits.

After the visit to Miraflores, the group drove to Pedro Miguel Locks, where those making the tour boarded a Panama Canal Company launch for a trip through Gaillard Cut and past the \$46,600,000 project now in progress to widen the channel from 300 to 500 feet and thereby improve the Canal's ability to transit ships from ocean to ocean.

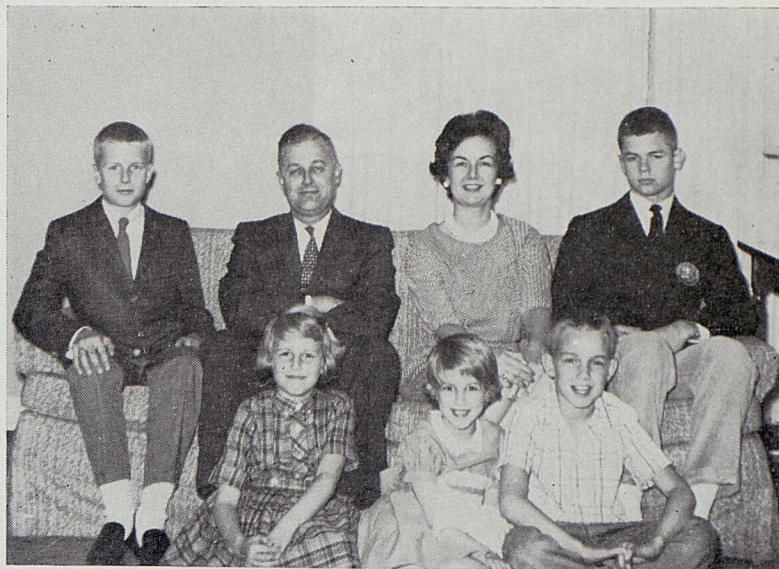
Returning to Pedro Miguel an hour and a half later, the party drove to the top of Contractors Hill, encountering the first rainfall of what otherwise was a clear, sunny trip. After viewing the Canal from the top of the hill which marks the Continental Divide, members of the party were taken to the job site of the Cut-widening project, watching as heavy earth-moving equipment pursued the task of removing the 7,300,000 cubic yards of material which Foster-Williams Bros. has contracted to excavate.

Those in President Chiari's party included Foreign Minister Galileo Solís, Minister of Government and Justice Marco A. Robles, Minister of the Treasury Gilberto Arias, Minister of the Presidencia Gonzalo Tapia, Col. Bolívar Vallarino, Commandant of the National Guard, and Lt. Federico Boyd, the President's Aide.

Joseph S. Farland, U.S. Ambassador to Panama, and two members of his staff, also participated in the inspection trip, which is believed to be the most extensive ever made of Canal structures by a President of the Republic of Panama.

Classmates Trading Posts

Lt. Col. Matthew C. Harrison to assume duties as head of Engineering and Construction Bureau.



New Engineering and Construction Bureau Director with family.

TWO WEST POINT classmates who have not seen each other since shortly after the start of World War II barely missed a renewal of acquaintanceship on the Isthmus as one left the post he has held 4 years and the other headed for the Zone to take up the job.

Lt. Col. R. D. Brown, Jr., Director of the Engineering and Construction Bureau for the past 4 years left the Zone on June 24, thus missing by 2 weeks the arrival of Lt. Col. Matthew C. Harrison, who will arrive here July 9 to start his new duties as head of the E. & C. Bureau.

Colonel Harrison and Colonel Brown, both of whom were graduated from West Point with the class of 1941, have not seen each other since brief service together as second lieutenants at Fort Monroe, Va., for a few months after graduation.

Not only will Colonel Harrison be taking over his former classmate's duties with the Canal organization, but Colonel Brown will be assuming a role recently vacated by his successor as he becomes a student at the Industrial College of the Armed Forces at Fort Lesley J. McNair, Washington, D.C., from which Colonel Harrison was graduated last month.

Colonel Harrison, his wife, Roberta, and four of their five children are coming to the Zone by ship. Their eldest son, Matthew C. Harrison, Jr., is remaining in Washington to complete his final year of high school at Washington Lee High School, where he is president of the Student Council.

The four other children, Robert, 14, Philip, 11, Vicky Lou, 8, and Anne Lindell, 7, will accompany their parents to the Isthmus, however, and enroll in Canal Zone schools this fall.

A native of Glasgow, Mont., where he was graduated from high school,

Colonel Harrison attended the University of Montana and the University of Washington before entering West Point, partially as a result of working with the Army Corps of Engineers on the construction of Fort Peck Dam during a summer vacation.

After his brief tour of duty with Colonel Brown in 1941, Colonel Harrison served 2 years in the Antilles area in charge of installing radar equipment there. He returned to the United States in 1943 to become an assistant professor of social sciences at West Point, a position he held until 1948.

During his service at West Point, he authored a textbook used at both West Point and Annapolis entitled *Principles of Insurance*, and edited a widely used textbook entitled *International Relations*. While at West Point, he received a master's degree in political science from Columbia University.

Leaving West Point in 1948, Colonel Harrison attended the advanced officer's course at the Engineer School at Fort Belvoir, Va., leaving there to complete work for his master's degree in civil engineering at the University of Minnesota in 1950.

Named assistant executive officer of the Engineer Section in Tokyo, Japan, in 1950, he later transferred to the 7th Infantry Division for duty as Division Engineer and Commanding Officer of the 13th Engineer Combat Battalion during the Korean conflict. This battalion, as part of the 7th Infantry Division, was responsible for assault river crossings, minefield laying and clearance, bridge construction, general engineering work, and combat duty.

Returning to the United States in 1952, Colonel Harrison commanded the 67th Engineer Aviation Battalion at Fort

Leonard Wood, Mo., and attended the Command and General Staff College at Fort Leavenworth, Kans., graduating in 1953. He then served until 1955 as executive officer and assistant district engineer of the Mobile District, Corps of Engineers, which was responsible for approximately \$200 million in contracts during this period.

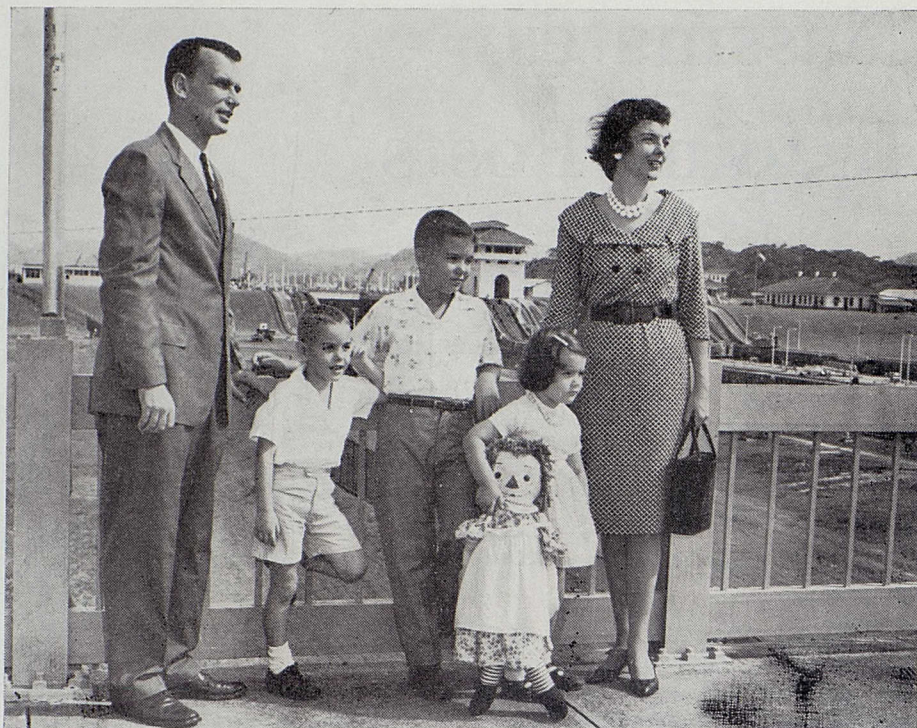
In 1955, Colonel Harrison was assigned to the office of the Assistant Secretary of Defense, Comptroller, where he was deputy chief of the Construction Branch, with the budgetary responsibility for the construction program of the Department of Defense. In 1960, he became Special Assistant to the Assistant Secretary of Defense and was responsible for coordination and presentation of the Defense Department's budget to the Appropriations Committees of Congress.

Mrs. Harrison, a native of Virginia, has just completed a year's service as president of the Women of St. Michael's Episcopal Church in Arlington, Va., where the two older Harrison boys served as acolytes. She also has been active in the Parent-Teachers Association, various civic organizations, and scouting units to which the children belonged.

It is not only assignments which Colonel Brown and Colonel Harrison are exchanging, however. The two families also are trading cats. The Brown family's cat, Susie, which the departing E. & C. director describes as "just a standard cat," is being left on the Isthmus for the Harrisons, who are leaving a cat named Henry for the Browns to acquire on arrival at Fort Lesley J. McNair. Colonel Brown says he believes his family is getting the best of the bargain, because Henry reportedly is of royal blood.

Military Assistant Reassigned

Major Jones leaving Canal Zone for New York City; successor arriving this month.



Tropical breeze wafts across Miraflores Bridge as Major Jones and family pose for picture.

THE MAN WHO has arranged the infinite details of VIP visits to the Canal Zone, given tour lectures about the Canal to several thousand visitors, handled hundreds of trips and other activities for two Canal Zone Governors, and filled the multitudinous duties of Military Assistant to the Governor since arriving on the isthmus in mid-1958 is leaving the Zone for a new assignment.

Maj. Harvey C. Jones, a 1945 graduate of the U.S. Military Academy at West

Point, will be succeeded by Maj. Daniel M. Leininger, son of an Army family and a 1946 graduate of the Military Academy. Major Leininger will arrive July 18 and Major Jones will leave 10 days later for his new assignment as Assistant for Construction with the North Atlantic Division of the Corps of Engineers in New York City.

Those who have heard him conduct a tour of the Canal or the Zone know that the energetic, 37-year-old, Major Jones

has a virtually inexhaustible knowledge of the area and its history, including hundreds of little known anecdotes and thousands of items of solid, factual information.

As Military Advisor to the Governor and Protocol Officer for the Canal Zone Government, Major Jones is acquainted with hundreds of Panamanian officials and members of the diplomatic corps assigned to Panama by other nations, as well as knowing the U.S. military commanders and their staffs.

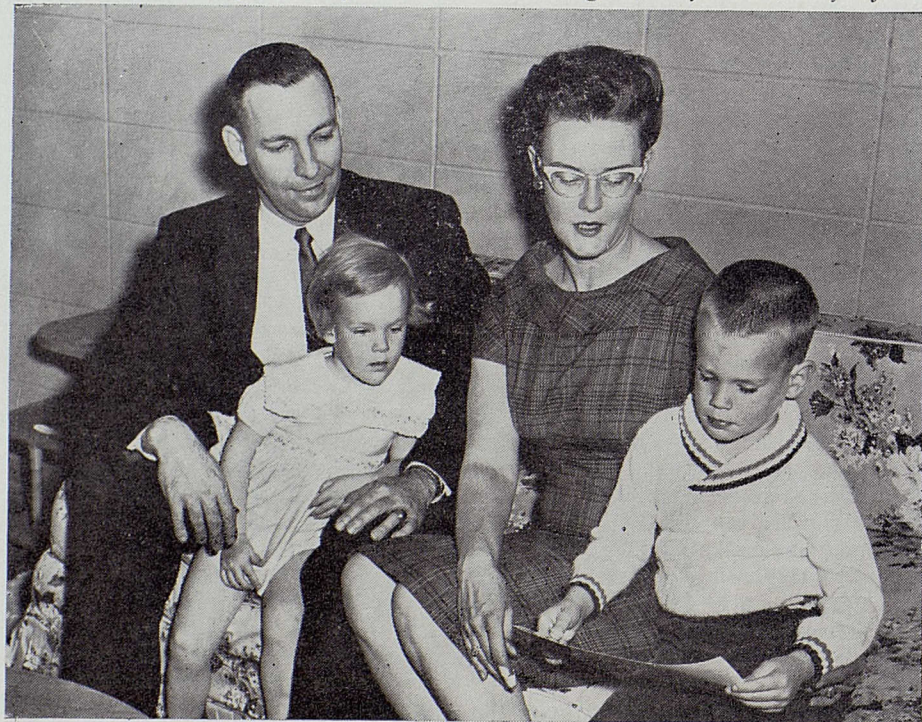
Despite a schedule which frequently keeps him on the move for 16 to 18 hours a day, Major Jones and his family managed to spend a brief period in Haiti during their Caribbean sojourn and the Major has accompanied Governor Carter on trips to David, Ocu, and other interior areas of Panama.

Mrs. Jones, who has served as a substitute physical education teacher in Canal Zone schools during her 3 years on the Zone, also has lent a hand to her husband on numerous occasions by assisting distaff members of VIP groups visiting the Zone and aiding Mrs. Perle Mesta during her visit in October 1958.

The vivacious and friendly Mrs. Jones, better known as Joanie to her many friends, has been active in the Engineer Wives Club in the Zone, as well as caring for her family, which includes three children, Mark, 8; Jeffrey, 5; and Wendy, 3.

Prior to coming to the Isthmus, Major Jones, who is on the current Army promotion list for the rank of lieutenant

(See p. 22)



Major Leininger and family examine photograph of the home they will occupy in the Zone.



Members of the Board of Directors and other top officials concerned with the operation of the Panama Canal Company posed for this formal portrait as they met at Balboa Heights last month. Clockwise around the table are J. Kenneth Mansfield, Walter Pearson, Howard C. Petersen, Chairman Stephen Ailes, Secretary W. M. Whitman, C. Robert Mitchell, Deputy Under Secretary of the Army for International Affairs Howard C. Haugerud, C. Owen Smith, Comptroller Philip L. Steers, Jr., Governor Carter, Fred Korth, Clarence D. Martin, Jr., and Dr. Charles J. Zinn. The Board members spent 2½ days on the Isthmus in connection with their first local meeting.

Into Another Year of Achievement

AS THE CALENDAR advanced to a new month and a new fiscal year at the end of June, Governor Carter could look back at the first year of his administration with the knowledge that it had been a year of achievement and of solid planning for the future of the Isthmian waterway.

In fact, the last month of fiscal year 1961 had included a considered and concentrated look at the Canal's operation and probable future, as the Board of Directors appointed by President Kennedy to direct the affairs of the Panama Canal Company met on the Zone for the first time and received a thorough introduction to the waterway.

During 62 fast-paced hours on the Isthmus, the Board members learned details of the Canal's organizational structure and operational procedures, were introduced to some of the problems facing the waterway, saw the progress made on a number of major construction and improvements projects, and met the officials who manage and direct the enterprise.

Arriving by air on June 4, the Board members spent their first evening as guests of Joseph S. Farland, U.S. Ambassador to Panama, at a reception in honor of Under Secretary of the

Army Stephen Ailes, the Chairman of the Board of Directors.

Early the next morning, Board members had an opportunity to see some of the new employee housing in La Boca and the rising piers of the new \$20 million bridge across the Canal, as they visited the Model Room in La Boca to be formally welcomed by Governor Carter and to receive their first detailed briefing on the organization, operation, physical characteristics, and facilities of the Canal.

An hour later they were at Balboa Heights to start a day-long formal meeting which included detailed reports on the five bureaus of the Company, a comprehensive report on Canal traffic and trends, and an explanation of financial policy and structure.

After conclusion of the formal meeting late in the afternoon, the Board members prepared for an inspection trip through Gaillard Cut aboard the craneboat *Atlas*, thus having an opportunity to view the massiveness of the Cut at close range and see the locks and bank lighting which have been installed to improve nighttime use of the waterway.

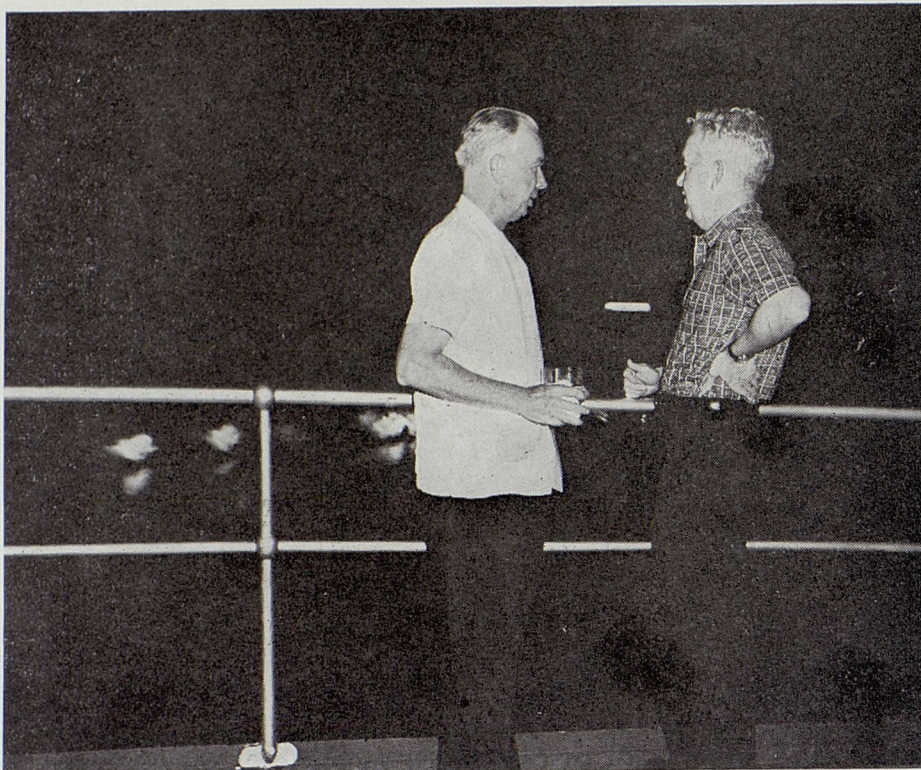
First item on the agenda for the Board's last full day in the Zone was a low-level, zig-zag flight over the Zone

from Albrook Air Force Base. Following a carefully plotted route over the Zone, the flight gave the Board members an opportunity to view the massive Cut-widening project from the air, watch ships and tugs moving through this restricted part of the Canal, get a better view of the new Balboa bridge, and see the other installations in the Zone.

Landing at France Field on the Atlantic side, the Board members were escorted on a tour of Atlantic side installations, visiting the Cristobal piers, Gatun Locks, and the Industrial Division at Mount Hope, then stopping for lunch at the Breakers Club.

Returning to the Pacific side on the Panama Railroad, the Board members left the train at Pedro Miguel and went to Miraflores Locks to inspect the unwatered lock chambers and culverts undergoing overhaul. During this visit to Miraflores they entered the unwatered chambers and culverts, and heard an explanation of the work being done during the overhaul to reduce lane outage time during future overhauls.

The Miraflores visit ended the planned agenda for the Board and the following morning the plane on which they had arrived 2½ days earlier left Albrook Air Force Base for the return flight to Washington.



Board Chairman Stephen Ailes and Governor Carter discuss Canal operation aboard Atlas.

Trip Through Cut

THE REALITY of the Canal, the massiveness of the engineering achievements which made it possible, the immensity of the effort to modernize it, and the progress of that effort, were brought home strongly to the Board during the trip to and through Gaillard Cut from Pedro Miguel boat landing on the evening of June 5.

Year of Achievement



Board member C. Robert Mitchell, left, Lt. Col. John J. Norris and John D. Hollen, Chief of Executive Planning Staff, aboard Atlas.



Deputy Under Secretary of the Army Howard E. Haugerud, left, and Board member C. Owen Smith sample food, refreshments.



Walter Pearson, center, with Rear Admiral Richard S. Craighill and Mrs. Paul S. Sidebotham.

The lighting installed during the past year at both Miraflores and Pedro Miguel Locks to aid in transiting ships at night was plainly visible to the Board from the craneboat *Atlas*, as it carried them on a partial transit of famous Gaillard Cut.

This lighting, completed during the first half of fiscal year 1961 at a cost of approximately \$400,000 for all three sets of locks, replaced the incandescent lights previously used. The improved lighting has eliminated the shadows and semidarkness which formerly hampered nighttime lock operations.

In the Cut itself, the shoreline of the Canal was clearly outlined by the lights which have been installed just above water level to shine upward on the banks, thus facilitating night transits by improving illumination of the outer edges of the channel without blinding the pilots who guide ships through after darkness. Plans are being made for installation of similar lighting along the sea-level approaches to Locks.

For about 3¼ miles, the *Atlas* moved through the widened channel above Pedro Miguel Locks, past the scars of the widening work and the dipper dredge *Cascadas*, lifting tons of material from below the surface of the Canal and loading it in barges for the trip to Gatun Lake, where it is dumped.

The *Cascadas* will complete its work in this stretch of the Canal during the next few weeks and then will move north through the Cut to start on the 1¼-mile Empire Reach strip, where Foster Williams Bros. is carrying out the dry-land excavation and blasting the material to be removed by the *Cascadas* and her sister dredge, the *Paraiso*.

During fiscal year 1961, some 6 million cubic yards of dry material was removed in the Cut-widening work by contractors, while the dipper dredges of the Dredging Division removed an additional 2 million cubic yards as they widened the channel from 300 to 500 feet. This widening will increase the number of vessels which can pass other ships in the Cut.

The number of these "clear-Cut" ships has been increasing steadily since World War II and is approaching 1,500 per year, but when the entire length of the 8-mile Cut has been widened the number of ships which are not permitted to meet another ship in the Cut is expected to be reduced considerably, thus increas-

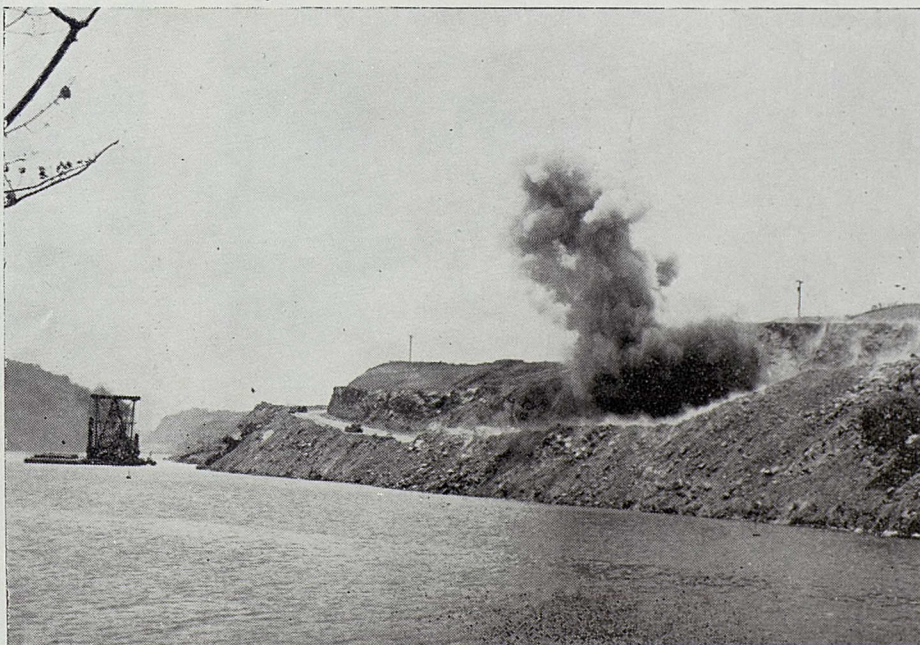
ing the total capacity of the Canal and reducing the average time spent in the waterway by transiting ships.

By the end of fiscal year 1962 the dry-land excavation along Empire Reach will be completed by Foster Williams Bros. and the dipper dredges will be completing the excavation by removing the material from 95 feet above sea level to 32 feet above sea level.

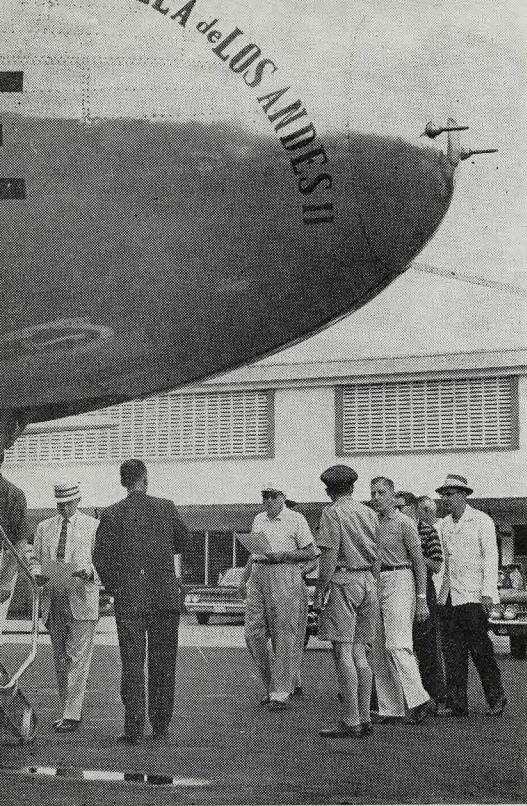
Even as work is drawing to a close on the Empire Reach section, work probably will be started on the final 3 miles of the Cut-widening job, extending from the northern end of Empire Reach to Gamboa. This section, which includes both the Cascadas and Bas Obispo Reaches, is scheduled for completion in 1962. Estimates are that 14 million cubic yards of dry material and 7 million cubic yards of wet material will be excavated from this final 3 miles.

In addition to the widening of the channel through the Cut, tentative planning calls for deepening the channel several feet to provide for safer passage for deep-draft vessels using the Canal. These efforts, combined with an electronic marine traffic control system now being planned, more powerful tugs acquired during the past year, and related improvements to the locks and other Canal facilities, are expected to bring the waterway to a point where it can handle the requirements of world shipping for several decades.

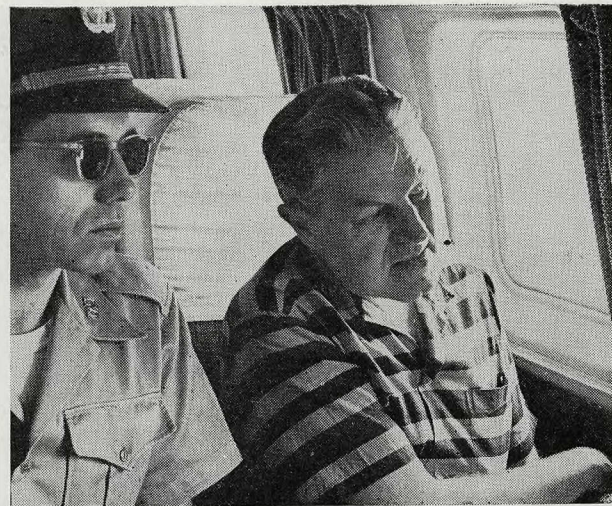
The completed portions of the widened channel and the faster, more powerful tugs already have proved their value to Canal traffic-handling, with both serving to increase the safety and speed with which ships can be moved through the Cut, the Canal's steadily receding bottleneck.



Dynamite blast along Empire Reach loosens more material for dipper dredge to remove.



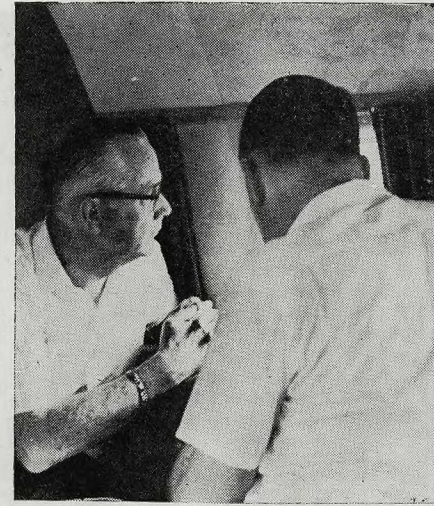
Directors and party board plane for aerial trip.



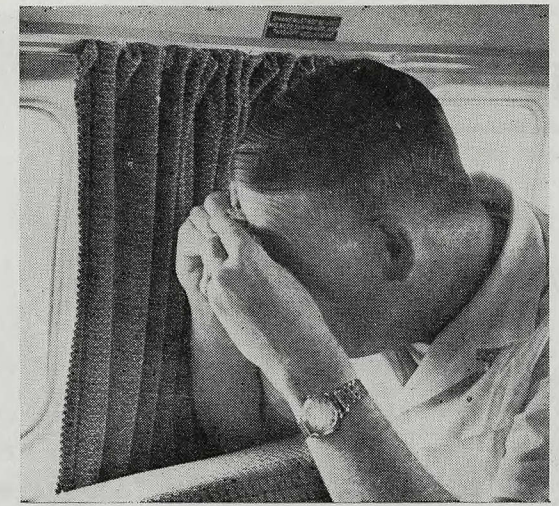
CWO S. T. Stagg and Dr. Charles J. Zinn view Canal Zone panorama through window of low-flying Air Force plane.



Longtime Board member H. Petersen watches familiar scenes along the waterway.



Fred Korth is intent on transiting ship as he listens to remark of companion on flight.



Clarence D. Martin, Jr., prepares to take aerial photo with miniature camera obscured by his hands.



Maj. Harvey C. Jones supplies commentary.

Aerial Inspection

FLYING AT an altitude of 600 to 800 feet in a crisscross, 175-mile long trip over the 38-mile length of the Canal Zone, the Board members started their last full day on the Isthmus with a daylight view of the Canal and associated installations in the Zone.

The Cut-widening project, which had been only partially visible in the darkness of the previous evening, was spread below in all its vastness, with heavy earthmoving equipment busily working away at the biggest excavation project on the Isthmus since construction days.

Flanking the Canal channel at La Boca were the piers of the high-level bridge being built across the Canal, for

which the first steel arrived later in the month. Almost simultaneously with the arrival of the steel, work was started on the widening of Tivoli Avenue to improve the access route to and from the bridge, which is scheduled for completion late in 1962.

On the La Boca flats near the bridge piers was some of the new employee housing being constructed as part of the \$8.3 million program started 2 years ago. Forty-five family apartments were completed and occupied last fall and work is well under way on 84 family and 4 bachelor apartments scheduled for this year. The program also calls for construction of 120 family and 20 bachelor apartments during 1962.

Circling over Pedro Miguel and Miraflores Locks, the Board members could see the unwatered chambers as a pre-

lude to the visit they made there later in the day.

At Gamboa, they saw the dipper dredge *Paraiso* and the suction dredge *Mindi*, the latter being readied to renew its familiar task of maintaining the Canal's channels and harbors and the former being prepared to join the *Cascadas* on the Cut-widening effort. Later in the day, during a visit to the Industrial Division at Mount Hope, they saw some of the equipment being made for the dredges.

The spreading acres of Gatun Lake, the winding Chagres River, and Madden Lake all emphasized the ever-increasing need for water with which to transit the mounting number of ships using the waterway each year. Although traffic during fiscal year 1961 was approximately the same as during fiscal year

1960, the long-term increase which has marked the years since World War II is expected to be resumed this year.

The mounting traffic, coupled with the increasing use of electrical power in the Zone, is resulting in a need for more electrical generating equipment which is not dependent on water for its operation. Studies now are being made to determine the best way of meeting this need for additional electrical power.

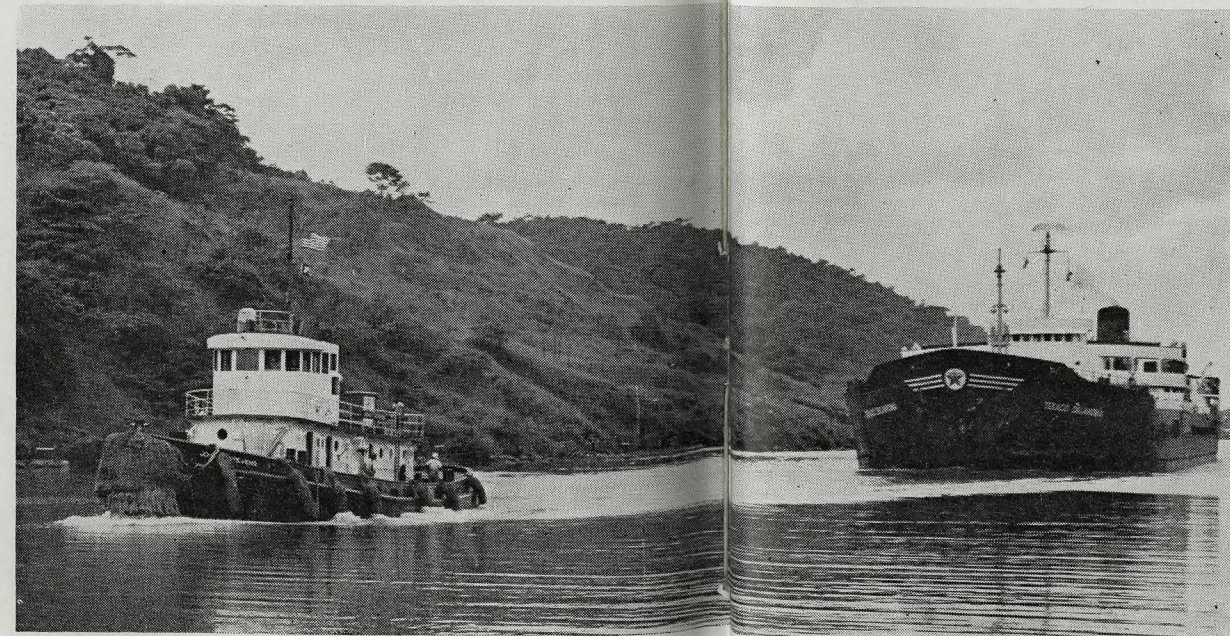
To improve the efficiency with which ships are dispatched and transited through the Canal, plans for an electronic marine traffic control system now are being completed and the system is expected to be in use by mid-1963. The three new tugs acquired during the past year and the new towing locomotives, which are to start arriving this year, also represent improvements.

Year of Achievement

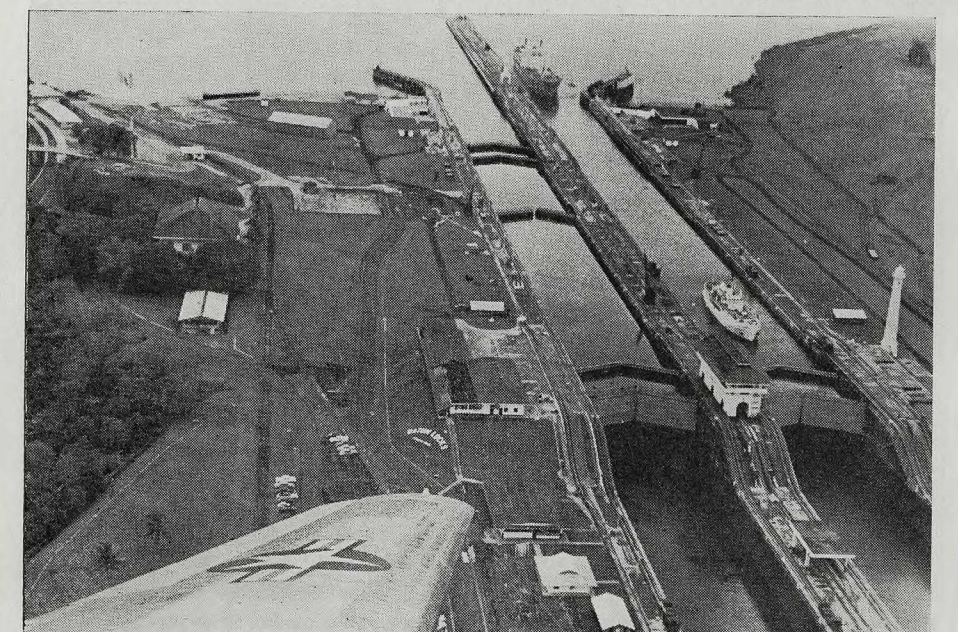
Earthmoving equipment labors on west bank in Cut-widening project.



The John F. Stevens, one of three more powerful tugs recently acquired by the Canal, assist the tanker Texaco Oklahoma.

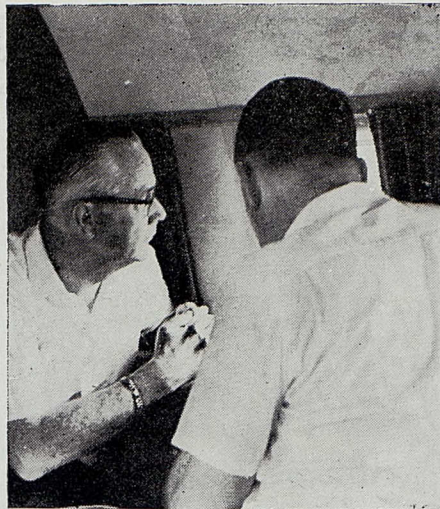


Gatun Locks spread below plane like giant stairsteps leading to the top of the Isthmus.





Petersen
waterway.



Fred Korth is intent on transiting ship as he listens to remark of companion on flight.



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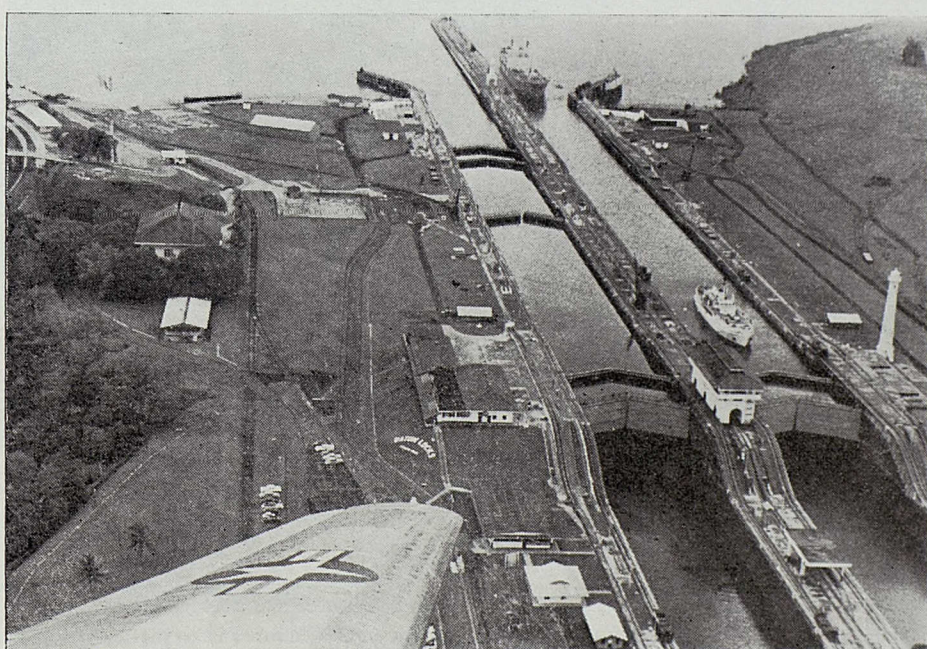
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Gatun Locks spread below plane like giant stairs leading to the top of the Isthmus.



Year of Achievement

Improving the Locks

RETURNING to the Pacific side of the Isthmus after visiting Atlantic-side installations, the Board members were taken on a comprehensive tour of Miraflores Locks, viewing advance preparations for the arrival of the new towing locomotives and for the 1963 Pacific locks overhaul.

Primary task at Miraflores was filling of the declivities left in the lock walls by removal of the emergency dams several years ago. The declivities at Gatun Locks were filled during the overhaul there earlier this year and those at Pedro Miguel will be filled this month and next to complete the job.

The declivities, located adjacent to the upper levels of the locks, have to be filled with concrete so the new locomotives can be used. The design of the new machines would prevent them from traveling past the retaining walls which separate the declivities from the water in the locks. The fill raises the tracks high enough to eliminate any obstruction.

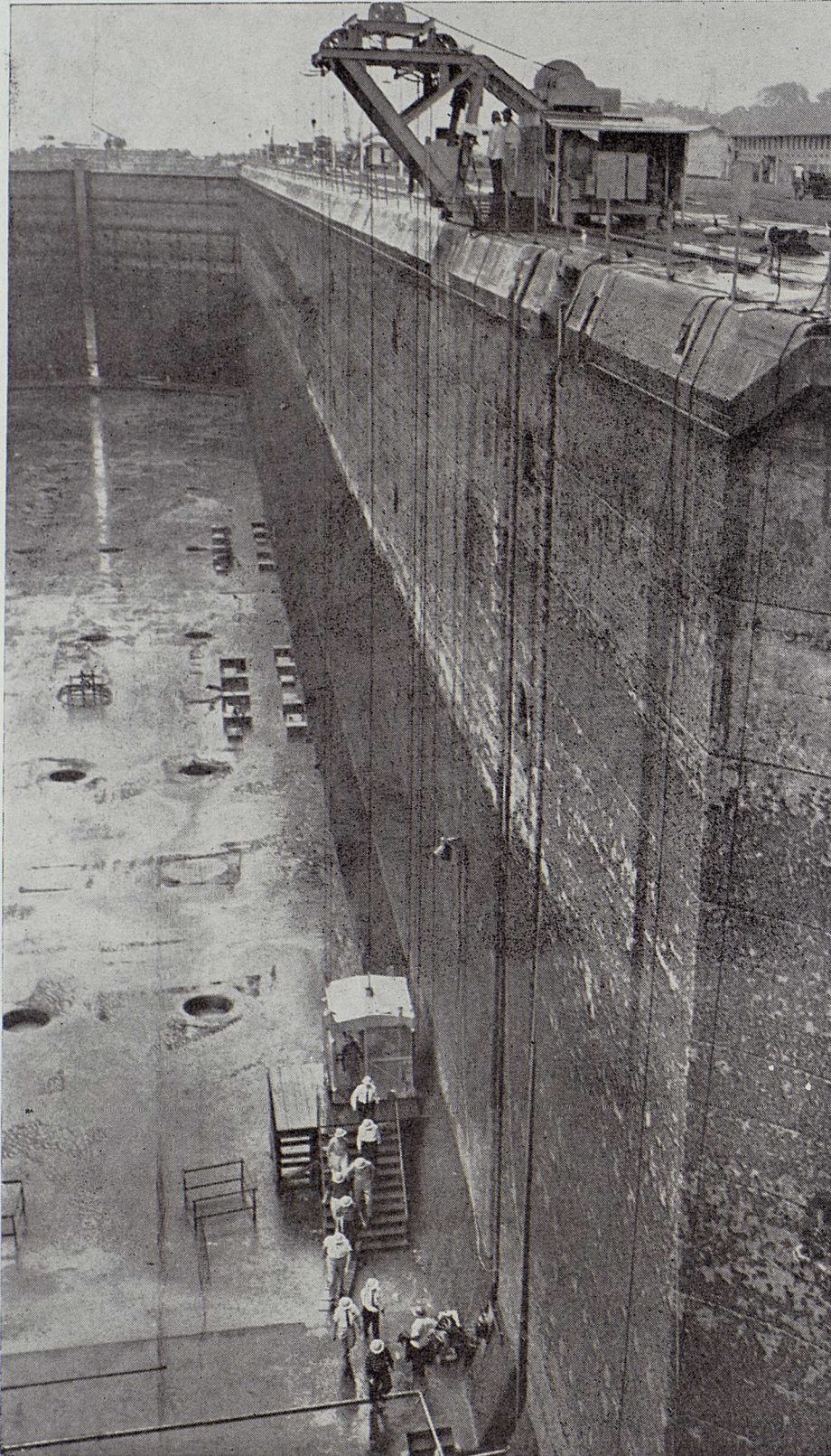
While the declivities were being filled at Miraflores, the miter gate recesses over which the new and heavier locomotives must travel were reinforced to support the additional load. Preliminary work necessary to changing from the 25-cycle electrical current now used by the locomotives to the 60-cycle current which will be used after the new machines arrive also was started.

The new towing locomotives, which are being built in Japan, are designed primarily as replacements for some of the aging machines now in use. Forty of the seventy locomotives now in use are original equipment, having been purchased at the time the Canal first was put into operation almost 47 years ago.

A major improvement in the new locomotives will be the use of two cables instead of one. The present equipment uses a single cable exerting a pull of 25,000 pounds, while each of the cables on the new machines will have a pull of 35,000 pounds.

The additional power and consequent extra weight of the new locomotives are expected to reduce the number of locomotives necessary to assist ships through the locks and possibly decrease lockage time slightly. The number of the new machines which will have to be used for ships will not be known until actual tests have been conducted at the locks, but Canal officials believe that no more than 6 of the new ones will be required to do the work performed by 10 to 12 of the present ones.

Modifications made in the lock struc-



Board members and accompanying party walk through empty chamber from service elevator.



Governor Carter, flanked by Mr. Mansfield on left and Mr. Martin on right, explains details of Canal operation to group as they visited one of the empty culverts under the lock walls.

tures concurrently with the work on the declivities, for which each lane had to be closed, were aimed at improving lock overhaul procedures and thus reducing lane outage time during overhauls. A reduction in lane outage time is necessary so the Canal can continue to serve

world shipping without undue delays.

Prior to an experimental, partial overhaul at Gatun Locks in 1959, the huge miter gates which separate one lock from the next were laboriously jacked up and moved several feet in the unwatered chamber prior to overhaul. This practice,

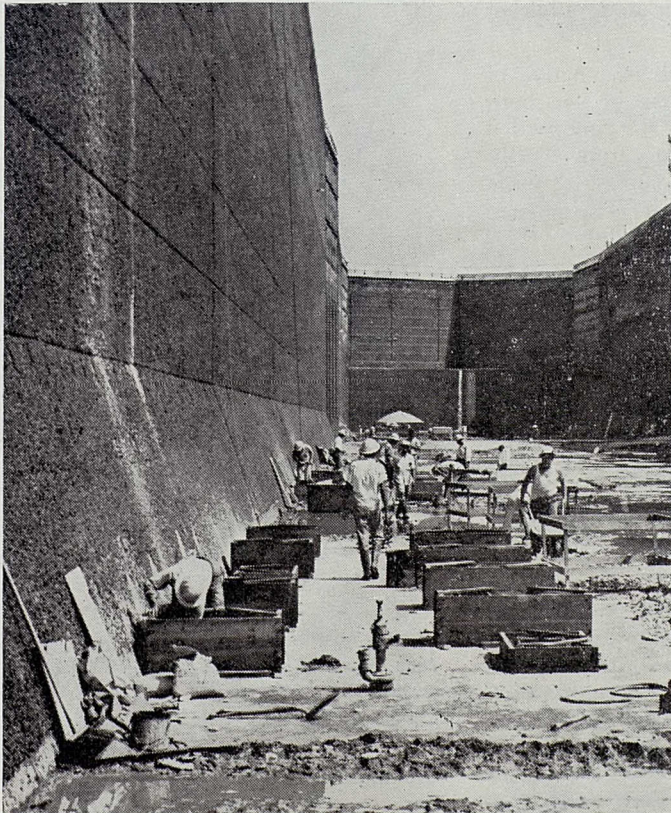
coupled with other procedures then in use, required each lane to be out of service for an average of 35 days during an overhaul.

As a result of the experiments at Gatun in 1959, the time necessary for the complete gate overhaul earlier this year was approximately half of that previously required. Procedures similar to those used at Gatun will be employed at Miraflores and Pedro Miguel for the 1963 overhaul of those locks.

The successful method used at Gatun involves removing the miter gates from their pintles with the 250-ton floating crane *Hercules* and then placing them atop concrete blocks installed in one of the lock chambers for that purpose. In preparation for using the method at Miraflores, the necessary concrete blocks were installed on the chamber floor last month. Similar blocks also will be installed at Pedro Miguel Locks while the declivities there are being filled.

After the 1963 overhaul of the Pacific locks Canal officials hope to reduce lane outage time to not much more than 24 hours per lane at any one time. Governor Carter has told Congress he believes such an improvement in overhaul procedures is possible. Such a change will involve removal of the miter gates from the locks to a dry dock, where the actual work will be done. It also will involve the use of special caissons against the

Workmen on floor of empty chamber install forms for concrete blocks on which miter gates will be placed during 1963 overhaul.



Concrete which forms the lock chambers was tested for deficiencies to be corrected by grouting, a routine overhaul procedure.

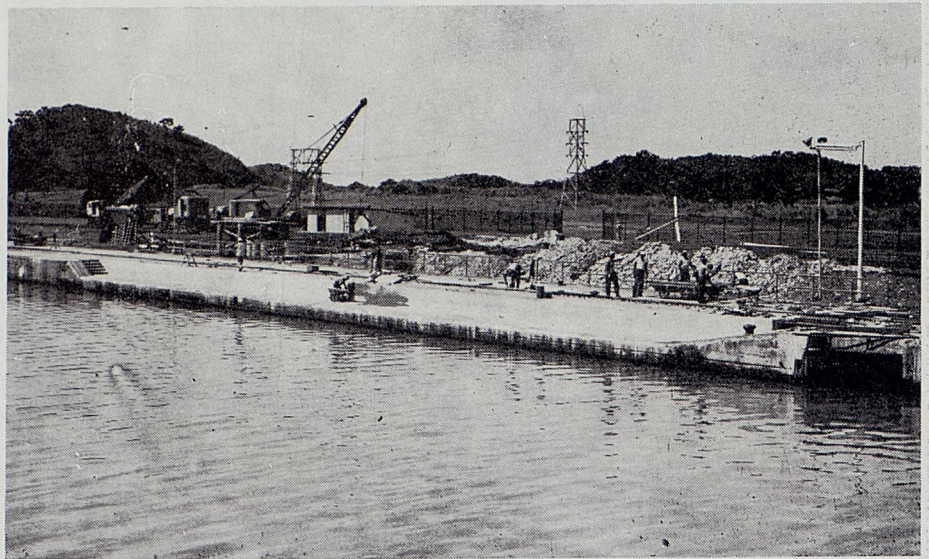


Year of Achievement

walls of the lock chambers to enable work to be done on pintles and wall bearing plates while the chambers continue to be used by transiting ships.

To prepare the way for these caissons, the sills below the miter gates have to be redesigned so that a standard caisson can be used on each of them in turn. The work on sill modification will be done in 1963 at the Pacific locks and in 1964 at Gatun Locks. It is probable that the new 24-hour lock lane outage procedure will be used for the first time about 1966.

Other modifications made at Miraflores included installation of bulkhead recesses to be used to close off the side wall culverts so valves and other equipment in them can be repaired or replaced without closing the affected lane to traffic. A similar installation of bulkheads was made at Gatun earlier this year and provision is to be made for their use at Pedro Miguel.



Primary purpose of the Miraflores project was filling of emergency dam declivities.

The work at Miraflores was completed June 23 and that to be done at Pedro

Miguel is scheduled to start July 30 and be concluded no later than August 30.

Board Membership Increased

THREE ADDITIONAL members were named to the Board of Director of the Panama Canal Company at the end of May, bringing total membership to 13



George W. Ball

prior to the Board's June 5-6 meeting in the Zone.

The additional members are George W. Ball, Under Secretary of State for Economic Affairs; Fred Korth, a former Assistant Secretary of the Army and now President of the Continental National Bank of Fort Worth, Tex.; and C. Owen Smith, editor and publisher of *Outdoor MAINE*.

Under Secretary Ball is a native of Des Moines, Iowa, where he was born December 21, 1909. He received a bachelor of arts degree from Northwestern University in 1930 and 3 years later received a doctor of jurisprudence degree from the same school.

He was with the General Counsel's Office of the Treasury Department in Washington from 1933 to 1935, then practiced law in Chicago from 1935 to 1942, returning to Federal service that year as Associate General Counsel of the Lend-Lease Administration. In 1944 he served as Director of the U.S. Strategic Bombing Survey in London and the following year became General Counsel of the French Supply Council in Washington. He reentered private law practice in Washington in 1946.

Mr. Korth, a native of Yorktown, Tex., was born September 9, 1909, received his bachelor of arts degree from the University of Texas in 1932 and his bachelor of laws degree from George Washington University in 1935, after which he entered law practice in Fort Worth.

He served in the Air Transport Command from 1942 to 1946, leaving the service as a lieutenant colonel and resuming private law practice. He was appointed Department Counselor, Department of the Army, in 1951 and the following year was named assistant Secretary of the Army, a post he held until 1953.

Named president of the Continental National Bank of Fort Worth in 1959, Mr. Korth also is a director of Bell Aerospace Corp., the Professional & Business Men's Insurance Co., and the Texas & Pacific Railway Co. He also is a trustee of Texas Christian University and the Hockaday School, Dallas, as well as treasurer of the Texas & Southwestern Cattle Raisers Association.

Mr. Smith, who was born in Akron, Ohio, on May 28, 1916, is a 1939 graduate of Harvard College and served in the U.S. Naval Reserve from 1940 to 1945, attaining the rank of lieutenant commander.

Before entering military service, Mr. Smith was engaged in production planning with the United States Rubber Co. at Chicopee Falls, Mass. After World War II, he became a reporter for the Jannett Publishing Co. of Portland, Maine, and in 1946 became editor of the *Maine Coast Fisherman*, Belfast, Maine, a post he held until 1959, when he became president of *Outdoor MAINE*.

Mr. Smith and Mr. Korth attended the Board meeting last month, but Under Secretary Ball was unable to be present.

After 42 years at Printing Plant, Eustace Wiltshire

Abandons Type for Books

A PRINTER who has worked on every issue of THE PANAMA CANAL REVIEW since it was started 11 years ago and who has been employed in the Printing Plant of the Canal organization since 1919, left the Isthmus last month after living here for more than 50 years and now is living in retirement in his native Barbados.

Eustace Wiltshire, who lived in Colon until retirement, came to the Isthmus with his foster parents in 1907, when he was 7 years of age. He first went to work for the Canal organization in 1915, when he took a job as a messenger for the Superintendent of the Building Division.

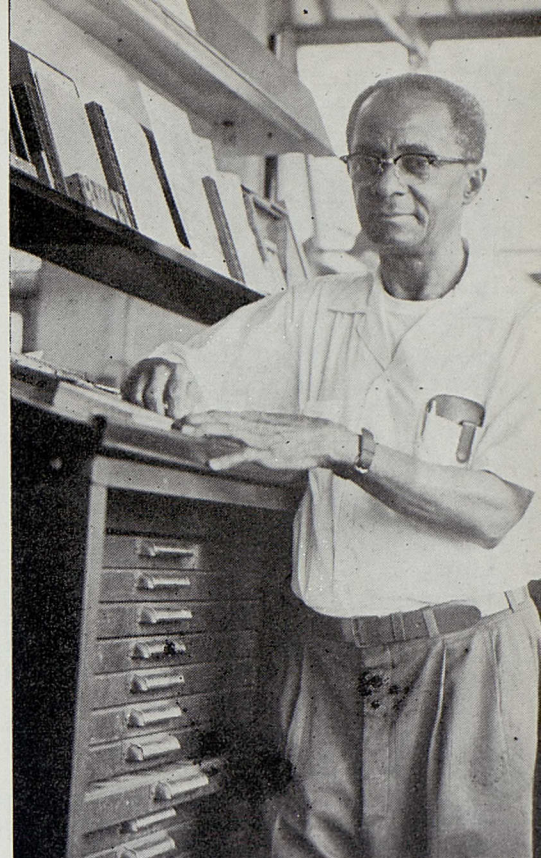
A year earlier, as a curious boy of 14, he was on the scene when the Isthmian waterway was put into service after 10 years of work by U.S.-directed forces, including his foster father, Joseph Daniels. Mr. Daniels worked on the construction and later for the Panama Railroad, retiring in 1934, 2 years prior to his death.

Young Wiltshire learned the printing trade while attending school in Panama and transferred to the Printing Plant in February 1919, to start more than 42 years of service in the Mount Hope operation, where he has worked at virtually every job from the bindery to the make-up of pages and including service as a pressman and typesetter.

The veteran printer ended his service at the Printing Plant with a final demonstration of the loyalty to the craft in which he excels: He took a week's leave of absence in mid-May so his departure date would come after he had worked on the June issue of THE REVIEW.

Not only has Mr. Wiltshire employed his skill at the various tasks performed in the Plant, but he also has passed along some of his specialized knowledge to students in occupational classes at Rainbow City, where he served as an instructor for a time.

A bachelor, the retiring printer plans to live in St. Michael, Barbados, where his mother now lives. He says he has



Eustace Wiltshire works on June Review.

no plans except to rest and enjoy the healthful climate for which the island is noted and to catch up on his reading. Earlier in the year he shipped an extensive library of more than 2,000 books to his home in Barbados.



Capt. Francis de Sales Gorman

Capt. Gorman of the *Cristobal* is

Swallowing the Anchor

FRANCIS DE SALES GORMAN, Master of the SS *Cristobal* since 1953, has "swallowed the anchor" after 41 years at sea and from now on will be "gunk holing" on the south shore of Long Island, N.Y. All of which means that Captain Gorman has retired to life ashore and, in future, will sail only in sheltered bays rather than on the open sea.

His craft will be the 22-foot auxiliary sloop *Rete*, which ties up in the captain's backyard at Amityville, Long Island.

During his blue water career, Captain Gorman sailed to far corners of the globe in both war and peace. In 1920, he was graduated from the old schoolship *Newport* and as soon as he was 19 sat for his junior mate's license. He took command of his first ship, the *Samuel Griffin*, in 1942.

His association with the Canal's steamship operations dates back to 1936, when he signed on as a third mate of the old *Ancon*. He was on the maiden voyage

of the 10,000-ton *Cristobal* in 1939, the ship he commanded from 1953 until a few weeks ago, when the vessel underwent her first major overhaul since 1947. The ship returned to service late in June as the only active steamship operated by the Panama Canal Company.

Governor Carter, in a letter to Captain Gorman, said, "I take this opportunity to express my sincere personal thanks for the exemplary manner in which you have carried out your responsibilities during your entire career with the U.S. Government. On behalf of the officials of the Panama Canal Company, I congratulate you on a job well done."

During his years at sea, Captain Gorman has pursued several hobbies, including chess, astronomy, and collecting old books on navigation and old nautical instruments. His collection includes several 18th century wooden quadrants and an 1804 edition of Hamilton Moore's *Navigation*.



H. C. Egolf

AFTER DEALING with thousands of problems relative to the housing of Canal Zone employees during the past quarter-century, Jack C. Randall, retiring as Chief of the Community Services Division, has taken up temporary residence at sea.

Mr. and Mrs. Randall, accompanied by their beagle, Tuffy, left the Isthmus by plane last month for Baltimore, Md., but shortly afterward boarded the cruiser *El Gringo*, for the beginning of an 8-month trip in United States and Caribbean waters.

H. C. Egolf, former superintendent of the Housing Branch, has served as Acting Chief of the Community Services Division since Mr. Randall's departure and officially will become Chief of the Division on July 9.

The Randalls and Tuffy will cruise up the eastern coast of the United States from Maryland and through the Intra-coastal Waterway to Long Island. From there, the itinerary includes travel up the Hudson River to Lake Champlain,

Community Services Gets New Chief

then to the St. Lawrence Seaway in Canada for the trip to and through the Great Lakes. They will go down the Mississippi River to New Orleans, cross the Gulf of Mexico to the west coast of Florida, then go around the Florida Keys to the east coast and their ultimate destination, West Palm Beach.

Although born in Brooklyn, N.Y., Mr. Randall is a second generation Canal Zone employee, his father having been employed in the Building Division.

Originally employed in 1926, Mr. Randall worked through a series of positions before being promoted to Assistant District Quartermaster on the Atlantic side of the Isthmus in 1940. In 1950 he was named Housing Manager of the Cristobal office, administering housing on the Atlantic side.

He left Canal service briefly in 1951 to become a Doctor of Chiropractic through study in Davenport, Iowa, but returned to the Canal Zone service after receiving his degree. In 1954 he was transferred to the Pacific side as



J. C. Randall

Housing Manager in the Balboa office and in 1955 became Housing Chief. The following year, when the Housing and Grounds Divisions were combined, he became Chief of both Divisions and since 1958, when the name was changed, has held the title of Chief of the Community Services Division.

Active in the Teen-Age Baseball League for many years and longtime president of the Fastlich Teen-Age Baseball League, Mr. Randall has received a number of letters of commendation from Canal Zone Governors for the amount of time and effort he has devoted to making the teenage baseball program a success.

Mr. and Mrs. Randall's two children were born in the Canal Zone and attended schools here. Their daughter, Mrs. Joy Maale, now lives in West Palm Beach, Fla., and their son, Jack, who majored in drama at Carnegie Technological Institute, now is playing in stock in New York City.

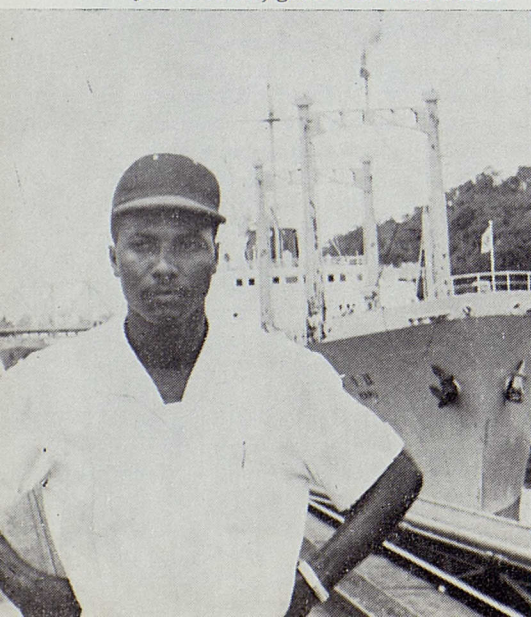
Mr. Egolf, who is succeeding Mr. Randall as Chief of the Community Services Division, has been with the Canal since 1934. Born in Reading, Pa., he came to the Isthmus in 1917 and is a second-generation employee, his father having worked as a lock operator.

In 1934, after attending the Canal Zone Junior College, Mr. Egolf was hired as a clerk in the Supply Division in Cristobal, transferring to the District Quartermaster office at Balboa Heights in 1937. He was promoted to principal clerk in 1941 and a year later was named assistant district quartermaster. He was made housing manager in 1950, assistant chief of the Housing Division and manager of the Balboa office in 1955, and since 1959 has been superintendent of the Housing Branch.

Like his predecessor, Mr. Egolf is interested in the Little League and Teenage Baseball League programs and has been commended by Canal Zone Governors for his contributions to the programs.

Champion Linethrower

Juan Garzón, good man with a line.



FOR THE FOURTH year in the past 6, Juan Garzón of Miraflores Locks has walked off with the Locks Division line-throwing championship. Competing in a contest where 9 is the highest possible score, Mr. Garzón earned 7 points to top all other entrants.

Using a ¼-inch manila line with an 8-ounce monkey fist weighting the end, the contestants in the annual event throw at a target, over a raised bar from 80 feet back, and then try for distance. The contest was started in 1956 and this year's winner previously held the title in 1957, 1958, and 1959, but lost it temporarily last year to Carlos Meléndez of Pedro Miguel Locks.

Lorenzo Ríos of Miraflores Locks scored 4 points to place second this year, while Mortian Hinds of Gatun Locks came in third with 3 points.

CANAL HISTORY

50 Years Ago

HENRY L. STIMSON, Secretary of War, visited the Canal Zone 50 years ago this month, shortly after his appointment by President Taft. He was accompanied by his wife, secretary, and Brig. Gen. Clarence Edwards, Chief of the Bureau of Insular Affairs. As part of his busy schedule of Canal inspection, he walked through the Cut from Pedro Miguel Locks to Empire, then climbed the 106 steps from the excavation to the Division office. He later walked through the other half of the Cut and inspected the progress of work on the Atlantic side.

Excavation in the Cut at the end of fiscal year 1911 was 78 percent completed and 56 percent of the concrete

for all locks was in place. The excavation in the Central Division during the previous 12 months totaled 18,479,642 cubic yards, the largest of any year to that date.

Isthmian Canal engineers, accompanied by an engineer from Panama, made a 4-day survey of the Panama coast and traveled to the Pearl Islands, investigating the need for navigational aids in the area. They recommended that navigation lights be established at Cape Mala, San Jose Island, Bona Island and Melones Island.

25 Years Ago

THE FIRST aerial display by planes based at Albrook Field was the highlight

of the Pacific-side Fourth of July celebration 25 years ago. The air show included a number of parachute jumps. The holiday was a big event on both sides of the Isthmus in 1936, with parades, athletic events, artillery salutes, kiddie trains, and fireworks.

As a result of economy measures by Congress, free tuition in Canal Zone schools was restricted to residents of the Zone and to children whose parents or guardians were citizens of the United States employed by the U.S. Government. Prior to this, children of U.S. citizens living in Panama could attend Zone schools without payment of tuition.

As an indication of the general improvement in world trade, total tonnage passing through the Canal during the fiscal year ending in June 1936 was 26,505,943 tons, an increase of 4.7 percent over the previous fiscal year. Sharp gains were recorded in lumber, ores, and manufactured products of iron and steel.

10 Years Ago

BIRTH of the Panama Canal Company, which joined the Canal enterprise and the Panama Railroad Company into a single Government-owned corporation, occurred 10 years ago this month. The Panama Canal Company, newspapers noted, marked a turning point in the history of the waterway. Under the new organization, the waterway was made a self-sustaining concern and business and governmental functions were separated.

Although the change involved a major alteration in fiscal procedures for the Government's two enterprises in the Zone, it required no realignment in the administrative framework, which had been accomplished by a preparatory reorganization a year earlier.

One Year Ago

MAJ. GEN. W. A. CARTER took the oath of office as the 13th Governor of the Canal Zone in a simple ceremony at Balboa Heights 1 year ago this month. One of the new Governor's first official acts was signing a \$2,332,000 contract with the W.B. Uhlhorn Construction Co. of Harlingen, Tex., for the construction of 84 replacement housing units on the Pacific side.

RETIREMENTS

RETIREMENT certificates were presented at the end of June to the employees listed below, with their birthplaces, positions, years of Canal service, and future residence.

Ernest A. Angermuller, New York City; Tank Inspector, Industrial Division; 31 years, 11 months, 15 days; Arkansas.
Nicor S. Bailey, Jamaica; Food Service Attendant, Gorgas Hospital; 30 years, 6 months, 21 days; Panama.
Mrs. Pearl B. Belgrave, Canal Zone; Saleswoman, Coco Solo Retail Store; 19 years, 10 months; Colón.
William E. Bent, San Andrés; Dock Employee, Terminals Division; 27 years, 12 months, 10 days; Colón.
Boyd M. Bevington, Ohio; Housing Management Aid, Community Services Division; 35 years, 1 month, 10 days; Isthmus for present.
Charles Brathwaite, Barbados; Carpenter, Maintenance Division; 30 years, 2 months, 25 days; Panamá.
Miss Marie V. Brauer, Virginia; Nurse Supervisor, Gorgas Hospital; 29 years, 11 months, 23 days; Richmond, Va.
Samuel S. Brown, Jamaica; Painter, Industrial Division; 43 years, 7 months, 5 days; Colón.
Miss Mercedes Castro, Panamá; Teacher, Diablo Heights Junior High School; 31 years, 3 months, 7 days; Panama.
Hubert E. Coke, Jamaica; Fireman, Transportation and Terminals Bureau; 30 years, 5 months, 18 days; Colón.
Miss Rae F. Elicker, Pennsylvania; Director of Nurses, Coco Solo Hospital; 31 years, 4 months, 14 days; St. Petersburg, Fla.
Thomas W. Fels, Michigan; Operator-Foreman, Electrical Division; 19 years, 4 months, 11 days; Venice, Fla.
Robert H. Fisher, West Virginia; Auto Repair Machinist, Motor Transportation

Division; 18 years, 8 months, 27 days; undecided.
Mrs. Lelia Iona Gibbs, Indiana; Clerk, Personnel Records Division, Personnel Bureau; 17 years, 1 month, 1 day; Isthmus for the present.
Manuel González, San Salvador; Janitor, Tivoli Guest House; 19 years, 4 months, 17 days; San Salvador.
Edward W. Hatchett, Sr., North Carolina; Teacher, Division of Schools; 29 years, 8 months, 6 days; Orlando, Fla.
Mrs. Martha W. Keller, California; Supervisory Steward, Service Center Branch; 8 years, 9 months, 11 days; Canal Zone.
Joseph H. Kueter, Arkansas; Leader Shipwright, Industrial Division; 19 years, 4 months, 23 days; Blytheville, Ark.
David D. Minto, Jamaica; Painter, Industrial Division; 31 years, 8 months, 4 days; Panamá.
José D. Morán, Panamá; Helper Electrician, Electrical Division; 22 years, 8 months, 23 days; Panamá.
David G. Peters, Colorado; Locomotive Engineer, Railroad Division; 13 years, 3 months, 2 days; Canal Zone for present.
Isaac A. Price, Ohio; Locomotive Engineer, Railroad Division; 20 years, 4 months, 11 days; St. Clairsville, Ohio.
Guillermo Puello C., Panamá; Watchman, Terminals Division; 14 years, 5 days; Colón.
Mamerto Quinto, Panamá; Boatman, Pacific Locks; 35 years, 9 days; Chilibre, Panama.
Joseph Richards, Barbados; Chauffeur, Motor Transportation Division; 41 years, 5 months, 7 days; Panamá.
Felipe Román, Canal Zone; Painter, Industrial Division; 21 years, 3 months, 13 days; Colón.
Lorenzo Sánchez, Panamá; Roofer, Maintenance Division; 26 years, 1 month, 1 day; Panamá.
Eustace Wiltshire, Barbados; Composer, Printing Plant, Administrative Branch; 46 years, 2 days; St. Michael, Barbados.

ANNIVERSARIES

(On the basis of total Federal Service)

40
**SUPPLY AND COMMUNITY
SERVICE BUREAU**
Henry E. May
Superintendent, Storehouse
Branch

**ENGINEERING AND
CONSTRUCTION BUREAU**
Joseph M. Cooke
Designing Engineer
Benjamin Thomas
Maintenanceman

HEALTH BUREAU
Gladys B. Baldwin
Secretary
Rebecca T. Kendall
Nurse Supervisor

MARINE BUREAU
Auman L. V. Best
Clerk
Henry H. Shirk
Lead Foreman, Locks
Operations
**SUPPLY AND COMMUNITY
SERVICE BUREAU**
Melvin E. Walker
Service Center Manager
Norman A. Marshall
Utility Worker
Severino Ríos
Cemetery Worker

Robert C. Walker
Chief, Internal Security
Office

CIVIL AFFAIRS BUREAU
Thomas J. Egger
Customs Inspector
Blandina A. Waterman
Senior High Teacher, Latin
American Schools
Santos A. Matos
Driver-Operator Firefighter
Alma P. McPherson
Dressing Room Attendant

**ENGINEERING AND
CONSTRUCTION BUREAU**

James C. Cullen
Mechanical Engineer
Fitzgerald Alleyne
Asphalt or Cement Worker
Gertrudis Rodríguez
Debris Control Winchman
Frank Hunter
Helper Electrician
Emory H. Paulk
Painting Inspector
Darnley D. Smith
Helper Electronics Mechanic
José M. Rivera
Boatman
Leonard Kelly
Maintenanceman
Edward Acre
Maintenanceman

HEALTH BUREAU

Margaret C. Yerkes
General Supply Assistant
Clifford H. Ewing
Staff Nurse
M. C. Brenneman
Staff Nurse
Lillian R. Forde
Nursing Assistant
Secundino Morán
Heavy Pest Control Laborer

Edith Brown
Pantryman

MARINE BUREAU

John W. Litton
Marine Machinist
Benjamin R. Brundage
Chief Engineer, Towboat
or Ferry
Rufus L. Carey
Lock Operator Electrician
Edward L. Spinney
Marine Machinist
Wilford Brown
Helper Lock Operator
James A. Cruz
Signalman
Robert J. Hansen
Towing Locomotive Operator
Belisario Tejada
Boatman
Anthony G. Winkes
Welder
Julio Arvaez
Boatman
G. P. Gramlich, Jr.
Lock Operator Machinist
Basil L. Lloyd
Chauffeur
F. P. Hormechea
Leader Boatman
John M. Klasovsky
Lead Foreman Locks
Control House
Mickell Williams
Helper Lock Operator
Donald L. Schmitz
Supervisory General Engineer
James H. Johnston
Helper Marine Machinist
Samuel D. Brinkley
Lock Operator Machinist
Jorge L. de la Cruz
Maintenanceman
Joseph N. James
Ramp Operator
Dámaso A. Rudas
Helper Lock Operator

**OFFICE OF THE
COMPTROLLER**

C. E. Scantlebury
File Clerk

**SUPPLY AND COMMUNITY
SERVICE BUREAU**

James C. Cross
Retail Store Supervisor
C. J. O'Sullivan
Assistant Commissary Store
Manager
Isaac Brooks
Forgeman
M. A. Debrissett
Sales Section Head
José I. Vargas
Warehouseman
Amy Agard
Food Service Sales Checker
Madeline Cox
Pantryman
Melita E. Kelly
Sales Clerk
José Tuñón
Grounds Maintenance
Equipment Operator
Madlin J. Jones
Counter Attendant
Theresa Austin
Clerk
Lillian J. Gibson
Retail Store Sales Checker
Ruth Forbes
Sales Clerk
Marco Collazo
Grocery Worker
Roy Waterman
Warehouseman
Myrtle D. Newman
Clerk Typist
Manuel Pérez
Utility Worker
Samuel J. Frank
Laborer

Francisco Pinzón
Laborer
Isabel Melgar
Tree Trimmer

**TRANSPORTATION AND
TERMINALS BUREAU**

Leo J. Krziza
Supervisory Administrative
Services Assistant
John E. Maughn
Clerk
William G. Slaughter
Automotive Machinist
Ruben N. Richards
Truck Driver
Henry Lorenzo Davis
Maintenanceman
James N. Burgess
Leader Heavy Laborer
Sylvester E. Lessey
General Helper
Ceferino Ordóñez
Helper Liquid Fuels
Wharfman
Everald M. Brown
Cargo Clerk
Fitzroy O. Best
Cargo Clerk
Francisco DeLeón
Helper Liquid Fuels
Wharfman
Jose R. Llovell
Clerk Checker
Aletus A. Richardson
Truck Driver
Fitz G. Lowe
Helper Automotive Mechanic
Agustín Torres
Oiler
Juan Tud
Railroad Trackman
Harry A. Dawkins
Clerk Checker

PROMOTIONS AND TRANSFERS

May 10 through June 10

EMPLOYEES who were promoted or transferred between May 10 and June 10 are listed below. Within-grade promotions and job reclassifications are not listed.

ADMINISTRATIVE BRANCH

Earl E. Bennett, Earl H. Jarvis, to Multitask Operator Trainee.

CIVIL AFFAIRS BUREAU

Postal Division

Darwin E. Grier, to Relief Supervisor, Cristobal.

Division of Schools

Hypolite V. Agustine, to Senior High Teacher, Latin American Schools.

Wilfred E. Layne, to Junior High Teacher, Latin American Schools.

Encida T. Avila, Maria M. Dzevaltauskas, Juan Phillips, Rhoda U. Sealey, to Elementary and Secondary School Teacher, Latin American Schools.

Elvira Bradfield, Millicent T. Fredericks, Elizabeth Tapiero, to Elementary Teacher, Latin American Schools.

Bartolome Savory, to Furniture Repairman.

Andrés López, to Heavy Laborer.

License Section

Caroline D. Mason, from Teller, Supply Division, to Clerk-Typist.

ENGINEERING AND CONSTRUCTION BUREAU

Dredging Division

William S. Walston, to Dipper Dredge Operator.

Arthur W. Farrell, to Master, Small Tug.

Venancio Aráuz, from Garbage Collector, Community Services Division, to Boatman.

Pascual Córdoba, from Field Tractor Operator, Community Services Division, to Boatman.

José D. Vergara, from Grounds Maintenance Equipment Operator, Community Services Division, to Boatman.

Julio Samaniego, from Heavy Pest Control Laborer, Division of Sanitation, to Boatman.

Horman V. Archibold, from Clerk Checker, Terminals Division, to Clerk.

James V. Greene, from Hospital Laborer, Gorgas Hospital, to Clerk.

Ernesto M. Stewart, Clerk, from Supply Division.

Henry A. Morgan, from Helper Lock Operator, Locks Division, to Fireman.

Manuel A. Richard, from Helper Lock Operator, Locks Division, to Floating Plant Fireman.

DaCosta Mahon, to Floating Plant Fireman.

Selvington H. Pusey, Félix Tabarín, to Forgemaster.

Paulino Bría, from Heavy Laborer, Maintenance Division, to Helper Core Drill Operator.

Alfred R. Lord, from Laborer Cleaner, Community Services Division, to Helper General.

Pedro Oses, from Grounds Maintenance Equipment Operator, Community Services Division, to General Helper.

Jacinto Castro, from Heavy Laborer, Maintenance Division, to Helper Pipefitter.

Roger E. Hamor, from Fire Sergeant, Fire Division, to Guard Supervisor.

Gene R. Griffith, from Counter Attendant, Supply Division, to Laborer.

Felix A. Ifill, from Utility Worker, Supply Division, to Laborer.

Sotero García, Eugenio Navarro, from Dock Worker, Terminals Division, to Laborer.

Arcelio A. Ardines, Claud A. Morant, Clifford A. Springer, from Laborer Cleaner, Supply Division, to Laborer.

Augustus C. George, Lionel A. Perry, Atkinson Myles, Harry T. Barber, Theophilus L. Bowen, Felix M. Townsend, Walter W. Shan, Henry M. Robinson, to Leader Seaman.

Daniel Ramos, from Launch Seaman, Navigation Division, to Leader Seaman.

Ismael Carrasco, from Grounds Maintenance Equipment Operator, Community Services Division, to Heavy Laborer.

Ezequiel Mejía, from Laborer, Railroad Division, to Heavy Laborer.

Charles Edwards, Robert H. Elliott, Leonard A. Kirton, to Launch Operator.

José Garnica, Elías Urriola, from Launch Seaman, Navigation Division, to Launch Operator.

Julian E. Albert, Antonio A. Aguirre, Noel A. Dunn, Eurie B. Boyce, Alfonso Headley, Eufemio G. Garrido, José D. DeLeón, Alberto McKenzie, Reginald G. Young, Richard Stephens, Douglas Kelly, to Floating Plant Oiler.

Lawrence W. Matthews, Ernesto Rodríguez, from Helper Lock Operator, Locks Division, to Floating Plant Oiler.

Samuel Alfred, from Helper Machinist, Railroad Division, to Floating Plant Oiler.

Clovis Sinisterra, from Oiler, Locks Division, to Floating Plant Oiler.

Harold L. Duncan, from Chauffeur, Gorgas Hospital, to Floating Plant Oiler.

Julian J. Hoyte, from Firefighter, Fire Division, to Floating Plant Oiler.

Jorge Castro, William W. Hodgson, from Boatman, Locks Division, to Seaman.

Learie N. Hinds, to Launch Seaman.

Samuel Campbell, from Heavy Laborer, Supply Division, to Launch Seaman.

Rudolph McBean, from Kitchen Attendant, Gorgas Hospital, to Launch Seaman.

Marcos Mero, from Laborer Cleaner, Division of Schools, to Launch Seaman.

Justino Pimentel, from Dock Worker, Terminals Division, to Launch Seaman.

Ralph Roper, from Waiter, Supply Division, to Launch Seaman.

Orington N. Battersfield, Elwyn C. W. Conliffe, Alsibades Escobar, Williams A. Evans, Cleveland A. Heath, Earl Jordan, Egbert A. Matthews, Augustin Santana, Henry Morris, Florencio Flores, Crescencio Rivera, Catalino Ruiz, Pedro Smith, to Seaman.

Jorge Campbell, from Helper Automotive Machinist, Motor Transportation Division, to Seaman.

Edward R. Hayle, from Clerk Checker, Terminals Division, to Seaman.

Emanuel Reefer, from Laborer, Panama Local Agency, to Seaman.

Vicente A. Carrera, Cyril S. Hutchinson, from Dock Worker, Terminals Division, to Seaman.

Hubert L. Joseph, Joseph B. Stennett, from High Lift Truck Operator, to Seaman.

Charles L. Mussa, Alejandro Cunningham, Seaman, from Navigation Division.

Joseph S. Ford, from Deckhand, Navigation Division, to Seaman.

Hector Geart, from Heavy Laborer, Locks Division, to Seaman.

John H. Butler, from Helper Lock Operator, Locks Division, to Seaman.

Linton B. Ivey, from Warehouseman, Supply Division, to Seaman.

Rafael Rodríguez, from Grounds Maintenance Equipment Operator, Community Services Division, to Seaman.

Joaquín Castaneda, from Laborer, Community Services Division, to Seaman.

Eustace J. Hurley, from Leader Laborer Cleaner, Supply Division, to Seaman.

Carlos A. Díaz, Theophilus Peterkin, from Firefighter, Fire Division, to Truck Driver.

George H. Myrie, from Heavy Laborer, Division of Schools, to Toolroom Attendant.

Lorenzo Galván, William Rollox, to Floating Plant Water Tender.

Manuel Moreno, Marcelino Troya, to Winchman.

Electrical Division

Christopher T. Cox, to Helper Maintenance Machinist.

Juan D. Sánchez, to Oiler.

Frederick M. Baker, to Distribution System Maintainer.

Thomas J. Dee, to Operator-Foreman Electrician.

Ernest E. Berger, to Electrical Instrument Mechanic.

R. Glenn Crowe, from Towing Locomotive Operator, Locks Division, to Electronics Mechanic.

Kenneth F. Millard, from Towing Locomotive Operator, Locks Division, to Electrician.

Maintenance Division

James W. Hicks, Edwin J. Roddy, to Leader Plumber.

William M. Brandl, to Leader Pipefitter.

Aureliano Bejarano, Valentín González, to Heavy Laborer.

James H. L. Thomas, to General Helper.

Gilbert Myers, to Clerk.

HEALTH BUREAU

Clarence C. Hansen, from Firefighter, Fire Division, to Chauffeur, Gorgas Hospital.

George X. Jean Louis, Clerk, from Supply Division, to Division of Preventive Medicine and Quarantine.

Coco Solo Hospital

Frances D. May, to Nurse Supervisor.

Mildred R. Largent, Staff Nurse, from Gorgas Hospital.

William P. Escoffery, from Service Station Sales Checker, Supply Division, to Stock Control Clerk.

Talbert Weeks, Medical Technician, from Gorgas Hospital.

Allen T. Hamlin, to Clerk.

MARINE BUREAU

Navigation Division

Richard Belzer, Daniel M. R. Haff, Gerald H. Smith, to Pilot.

William M. Deaton, Joseph L. McDaniel, John W. O'Daniel, Jr., to Probationary Pilot.

William T. Lyons, to Pilot-in-Training.

Peter N. Riley, to Supervisory Administrative Services Officer.

Robert G. Peterson, to Supervisory Administrative Services Assistant.

(See p. 22)

Promotions and Transfers

(Continued from p. 21)

Wilbur T. Greaves, Samuel A. Grant, José del C. Caballero, Etelberto Bustos, Lloyd G. Thornhill, Alonso Sánchez, Felipe Soo, to Launch Seaman.

Clifford Bowen, José D. Castillo, from Dock Worker, Terminals Division, to Deckhand. Ricardo R. Lasso, Isaías Quintero, Jorge A. Fuentes, Rafael A. Lascano, to Launch Operator.

Dionisio N. Lucas, from Heavy Laborer, Terminals Division, to Deckhand.

Marcelino Carrasco, from Kitchen Attendant, Supply Division, to Deckhand.

Joseph A. Haylock, to Maintenanceman.

Carlos G. Vega, from Grounds Maintenance Equipment Operator, Community Services Division, to Deckhand.

Luciano Brown, from High Lift Truck Operator, Supply Division, to Deckhand.

Whitman Pomares, from Laborer Cleaner, Community Service Division, to Deckhand.

Locks Division

Lee Kariger, to Supervisory Administrative Services Officer.

George M. Lowe, Wilbert L. Ney, to Supervisory Administrative Services Assistant.

Pantaleón de Hoyos, Esau Livingston, Cyril J. Myers, Joseph Bayne, José Suárez, to Boatman.

Gerald Anderson, to Heavy Hammer Runner.

Kelvin L. Cumberbatch, from Laborer Cleaner, Community Services Division, to Heavy Laborer.

Ramón A. González, Rudolph C. Hunt, to Oiler.

Leopoldo A. Anderson, Carlos A. Beech, Víctor Grant, Antonio Jiménez, Salvador Miranda, Edward C. Price, Luciano Villarreal, to Helper Lock Operator.

Pablo Segura, from Laborer, Maintenance Division, to Heavy Laborer.

Genaro Valdés, from Utility Worker, Supply Division, to Heavy Laborer.

OFFICE OF THE COMPTROLLER

Nellie F. Holgerson, to Accounting Technician.

Gwendoline P. Jordan, to Card Punch Operator.

SUPPLY AND COMMUNITY SERVICE BUREAU

Estanislao Asprilla, Harold T. Kildare, Reyes Rodríguez, to High Lift Truck Operator.

Clinton A. Lewis, Julio Paredes, to Milk Plant Worker.

Reginald Denny, Joel W. Tappin, Leon C. Wilson, to Sales Checker.

José F. Romero, Brígido Cubilla, Aquilino González, to Grounds Maintenance Equipment Operator.

Cyril D. Adams, Arthur Hilton, to Leader Milk Plant Worker.

Oswald P. Matthews, to Produce Worker.

Karl L. Harris, Jr., to Clerk.

John R. Bovell, Jr., to Clerk-Typist.

Mary B. Franklin, to Counter Attendant.

Andres Guioms, to Field Tractor Operator.

Joaquín E. Cruz, to Supervisory General Supply Assistant.

Margarita F. Preciado, to Supervisory Clerical Assistant.

Sixto Mariaga, to Storekeeping Clerk.

Clarence Levy, to Heavy Laundry Worker.

Jose Grant, to Extractor and Tumblerman.

Vicente A. Esguerra, Jr., to Chief Usher, Balboa Theater.

Félix Espinosa, Venancio Aráuz, to Garbage Collector.

Vincent C. Forde, to Laborer.

Dario Chirú, from Heavy Laborer, Maintenance Division, to Laborer.

José Armuelles, from Heavy Laborer, Maintenance Division, to Laborer Cleaner.

Antonio C. Dixon, to Service Station Attendant.

Joseph S. Parris, to Light Packer.

Earl W. Alleyne, to Messenger.

James Grant, to Utility Worker.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

Francis E. Reardon, to Clerical Assistant.

Doris L. Barfield, to Supervisory Cargo Assistant.

Richard H. Lester, to Liquid Fuels Dispatcher.

Granville Barrow, to Office Machine Operator.

Esteban Rodríguez, to Ship Worker.

Luis A. Muñoz, to High Lift Truck Operator.

Railroad Division

Dorothy W. Pate, from Time and Leave Supervisor, Locks Division, to Clerical Assistant.

Motor Transportation Division

Claude B. Bellamy, to Accounting Clerk.

Enrique I. Marshall, to Automotive Mechanic.

Sidney N. Campbell, Ronald F. Payne, to Truck Driver.

Junie N. Scott, from Firefighter Division, to Truck Driver.

Ivan E. Morris, to Storekeeping Clerk.

Kenneth E. Licorish, to Automotive Accessories Mechanic.

Henry G. Ledgerwood, to Materials Handling Equipment Repairman.

Ivan R. Rettally, from Driver Operator Firefighter, Fire Division, to Chauffeur.

Augustus C. Bennett, Juan Sánchez, Carlos Segreda, to Farm Equipment Repairman.

Herman V. Cameron, to Timekeeper.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

A. Paul Jones, Jr., Chief Engineer, Towboat or Ferry, Dredging Division.

David I. Kelleher, Auditor, General Audit Division.

George N. Ateek, Graduate Intern, Business Administration, Supply Division.

Paul R. Forrest, Towboat or Ferry Master, Dredging Division.

Oscar A. Sealey, Surveying Aid, Engineering Division.

Joan V. Hull, Geraldine W. Knick, Sandra I. Schaffer, Clotilde A. Urban, Staff Nurse, Gorgas Hospital.

Charles A. McArthur, Auditor, General Audit Division.

William J. Joyce, Leslie M. Spencer, Systems Accountant, Accounting Policies and Procedures Staff.

John P. Corrigan III, Retail Store Supervisor, Supply Division.

Marie G. Housley, Clerk-Typist, Industrial Division.

Catherine I. Oliver, Clerk-Typist, Division of Schools.

Julio Hooker, Nursing Assistant, Gorgas Hospital.

Purcell R. Gilmore, Sales Section Head, Supply Division.

Maud I. Lynch, Stock Control Clerk, Supply Division.

Louise E. Goldson, Clerk, Gorgas Hospital.

Joan M. Brathwaite, Clerk, Supply Division.

Ira A. Bailey, Conrad S. Best, Maximino Carrasco, Amado Rodríguez, Utility Worker, Supply Division.

Lina Davis, Clerk-Typist, Supply Division.

James L. Sikes, Apprentice Pipefitter, Industrial Division.

Worth Knowing

Life Insurance Plan

NON-U.S. CITIZENS employed by the Company-Government are expected to start enrolling this month in a low-cost life insurance program for which arrangements were completed last month with the approval of Gov. W. A. Carter. Benefits under the plan are based on salary, with a minimum coverage of \$2,000 and a maximum of \$10,000.

Cost of the insurance is to be \$7.15 per year for each \$1,000 of insurance, or the equivalent of 27½ cents per pay period. Premiums will be paid through payroll deductions. United Benefit Life Insurance Co. of Omaha, Neb., was awarded the contract on the basis of competitive bids sought from 12 firms licensed in the Canal Zone.

New School Hours

THE HOURS of operation of the Zone's U.S. schools will be somewhat different

Military Assistant Reassigned

(Continued from p. 8)

colonel, served with the Military Assistance Advisory Group to Formosa—where Joanie gained quite a reputation as a disc jockey on a Chinese radio station. He also has served with Headquarters Continental Army Command, attended the Naval War College, and filled a number of other assignments since leaving West Point.

His successor as Military Assistant to the Governor is coming to his new post from the Command and General Staff College at Fort Leavenworth, Kans., where he has been assigned as a student officer since last July. Major Leininger, whose main hobbies are golf and bowling, will observe his 38th birthday less than 2 weeks after arriving.

Like Major Jones, the new Military Assistant to the Governor holds a master's degree in civil engineering and previously has served in the Far East and with the Headquarters Continental Army Command at Fort Monroe, Va. Major Leininger's Far East assignments have included duty in both Korea and Japan, where his wife, Virginia, taught English conversation classes to Japanese students and studied the art of Japanese flower arranging. For the past year, Mrs. Leininger has spent much of her spare time studying Spanish.

Major and Mrs. Leininger have two children, Danny, 5, and Janet, 3, who will accompany them to the Canal Zone.

during the school year starting September 8 than they were last year, Superintendent of Schools S. E. Esser reports.

The schedule this year will be: kindergarten, 9 to 11 a.m. and 1 to 3 p.m.; first and second grades, 8 a.m. to noon and 1:30 to 3 p.m.; third through sixth grades, 8:30 a.m. to noon and 1:30 to 3:30 p.m.; junior and senior high schools, 7:45 to 11:33 a.m. and 12:35 to 2:45 p.m.

Incentive Payments Increased

AN IMPROVED payment schedule for the Company-Government Incentive Awards Program became effective July 1, in line with changes instituted by the Civil Service Commission. Minimum award which will be made under the new schedule will be \$15.

Under the payment schedule in effect prior to July 1, a suggestion resulting in measurable benefits of \$2,000 would have resulted in an award of \$75, but under the new schedule will earn an award of \$100. Similarly, a suggestion producing \$4,000 in measurable benefits now will earn an award of \$200, instead of the \$125 previously paid.

Improvements in the definition of the kind of ideas eligible for evaluation under the program also are being considered by Company-Government officials, in line with a recommendation by the Civil Service Commission to all U.S. Government agencies.

Students and Cars

A SURVEY recently completed by Dean Roger C. Hackett among full-time students at the Canal Zone Junior College supports conclusions of similar stateside surveys that college students who own cars tend to make lower grades than those who do not own cars.

The survey showed that during the first semester of the school year there were 32 full-time students in the Junior College who owned cars, compared to 179 full-time students who did not. A comparison of the grades of car owners and non-car owners showed that the average grade point ratio of the car owners was 11.3 percent lower than the average among non-car owners.

Dean Hackett acknowledges that it

is possible that factors other than car ownership might be involved in the results, but adds quickly that "it is not considered likely" that car ownership had nothing to do with the results.

Sanitation Commendation

FOR THE fifth consecutive year the two steamships of the Panama Canal Company have qualified for Certificates of Sanitation from the Public Health Service, Governor Carter has been notified by M. D. Hollis, Assistant Surgeon General.

In a letter to Governor Carter, Mr. Hollis said the 1960 award to the *Ancon* and *Cristobal* makes the Panama Canal Company the first of the many companies with 5 or less vessels to qualify for a commendation for 5 consecutive years.

Copies of the letter from Mr. Hollis and an accompanying letter from Sylvan C. Martin, regional engineer of the Public Health Service, have been forwarded to the Water Transportation Division with personal notes of appreciation and congratulation from both Governor Carter and B. I. Everson, Transportation and Terminals Director.



How's Your Driving?

SAFETY SEEMS to lack real significance to the "average" person. To him or her an accident may be a momentary news item and that is all. There usually is no evidence of persistent feelings, no sense of personal involvement, no sense of moral responsibility in regard to accidents.

There is good reason to believe that in this area lies a major problem, insofar as accident potential of "average" people is concerned.

The following statistics derived from a recent survey support this interpretation:

1. Eighty-two percent of drivers involved in auto accidents blame the other motorist.

2. Eighty percent consider themselves good or excellent drivers; only 1 in 100 admits he or she is a poor driver.

3. Only 5 percent think their driving could be improved through a refresher course.

4. Fifty-three percent feel there is nothing they can do to avoid another accident.

In another study 9 out of 10 drivers (and 100 percent of those with a record of traffic violations) rated themselves above average in driving skill and also claimed that they were better than average in obeying traffic laws—views which cannot readily be accepted as confirming facts and expert opinion.

Moreover, 82 percent of the drivers surveyed thought that it is just as wrong to break a traffic law as to steal or lie; at the same time, 64 percent recommend that warnings be given instead of tickets for minor violations. This suggests that "although they paid lip service to a highly moral way of looking at traffic

violations, people are usually concerned mainly with their own convenience."

Obviously, when reference is made to sense of responsibility and emotional stress in connection with "average" people, we are dealing with adjustments and attitudes that fall in the general category or characteristics of accident repeaters and chronic violators.

It would seem that offenders differ principally in degree and pattern of such characteristics, that safe and unsafe behavior are not discreet things but belong on the same continuum, and that certain basic characteristics of personality apply in the explanation of accident involvement.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
MAY



FIRST AID
CASES

'61 230 '60 269

ALL UNITS 1295(397)

YEAR TO DATE 1266

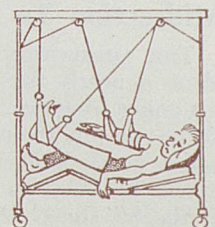


DISABLING
INJURIES

'61 10 '60 13

ALL UNITS 61(4)

YEAR TO DATE 62



DAYS
LOST

'61 111 '60 458

ALL UNITS 1309(58)

YEAR TO DATE 7168

() Locks Overhaul injuries included in total.

SHIPPING

New Chemical Ship

THE NEWEST of three chemical ships in Dow Chemical Co. service, the 18,000-ton *Leland I. Doan*, made another southbound transit of the Canal in June, with a cargo of liquid chemicals for various west coast terminals.

Owned and operated by Marine Transport Lines, Inc., the ship was named for Dow Chemical's president, Dr. Leland I. Doan. Like two other Marine Transport Lines vessels, the new ship is under exclusive lease to Dow. She was built in the Bethlehem ship-building yards at Quincy, Mass., and is designed to carry 3,725,625 gallons of liquid chemicals.

The chemical tanker made her first trip through the Canal on February 23. The company is represented at the Canal by Wilford & McKay.

Summer Cruise Ship

HUNDREDS OF TOURISTS will visit the Canal this year aboard the French Line trans-Atlantic liner *Bretagne*, which has been chartered by Caribbean Cruise Lines to make a series of 12 and 13 day Caribbean cruises during July and August.

Carrying 500 passengers on each cruise, the ship called at Cristobal July 6 and will return on August 3 and August 31. On each visit she remains in port from 9 a.m. until 2 a.m. the following day. In addition to Cristobal, the 18,710-ton *Bretagne* will call at Port-au-Prince, the San Blas Islands, Cartagena, Kingston, and Nassau.

Built in France in 1952, the liner is completely air conditioned. Boyd Bros. is agent for the ship while she is under charter to Caribbean Cruise Lines.

Midsection To Transit

THE MIDSECTION of a ship, which alone is nearly the size of an ordinary sea-going freighter, is due to arrive in Balboa on July 16 on its way from Japan, where it was built, to Baltimore, where it will be fitted to the bow and stern of the SS *David D. Irwin*. It is being towed from Japan by the tug *Daisho Maru No. 1*.

This is believed to be the first time that the Canal has served this type of customer, although it has been used to transit floating drydocks and a number of dead ships. The process of fitting a

TRANSITS BY OCEAN-GOING VESSELS IN MAY

	1960	1961
Commercial	974	1,002
U.S. Government	17	16
Total	991	1,018

TOLLS *

Commercial	\$4,714,050	\$4,963,955
U.S. Government	77,424	71,309
Total	\$4,791,474	\$5,035,264

CARGO (long tons)

Commercial	5,597,468	5,954,029
U.S. Government	66,156	83,918
Total	5,663,624	6,037,947

* Includes tolls on all vessels, ocean-going and small.

new midsection to the two ends of an old ship is not new, however. Several regular Canal customers have been "jumbo-ized" in this way to increase cargo capacity and efficiency.

Aluminum Ore Ship

ALUMINUM OXIDE derived from bauxite mined in Jamaica, Haiti, and various

South American countries is being carried through the Canal to the U.S. west coast these days aboard the *Carl Schmedeman*, a self-unloading ore ship which carries 14,500 tons of the ore at a time.

Operating on a regular run between Jamaica and the west coast since April, the vessel became the first self-unloading ore ship ever to discharge cargo at the port of Longview, Wash. On subsequent sailings, she also has discharged ore at Troutdale, Wash., both cities being sites of Reynolds Metal Co. reduction plants.

According to *Marine Digest*, all aluminum oxide shipped to Longview previously came by rail from plants in Arkansas and Texas. The sea route will not entirely replace the rail routes, however.

The *Carl Schmedeman* was built in 1952 and recently modified. She is the property of Caribbean Steamship Co., a subsidiary of Reynolds Metals Co., and is under Panamanian registry. She is represented at the Canal by Panama Agencies.



An accumulation of scrap, which included about 2,000 tons of 70-year-old construction equipment uncovered during the current Cut-widening work, left the Isthmus last month, bound for Japan. The scrap was loaded aboard the Greek freighter *Mount Athos* at Balboa, thus starting on another leg of a journey which it started after being made into equipment in Belgium during the French effort to build the Canal. The scrap loaded by the *Mount Athos* also included approximately 2,000 tons purchased in Panama and 4,500 tons of outmoded Canal machinery and equipment. Luther A. Caddle, Jr., of the Storehouse Branch took this picture of the scrap piled on the pier preparatory to being loaded aboard the ship.

