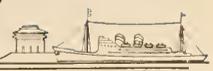




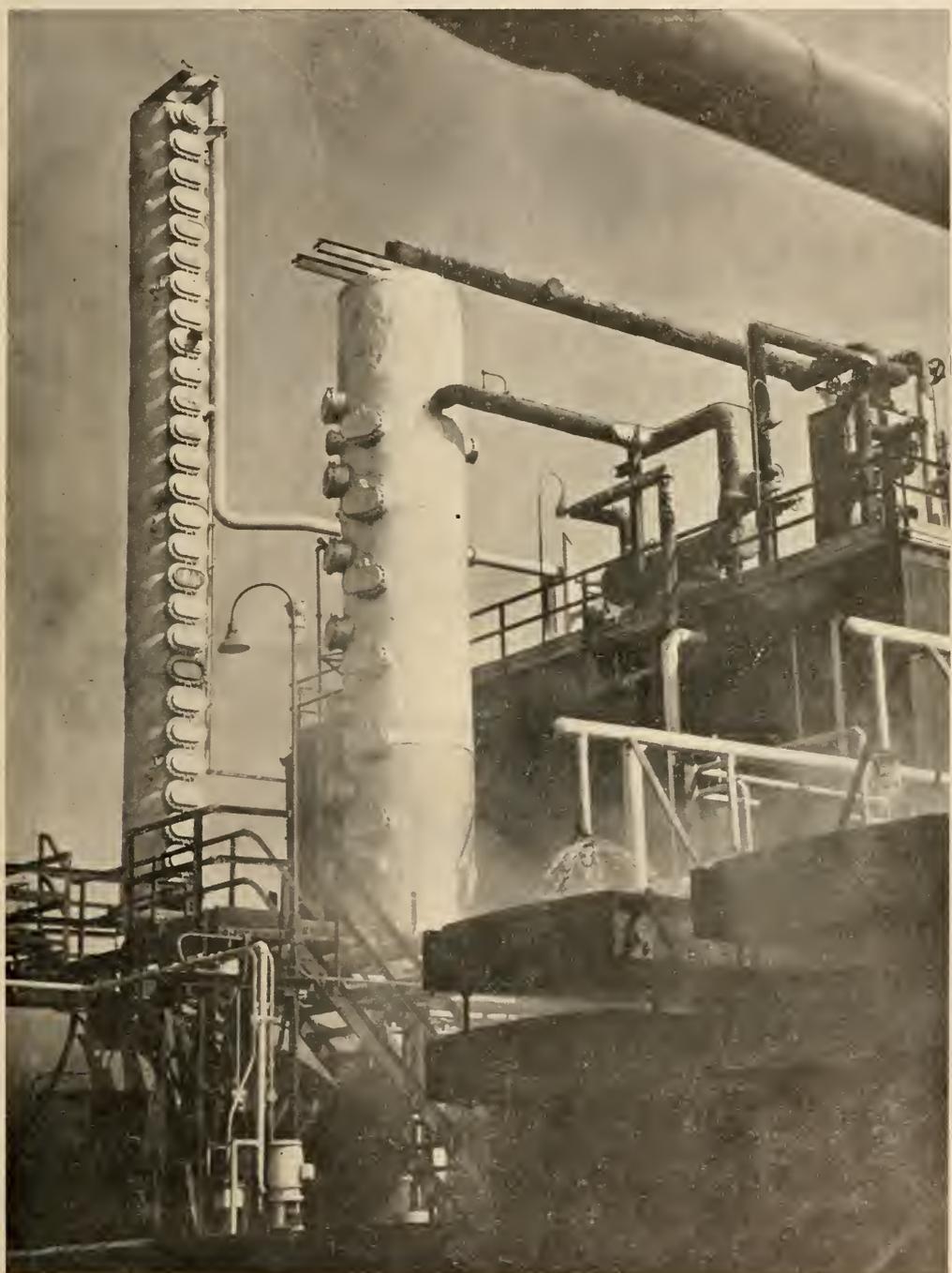
REVIEW



Vol. 8, No. 7

BALBOA HEIGHTS, CANAL ZONE, FEBRUARY 7, 1958

5 cents



South To Tierra Del Fuego

High Level

BRIDGE

Approach alignment set, consultant board named

Connections with the high-level bridge across the Canal at Balboa will be provided on the east side for both the Canal Zone and Panama City street and highway systems at points of the boundary line near the Limits.

A decision on the bridge approaches and the appointment of a Technical Board of Consultants to serve during the design and construction of the bridge were important steps taken last month on the \$20,000,000 Treaty project, which will directly or indirectly affect most residents of Panama and the Zone.

The alignment selected for the east approach to the bridge, subject to minor modifications, will provide a two-way connection for Panama traffic with Avenida de Puertos (28th of November Avenue) near the boundary. Some means of ingress and egress will likewise be provided to the Canal Zone, although the location for this connection has not been finally determined. The alignment of the bridge and main approaches recommended by Sverdrup & Parcel, Inc., design contractors, provides no important change in the locations previously announced.

The selection of a group of five prominent technical experts to serve as consultants on all phases of the bridge project from design through construction has been approved by the Canal Company's Board of Directors. Acceptances had



Design of the bridge over the Canal was discussed last month by officials of the Canal and the design contractors, Sverdrup & Parcel. Left to right, around the Governor: Lt. Gov. H. M. Arnold, E. J. Shields, project manager, H. L. Magee, highway design engineer, and Lt. Col. R. D. Brown, E. & C. Director.

been received from all but one at the end of last month. The Board will be composed of two structural engineers, a geologist, a bridge architect, and a general highway engineer. The five members are:

Roland P. Davis, Dean Emeritus of the University of West Virginia, nationally known expert on structural engineering;

Ralph A. Tudor, of the Canal's Board of Directors, from Atherton, Calif., whose specialty is structural engineering and bridge design;

Aymar Embury II, Architect of New York City;

Edward B. Burwell, Jr., of Upper-ville, Va., retired Chief Geologist in the

Office of the Chief of Engineers; and **William A. Bugge**, of Olympia, Wash., highway engineer and Director of the Department of Highways of the State of Washington.

Of this group, definite word that they will serve has been received from all but Mr. Bugge. Both Mr. Tudor and Mr. Burwell are well acquainted with conditions on the Isthmus through visits here in the past. The latter has made several trips to the Canal Zone in past years for consultations on problems in his field.

The east side bridge approaches were discussed in detail early last month when two representatives (See page 19)

Health agencies start drive Feb. 24



Plans are nearing completion for the campaign to be conducted, starting late this month, by health agencies operating in the Canal Zone. This is the second and last major campaign to be conducted here this fiscal year under the White House directive for fund-raising in federal agencies.

The Governor's Council for Voluntary Giving has set the six-week period from February 24 to April 5 for the health agencies' campaign. February 15 is the

deadline for agencies to apply for inclusion in this year's drive.

No over-all goal is to be set for the campaign. Contributions will be either in cash or by check as no payroll deductions will be made for this drive. The campaign will be conducted through the Keymen of the Governor's Council for Voluntary Giving. This will give all who desire the opportunity to support finan-

Discussing plans for the National Health Agencies drive are, left to right:

- R. K. Erbe, Cancer Committee;
- D. P. Paolucci, Tuberculosis Association, and
- R. R. Stampfer, CARE.

cially those health agencies which could not be a part of the 1957 United Fund campaign because of agreements with their national organizations.

The two major health agencies in the Canal Zone the local chapter of the National Tuberculosis Association and the Canal Zone Cancer Committee have already indicated their intention of taking part in the drive which starts this month.

Their chairmen, Dr. D. J. Paolucci, of the Tuberculosis Association, and R. K. Erbe, of the Cancer Committee, will serve as joint chairmen for the campaign. Each agency will supply its own campaign literature and will handle its own publicity.

STEPS already under way to implement actions taken by the Canal Company's Board of Directors at their meeting here last month on the occupancy of Coco Solo as a civilian townsite and on the Canal capacity problem.

The two projects, which will be of continuing interest for a long time to come, were among the major items under consideration by the Board at their annual meeting in the Canal Zone. The Directors also spent most of one morning at Gatun Locks to see the new LeTourneau towing locomotives in action.

The first order of business for the Board was a visit to Coco Solo for an inspection of quarters and community facilities transferred to the Canal by the Navy. Following this inspection on the morning of January 14, the Board gave formal approval of tentative plans for placing these facilities in service.

An important step in line with the Board's action to expedite further studies on plans to increase the Canal capacity was taken less than two weeks after the meeting when a contract was signed for a study on marine traffic control procedures. The New York engineering firm of Gibbs & Hill will conduct this study which will cover the degree and timeliness of control of ship movements throughout a Canal transit.

Following approval of the contract with Gibbs & Hill, Governor Potter said: "This is only one of many avenues currently being explored in our endeavor to determine what we can do with existing facilities to expedite Canal traffic."

Funds for initiating the short-range plan of Canal improvements, which will cost nearly \$20,000,000, are included in the President's budget sent to Congress early last month. An initial appropriation of \$1,000,000 for the coming fiscal year has been requested.

The short-range plan of improvements was described in detail in *THE REVIEW* last August. It includes widening two reaches of Gaillard Cut north of Pedro Miguel Locks, installation of a lighting system in the Cut, new lights for the Locks, and mooring facilities north of Pedro Miguel Locks.

Because of the continued increase in Canal traffic and the increasing number of "super" tankers and ore carriers being



Company Directors saw the new and the old in the Zone last month. The new were the LeTourneau locomotives, the old was 350-year-old Fort San Lorenzo.

the elementary school, junior and senior high schools, commissary, service center, and other community facilities. One of the first of these jobs to be started after

formal session the same afternoon in the Board Room of the Administration Building. During this session a management review was presented and the Board con-

Directors Meet Here For Sixth Time

handled, the Board believes that these plans may be too conservative and directed the Governor to expedite additional studies.

The occupancy of Coco Solo began the day after the Board visited the area. Although less than 20 families had moved up to the end of January, the moving schedule was to have been speeded up this week with the assignment of an additional moving van. The rate of transfers to other quarters (all U. S.-rate communities on the Atlantic side are affected) was to be stepped up this week to about four a day.

Housing Division officials expect the "musical chairs" program to be completed the end of May.

Meanwhile, plans are going forward for the alterations or rehabilitation of various buildings which will be used for

funds are made available will be the alterations of the large building which will be used for an elementary school. It is hoped to have this building ready for use when schools reopen next September.

Although Coco Solo is still months away from an integrated community, its present and future residents already are taking the first steps to place it in the forefront of Canal Zone towns. A Civic Council, complete with officers, has already been formed. Approximately 100 future Coco Solons participated in the first election.

While the Board's meeting last month was one of the shortest since the annual Canal Zone meetings were initiated six years ago, the Director spent a busy two days here.

After their visit to Coco Solo the day after their arrival, the Directors met in

considered problems of a fiscal and budgetary nature.

The Directors left the Pacific side early the following morning by Panama Railroad car for Gatun Locks where much of the morning was spent seeing the new locomotives in action. Board members were impressed by many features of the new devices, which will be in the testing stage for several months, particularly their ability to start and stop rapidly, and their improved maneuverability over existing locomotives.

After inspecting the LeTourneau machines, the Directors and top officials of the Canal organization attended a barbecue at Fort San Lorenzo. As on previous occasions, Board members were given an opportunity to sample some of the native dishes. Among the other meats served at the barbecue luncheon this year were tidbits of iguana.

Most of the Directors (See page 19)

—Handicapped Children's Program Begins—

A Canal Zone program which will eventually provide special training for more than 200 exceptional children gets under way on a limited basis this month. Its first two units will be a small group of physically handicapped children who will meet at Gorgas Hospital and a much larger but scattered number of Atlantic side children who will take a special course in remedial reading.

Five or six children, between 6 and 10 years of age, will make up the little group of physically handicapped youngsters who will have their classes in a room in Section D of Gorgas Hospital. None of them has ever attended school before,

have been recommended for the supplementary reading by the classroom teacher. Mrs. McDermitt will do additional screening and testing on all the children referred to her.

A series of standardized and informal tests will be administered in order to determine the cause of the difficulty and the amount of retardation. Once the type of reading disability is identified, a differentiated program will be designed for each pupil.

While these two units of the handicapped children's program are getting started, 13 members of the Canal Zone schools' teaching staff are scattered from

a list recommended by James Wolf, Director of the Handicapped Children's Program. Their travel and school expenses are paid from a special allotment for this program and they are drawing their regular salaries. Summer-school courses, however, will be at their own expense.

Four of the teachers are working at San Francisco State College. This quartet is: Mrs. Elizabeth McNevin, of the Diablo Heights elementary school; Miss Thelma Godwin, of the Cristobal elementary school; Miss Clara Wattley, Paraiso high school; and Miss Maiziee Headley, Paraiso elementary school.



Now scattered all over the United States, these teachers are training for work with handicapped children.*

although some have been taught at home. Because of the diversity of ages and training, their classes will be run on the old "country school system."

The children will include cerebral-palsy and post-polio patients, children who have heart ailments or are otherwise handicapped in their ability to get around. Their teacher will be Mrs. Josephine Jones, who spent the first semester of this school year taking special training at Columbia University in New York City.

The location of her classroom is temporary. In September the group will be transferred to a room in the Balboa elementary school so that they will be able to mingle, as much as their physical conditions permit, with children of their own age.

Mrs. Ethel McDermitt, who taught until recently at the North Margarita school, is in charge of the remedial reading classes starting this month on the Atlantic side. She was transferred to the handicapped children's program last month.

She will be a traveling teacher, going from school to school. The children with whom she will work, in small groups,

New York to California, taking special training to equip them for teaching and working with children who are deaf, blind, or have other physical handicaps or with children who are mentally retarded. All of them will be back on the Isthmus next fall when the program will be in full swing.

They are taking this special work at six different colleges and universities. While about 122 U. S. colleges and universities offer courses in special work with students, only about six have training in the whole field of special education.

Some of the colleges specialize in what educators call "sequences." Wayne University, for instance, has an excellent course for teachers who will work with blind or partially-sighted children. Others offer courses in work with the physically handicapped, and others are noted for courses in speech-correction, or teaching deaf or hard-of-hearing children, while others give special training for teachers of mentally-retarded children.

The teachers who are now in the United States selected their schools from

Three others are at Wayne University in Detroit: Miss Verona Campbell, a visiting teacher of Spanish whose home station is Paraiso high school; Miss Mable McFarquhar, of La Boca school; and Miss Lillian Baird, of Fort Kobbe school.

Miss Alva Piper, of the Santa Cruz school, and Miss Mary Brennan, of the North Margarita school, are at Syracuse University in New York State, and at Columbia University is Mrs. Ruth Morris, of the South Margarita school. Mrs. Jean Karch, who is on a year's leave of absence but who is regularly assigned to the Balboa Junior High school, is studying at the College of William and Mary in Williamsburg, Va.

Earl Sharick, of the Cristobal elementary school, is taking his special work at Illinois State Normal, and Mrs. Adda Velarde, of the Santa Cruz School, is attending the Catholic University of America in Washington, D. C.

*Earl Sharick, Mrs. Elizabeth McNevin, Clara Wattley, Maiziee Headley, Thelma Godwin, Mrs. Ruth Morris, Mrs. Jean Karch, Alva Piper, Verona Campbell, Mabel McFarquhar, Mrs. Adda Velarde, Marilyn Flynn, Speech Correctionist for the Division of Schools, Sigurd E. Esser, Superintendent of Schools, James M. Wolf, Director of Special Education.

Here's the man

Who's responsible for health

Most people see the Canal Zone for the first time when they come here to live. Not so Charles Olin Bruce, doctor, Army officer and, presently, Health Director of the Canal Zone Government.

He was here 37 times before the Army Medical Corps assigned him to his present post, two-and-a-half years ago. His 37 previous peeks at the Zone convinced him that it would be a fine place to live. He still thinks so; he is delighted that his original three-year tour of duty has just been extended to July, 1959.

The first 36 times Colonel Bruce visited the Canal Zone were when, as a brand new lieutenant in the Medical Corps, he was in charge of the 100-bed hospital on the troop transport *Republic*, then on a regular run through the Canal to Hawaii.

Today, as Health Director, he is responsible for four hospitals with a total bed capacity many times more than that of the transport "*Republic*," for the sanitation of the Canal Zone, for its preventive medicine and quarantine, and for its veterinary services.

The 1,100 men and women under his direction try to keep the Canal Zone clean and healthy; its food sanitary, and properly handled; its people from becoming sick or, if they become ill, care for them at hospitals and clinics. Of the people in his Bureau, 64 are doctors, 30 are interns and residents-in training, and 252 are registered nurses.

Colonel Bruce's tour with the Health Bureau coincides with a time of the most far-reaching changes since a health organization was set up by Col. W. C. Gorgas over 50 years ago. Some of these changes will be the result of recommendations by Dr. Isidore Falk, who has been engaged for the past year in studying the Canal Zone Health services. His preliminary report has already been submitted but the final report is not yet finished.

During Colonel Bruce's two-and-a-half years on the job, he has concentrated on three major programs: Providing additional training for Bureau personnel; transferring the non-professional load from the doctors and nurses to the administrative and clerical staff; and putting the health services on a more economical basis, without affecting the quality of the medical care of the Canal Zone's people. He is also interested in the health problems of the neighboring Republic and is studying Spanish in order to understand them better.

The training program is one of the Health Director's pet babies. As a medical man, he knows the value of up-to-date medical information. Five of the Health Bureau's professional people have already taken refresher courses in their specialties and several others have attended medical meetings in the States. Colonel Bruce hopes that more can do so.

The special "post graduate" training has not been restricted to medical men. In 1956, William Brown, Assistant to

the Health Director, spent several weeks in Washington attending the Interagency Institute for Federal Hospital Administrators. Colonel Bruce himself served on its faculty.

In line with a plan to lift the load from professional personnel, Gorgas Hospital has its first layman administrator. He, in turn, is training the hospital's first administrative resident. The job of keeping the physical end of the hospital running has been transferred to a full-time professional housekeeper, and a program of training ward attendants is now under way. When this is completed, the ward attendants will be something like the nurses' aides commonly used in States hospitals. They will be able to assume more responsibility, take temperatures, and perform other technical duties.

The biggest headache in his job, he says, is financial. But, he adds, "my greatest satisfaction is that all of the Health Bureau's people have kept on doing superior jobs in the face of one financial crisis after another."

The Health Bureau operates on appropriated funds, and any income from its services goes into the Treasury. The balance of the cost is paid to the Treasury by the Panama Canal Company. The Health Bureau budget is prepared, and requested, nearly two years in advance. Between the time Colonel Bruce and his assistants have worked out what they will need and the time funds become available, all sorts of things may happen to throw their plans out of kilter. Congress may authorize a pay raise, or the Company increase some of its service charges for instance.

Consequently, a good part of his time is spent making the Bureau's money go as far as possible. The new bloodbank, with volunteer donors, eliminated heavy expenditures for blood needed by hospital patients. A simple sounding economy, such as requiring doctors to make their house calls in ambulances—an ambulance was then on hand if a patient needed hospitalization—saved more money.

The Canal Zone's health offices in Panama and Colon were transferred to Panama a few weeks after he arrived here, but Colonel Bruce is much interested in Panama's affairs. He holds the Order of Manuel Amador Guerrero, in the rank of Knight Commander, for his assistance in several of Panama's health programs. He believes that Panama and the Canal Zone should have a deep concern for each other's problems, since disease does not recognize geographic or political boundaries.

Born in Holdrege, Neb., 49 years ago, he started as a Liberal Arts student at the University of Nebraska. The shop-talk of medical student friends was so interesting that he switched to medicine. This was one of three chance encounters which had important effects on his life.

The next came when, after he had re-



Col. Charles O. Bruce

ceived his M.D., he had six months to wait before beginning his internship at New York City's Bellevue Hospital. He spent most of these six months at one of the C.C.C. camps, getting a taste of military life. When he finished his internship, he was commissioned into the Army.

The third encounter was on the *Republic*. On his first trip back from Hawaii, he met Edythe Ann Corbin, home ward bound with her Army parents. They were married three years later, after he finished a course in malariaology at Water Reed Hospital in Washington.

Their honeymoon was, to say the least, unusual. They were assigned to British Guiana and got transportation on a small boat the Army was sending to Trinidad. The trip from Miami, which should have taken a couple of weeks, took a month. The boat's water system broke down, its radio quit, its engines faltered. They were unable to identify themselves and a British patrol brought them to a quick halt at the entrance to Port-of-Spain with a shot across their bow.

Mrs. Bruce was evacuated to the States when the United States entered the war but her husband stayed in British Guiana for a year. Then, after a brief detail in New York, he was assigned to Gen. Mark Clark's staff, a post he held through the North African and Italian campaigns.

Back to the States in 1945, he and Mrs. Bruce established their first real home near Washington and their two children, Michael, now 11, and Marney, 9, were born there. Colonel Bruce served for a time with headquarters of the Army Field Forces, then had a year at Johns Hopkins to get his Master of Public Health degree, and served a tour in the office of the Surgeon General. He was Military Assistant to the Secretary of the Army when he came to the Canal Zone in 1955 with Secretary Robert Stevens.

That was when he saw the Canal Zone for the 37th time. He liked it then and he likes it even better now.

Billy Graham Will Speak At Albrook Field Sunday

Residents of the civilian communities of the Canal Zone are welcome to attend a special service to be held by famed Evangelist Billy Graham next Sunday at Beam Stadium at Albrook. The service will begin at 6:30 a. m.

The Rev. Dr. Graham is here at the invitation of 26 local sponsoring organizations. He is appearing tonight and tomorrow night at the Panama Stadium.

Special arrangements have been made by the Panama Railroad to accommodate Atlantic siders crossing the Isthmus for the services in Panama. A second section is being added to the late afternoon train from Colon today and tomorrow, providing space for 1,900 persons on the regular train and second section. The first section leaves Colon station at 5:10 p. m. and the second at 5:40 p. m.

Two sections, one leaving Panama at 10:10 p. m. and the other at 10:40 p. m., will provide return transportation to the Atlantic side.

Preparations for the Billy Graham crusade here have been under way for over a month. Headquarters for the Pacific side activities have been the old Tivoli Commissary where massed choirs have been holding regular rehearsals.

Promoted



Lawrence L. Jenrich

The appointment of Lawrence L. Jenrich as Chief of the Internal Audit Branch, succeeding George E. Girard, was announced last month. Mr. Girard left the middle of January for the United States where he will join the staff of the General Accounting Office.

Mr. Jenrich was born in Milwaukee and holds a degree in Accounting from the University of Wisconsin. He is an Army veteran of World War II. His previous experience includes several years with the Wisconsin Department of Taxation. He also worked with a private accounting firm, and with the Army Audit Agency in Anchorage, Alaska, where he was Deputy Regional Director. He has been with the Canal organization since November 1956.

He is a Certified Public Accountant and a member of the American Institute of Accountants. Mr. Jenrich lives in Gamboa with his wife and three children.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

How Accident Proof Is Your Driving?

1. Is it second nature for you to lock doors, adjust ventilation, seat, and mirror before starting; and to check tires, brakes, lights, horn, windshield wiper, and flashlight battery?

(Of course your conduct manifests the *habitual courtesy and friendliness* which marks a good driver; you invariably apply the rule that the other driver is in the right; you are helpful and cooperative; you always yield the right-of-way to pedestrians . . . *you drive unto others as you would have them drive unto you.*)

2. Do you *set your sights far enough ahead*—watch out for traffic hazards at least half a block ahead in town, half a mile ahead in the country?

(Of course you are continually on the alert for pedestrians and animals on the road. You realize that the "tired driver" hazard is always present. You plan your trips and always know exactly what you are going to do next.)

3. Do you *hold to the center of the traffic lane and steer at a spot on the center of the driveway rather than observe side clearance?*

(When blinded by glare, you use the right shoulder of the road as a guide . . . when following, you always allow at least one car length for every 10 miles of speed.)

4. Do you *habitually* keep your eyes moving, checking ahead, to the sides, and to the rear-vision mirror frequently?

(Of course you never pass a car on a curve, hill, or at an intersection. You never fail to give the proper signals. You curb that desire to speed because you know that speed is the No. 1 killer! You don't *insist* on the right-of-way be-

cause you know that, if you are killed, you'll be just as dead as if you were wrong.)

5. Do you intently and unrelentingly follow the action of any person or car that threatens your driving path until dead sure of his attention and intention?

6. Do you rely too greatly on a signal the other driver *should give* but does not?

(Of course, as a good driver, you not only do not cause accidents, but you *play it safe*; assume that the other driver is an amateur; and are sharp enough to outguess him to avoid being hit by him.)

7. Have you grown *over confident* because you know the road so well? Are you unconsciously developing the dangerous habit of driving blindly?

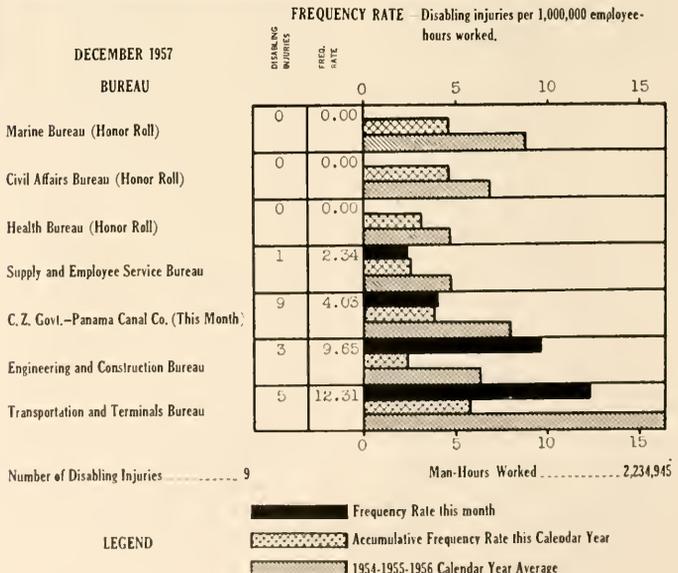
8. *Are you master of your car?* Do you know its safe speed for all traffic, weather, visibility, road surface conditions, and sharp curves? Do you keep your car in top-notch condition?

In the event of an emergency do you always try to park off the roadway for your own safety as well as others?

9. In foggy or rainy weather do you hold down your speed, dim instrument-panel lights, keep windshield and headlights clean, and use extra driving caution?

10. Do you keep your mind constantly and unrelentingly concentrated on your driving regardless of troubles at home, fatigue, hurry, desire to find a parking space, or other distractions?

HOW DO YOU RATE? DO YOU REALLY DESERVE A PASSING MARK?





CIVIL DEFENSE NEWS

The first copies of the new Civil Defense Disaster Relief Plan were distributed during the last week of January. The entire edition will be available for distribution in February. This Civil Defense Manual eliminates the Control Point and Task Force Manual, Volunteer Corps Manual, and Plant Self-Protection Manual, the texts of which have been included in this plan as annexes.

With the distribution of the Disaster Relief Plan, the organizing and training of Company-Government personnel in the rescue services will get under way.

First-aid training for members of the Volunteer Corps is being planned for the next several weeks. Mrs. Charlotte Kennedy will instruct the Margarita-New Cristobal group. William Gordon will instruct the Santa Cruz and Paraiso groups.

The newly-established town of Pedro Miguel will either organize its own first-aid class or join with the Paraiso Class. In either case an instructor will be provided.

FEBRUARY VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
5 & 19	Marg.-N. Cristobal	Serv. Center	5:00 p. m.
	(First Aid)		
12	Rainbow City	School	6:30 p. m.
13	Santa Cruz	Serv. Center	8:00 p. m.
	(First Aid)		
17	Paraiso	School	7:30 p. m.
	(First Aid)		

-- Elected --



New Chairman of the Canal Zone Chapter of the American Red Cross is Roger W. Adams, Superintendent of the Motor Transportation Division.

PANAMA CANAL REVIEW

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J. RUFUS HARDY, Editor
ELEANOR McILHENNY, Assistant Editor
EUNICE RICHARD, Editorial Assistant

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Move Accomplished



The one-time Ancon Dispensary now houses the office of the Panama Canal Company's Treasurer. Seated in the foreground are W. E. Lundy and A. R. Minor.

Worth Knowing

Owners of private vehicles licensed in the Canal Zone have only three more weeks to have the operating condition of their automobiles inspected. Without the windshield sticker which certifies that an automobile is in safe and sound shape, it will not be allowed on Canal Zone highways after March 1. The annual inspection is required by the Canal Zone traffic regulations.

Employees of the Company-Government who have not already done so should take their cars to the Motor Transportation Division for inspection before the end of this month. Inspection hours are 8 a. m. to 5 p. m. daily, except Saturday and Sundays.

Vehicle inspectors check lights, turn-indicators (on cars equipped with them), brakes, steering mechanism, wheel alignment, horns, rear-view mirrors, safety-glass, etc. Average time for an inspection is 10 minutes.

Eight new alley-beds are among the new bowling equipment soon to be installed in the Balboa Bowling Center. Other new equipment will include semi-automatic pin setters, automatic foul-detecting devices, and miscellaneous items. The new alley-beds will be installed to replace eight of the 12 beds in the Balboa Bowling Center. The other four were replaced a short time ago.

Bids for the work are now being advertised and will be opened February 10 at Balboa Heights. Work will begin about May and only one alley at a time will be out of service.

As part of an over-all plan to keep the main streets of Canal Zone communities clean, green, and beautiful all during the year, a water sprinkler system has been installed in the Balboa Prado. Now that the dry season is in full swing, the sprinklers are being turned on several hours each day and residents living along the Prado have been asked to cooperate by keeping their lawns well watered during the next few months.

The quarters buildings in that area were painted white with a yellow trim several months ago and the Housing and Grounds Division has been busy replacing and planting trees and shrubs.

Canal employees who have problems (tax problems, that is) related to the filing of their 1957 tax returns may contact Arthur J. O'Leary, Assistant Comptroller—Accounting.

Mr. O'Leary, in offering his services to Canal employees, wishes to emphasize that even though he took a three-day training course on the latest provisions of the Internal Revenue Code in Washington, D. C., last year, and prepared or received numerous corporation and individual tax returns during a ten year period with the international public accounting firm of Price, Waterhouse & Co., he does not consider himself to be an expert on the subject of taxes. He will, however, be most happy to assist or help any who have a special problem still unanswered after reading explanatory booklets put out by the Internal Revenue Commission and attached to the tax form itself.

Dr. Wayne L. Sargent, who served his internship in Gorgas Hospital in 1956, returned to Gorgas last month to begin his first year residency in pathology. For the past year or more, Dr. Sargent has been on active duty with the U. S. Navy and recently was stationed at the Navy Base at Rodman. Mrs. Sargent, who is also a physician, completed her internship at Gorgas Hospital about the same time as her husband, and at present is employed in the Gorgas Hospital Out-Patient Clinic. The Sargents are both graduates of Rice Institute in Houston, Tex., and both of them completed their medical training at Baylor University College of Medicine in Houston. He is a native of Middlebourne, W. Va., and she was born in Houston.



Capt. C. O. Barrett is one of five men on towboats for Canal pilot training.

Ladders like this are routine for Capt. William Gillespie, pilot trainee.



Examinations, some written and some oral, test the progress of the pilot trainee. Capt. Rainier supervises, Capts. Christian and Fetherston put it down on paper.

Pilots in the making

Lengthy training covers all parts of Canal operations

Panama Canal pilots are not made overnight. The special training which they need here takes many months.

Pilot training is a continuing process. Right now, in addition to its 81 qualified pilots, the Panama Canal has ten probationary pilots, three in training, five more on towboats, and two more requested. All of these will be needed not only to replace the senior pilots as they retire, but to handle the ever-increasing volume of traffic through the Canal.

The pictures on these two pages, if

followed counter-clockwise from the upper left-hand corner, show part of what goes into making a pilot. All pilots must hold masters' licenses, but that doesn't mean that they jump right into taking vessels through the Canal.

Before a Panama Canal pilot may make unrestricted transits—before he is allowed to handle ships of unlimited size—he has accompanied a fully-qualified pilot on scores of transits, has handled, on his own, smaller vessels through the waterway, has studied pamphlets,

In the office of Assistant Port Captain E. B. Rainier, right, he joins two other trainees, Capts. E. M. Fetherston, left, and J. Y. Christian, for a bit of chart work.





A pilot must know Canal regulations. Capt. Fetherston catches up on the rules.

charts, and rules of navigation, has learned the how and why of Canal operations, and has taken examinations to prove his knowledge.

A prospective pilot first spends some time on a towboat, learning the Canal harbors and its docks and piers. If he shows himself to be qualified, he becomes a pilot-in-training. He then learns how the Locks operate, what the marine traffic controllers do. He watches harbor pilots at work and accompanies other pilots on at least 66 trips through the Canal.

After six months, and a stiff examination covering everything from ship handling to local rules of the road, he becomes a probationary pilot, a post in which he



Looking and learning, Capt. Gillespie watches as the long bow of the ship slides into a lock chamber at Gatun. Capt. Swain, left, is his instructor.

remains for another year. At first he is limited to ships 385 feet long. This is gradually increased, as the year goes on, until at the end of 12 months he is taking 525-foot ships through the Canal. In addition, during that year, he frequently serves as assistant to a pilot on very large vessels or ships of unusual design.

His mentor is the Assistant Port Captain who gives him his assignments, checks the reports made by pilots who watch him work, and prepares the examinations he must take.

It is not until 18 months after he has become a pilot-in-training that his name goes up on the pilot-board for "next out" in the Panama Canal.



Canal pilots don't have much time to sit down. Right, Capt. R. H. Swain.

In the Marine Controller's office, he learns how ships are dispatched by Supervisory Controller T. H. Forsstrom, and foreground, Martin S. Sawyer.



During his stint on the Locks, he and Lockmaster Fred Newhard hitch a ride on a locks towing locomotive.





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CHILE'S GATEWAY

Canal's opening meant new trade opportunities for its southernmost user



Ore unloading dock of Cia. de Acero del Pacifico, Chile's growing steel industry on San Vicente Bay.



The ore carrier Chilore was a familiar visitor to Canal waters until supplanted by supercarriers. It made its maiden voyage carrying Chilean ore in July 1923.



Wire and blister copper from Chile is unloaded from Grace Line ship in New York for Anaconda's mills.

Calculated on a per capita basis, Chile uses the Panama Canal more than any other nation on earth.

During the past fiscal year 5,936,000 long tons of freight were shipped through the waterway to or from Chilean ports along the west coast of South America. This amounts roughly to 800 pounds per inhabitant of the long thin nation which lies between the Andes and the Pacific Ocean and stretches nearly halfway between the Poles. The United States, which built and operates the waterway and is its biggest user in volume of traffic, sends less than 50 pounds of commodities a year through the Canal per capita.

The bonds which link the Canal and Chile are of long standing and are more pronounced than those with other great trade areas. Aside from the commercial aspects which may be measured in long tons, Chilean pesos, or in dollars and cents, there is a feeling of affiliation, indefinable but nevertheless a pos-

itive factor in human and international relations.

This "feeling" was aptly expressed by Chile's delegate to an international meeting held last year in Panama. He said, in effect: We people of Chile look on the Panama Canal as our own.

The long, slender nation which is overshadowed by the snow-capped peaks of the Andes for its entire distance was one of the first lands settled after the discovery of America.

The King of Spain bestowed on Diego de Almagro, partner of Francisco Pizarro in the conquest of Peru, the "land of Chili," which the Royal grant renamed New Toledo. The Crown failed to make clear which of the two territories included Cuzco, ancient Indian capital of southern Peru, resulting in a long and bloody contest in which both Pizarro and Almagro lost their lives.

The civil war broke out after a two-year expedition into Chile in 1535-37 by Almagro and his followers. His forces were defeated and the leader was executed as a traitor. Four years later, Pizarro was killed by Almagro's followers who surprised him in his palace in Lima. However, a year before his death in 1541, Pizarro had sent his lieutenant, Pedro de Valdivia, to Chile to establish a permanent colony.

Despite the hostility of the Araucanians, Chile's native Indian population,

Copper bars are loaded for shipment. Most of Chilean copper sent abroad is shipped through the Panama Canal.

Valdivia founded Santiago, the nation's capital and today one of the world's most beautiful cities, on February 12, 1541.

There followed 100 years of conflict between the Spanish settlers and the Araucanians which ended in 1641 by the famous Pact of Quillin. Even after this compromise there was intermittent warfare until Chile achieved independence from Spain in 1818, after which the Indians were granted equal rights of citizenship.

Throughout this period Chile and her people maintained a tenuous commercial link with the Isthmus of Panama as it offered the only secure trade and travel route to Spain and other European nations.

These economic links were greatly strengthened over 100 years ago when one of the first regular steamship services in the Pacific was established by the Pacific Steam Navigation Company between Valparaiso and Panama. The service was inaugurated in 1840 by two 800-ton steamships, the *Peru* and *Chile* which were brought through the Magellan Strait under their own steam.

Although the company was British, its guiding spirit was William Wheelwright from Massachusetts who first crossed the Isthmus in 1825 and became one of the most ardent advocates for a Panama Canal. The service flourished for more than 25 years but was discontinued in 1867 because of a conflict of interests with the Panama Railroad Company.

Thereafter, until the Canal was opened in 1914, most of Chile's foreign commerce

was routed around the Horn or through Magellan Strait to Europe.

Within a few weeks time in 1914 two events occurred which caused an almost complete realignment of world trade. The two occurrences—the outbreak of World War I and the opening of the Panama Canal—had a more profound effect on Chile than almost any other country not directly involved in the European conflict.

Undoubtedly, the opening of the Canal would have brought great but gradual changes to Chile's economy but the outbreak of war brought about an abrupt change when trade with Germany, Chile's second most important customer, was stopped almost in a matter of days.

With the opening of the shorter trade routes to the highly industrialized eastern seaboard of the United States, Chile's trade with her northern hemispheric neighbor, which had ranked a poor third up until then, began a steady and sustained rise. American capital invested in the South American countries bordering the Pacific amounted to a bare trickle before the war, with only a few pioneering firms such as W. R. Grace and Company represented.

The effect of the Canal's opening and the war in Europe on Chilean commerce was described in some detail in a 1916 report by the U. S. Department of Com-

SS Aysen, one of Chilean Line ships, was used on route between Valparaiso and Cristobal after Canal opened.

merce. That report noted that in 1915, for the first time, the United States ranked first both in exports from and imports into Chile. Prior to that time, the order of importance had been Great Britain, Germany, and the United States.

Except for the almost simultaneous opening of the Canal, Chile's economic structure might have been all but wrecked by the outbreak of war in Europe. Her economy at that time was almost a "one crop" affair, with nitrates being the principal source of its foreign trade. Germany and Austro-Hungary had been taking about two-thirds of the total and much of it was sent around the Horn in sailing vessels.

This trade was abruptly halted by the war but foreign purchases of this important commodity were largely absorbed by the United States within a

relatively short time. Canal records for 1915 show that approximately half the 1,990,000 tons of nitrate exported by Chile that year moved through the Panama Canal. This rapid shift in the nitrate market helped to avert a disaster to the nation's economy.

While the nitrate trade was interrupted when the Canal was closed by slides in September 1915, shipments were resumed in increasing volume when the waterway was reopened in April 1916.

During the latter stages of the war the need for nitrate for munitions became such an important factor to America and the Allies that the old Panama Railroad steamships *Ancon* and *Cristobal*, and two smaller German vessels interned in Canal waters, were removed from their regular New York-Cristobal runs to transport the mineral. The vessels loaded coal in Hampton Roads and New Orleans for the Canal Zone and went from Balboa to Chile in ballast to load nitrate.

Two of these shipments were so urgently needed in Europe that the ships were dis-





Chile's nitrate desert is world's only commercial deposit of ore from which natural nitrate of soda is made.

patched directly to France for unloading when they arrived in New York.

Aside from the need for nitrates for munitions, the use of nitrate for agriculture increased tremendously in the United States during this period. Consequently, from 1916 until the world-wide depression of the 1930's, nitrate shipments constituted one of the most important commodities moved through the waterway from the Pacific to the Atlantic.

Great interest was aroused in Chile about the Canal during its construction and her President, Don Pedro Montt, was one of the few Chief Executives, other than those of Panama and the United States, to visit the Canal Zone while construction was in progress. President Montt visited the Isthmus in July 1910 and, accompanied by Col. George

W. Goethals, made a complete inspection of the big project.

A special delegation was sent to the Zone by the Chilean Government in July 1913, in connection with plans to develop the nation's mercantile fleet after the opening of the Canal.

It is easy to see today in retrospect what the opening of the Canal and its operation of the past 43 years has meant to Chile and her economy. However, there was then a widespread feeling in Chile, not shared by all of her leaders, that the opening of the Canal would spell economic doom for the country.

How this feeling came to exist and what the general feeling of Chileans toward the Canal is today is best expressed in a brief article prepared in Chile especially for this series of articles in THE REVIEW. This is quoted in part below:

"In a way it appeared that the opening of the Panama Canal had done harm to the maritime trade of Chilean ports because up to that time the ships that traveled to any country along the west coast of South America had to go through the Magellan Strait or around Cape Horn and stop either at Punta Arenas or Valparaiso to take on water, and at the same time load or unload some cargo. Upon opening the Canal both ports languished because they needed that important stream of vessels coming from one or another point of the world and it was believed, naturally, that the Panama Canal had meant the death of both ports and a tremendous harm to Chile.

"This impression was given credence by many. However, comparative economic statistics prove just the opposite was true. With the opening of the Canal a new era was born in Chile of greater significance to its progress in every aspect of life.

"Immediately, Chile stopped looking to Europe as its only center of culture, art, finance, industry, and commerce. Other markets were opened to provide greater benefits than had before been available, and the same was true of the purchases made abroad. Thus, little by little, the diverse and somewhat haphazard commercial trade with Europe and the Far East decreased in importance

and was replaced by commerce with the United States.

"It can be said that the opening of the Panama Canal brought the United States and Chile closer together, not only in the strict sense of travel-miles at sea but, above all, in the ties and mutual cooperation which exist between the two nations which is one of the greatest benefits derived from the Canal.

"This geographical and spiritual tie with the United States was not the only consequence of the Canal's opening and its operation today. Europe was also brought closer to Chile and has given more attention to the country situated at the extreme end of South America—the nation located 'at the end of the World,' as it was expressed before, when trying to reach it meant a stormy South Atlantic crossing and a trip around the Horn with its legendary tempests or through the Strait of Magellan which treated its visitors roughly."

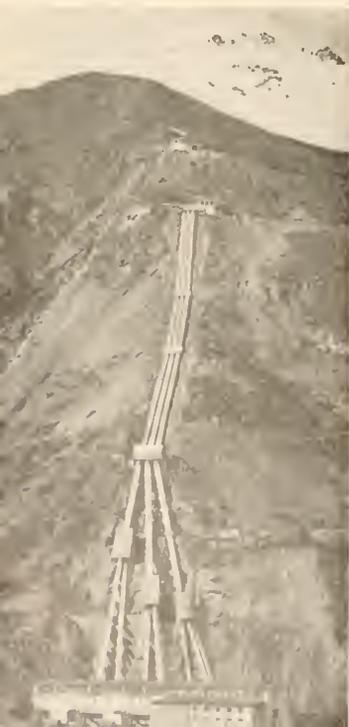
The Canal had been opened only six days when service between Valparaiso and New York was inaugurated by W. R. Grace Company, one of the oldest American firms established in Latin America. This initial trip was made by the *Santa Catalina*. Since that date, Grace Line ships have transited the Canal more than 6,000 times and have established an international reputation for their passenger and freight service.

One of the more important aspects of the opening of the Canal to the west coast of South America was the stimulation of travel. Despite its many historic and scenic attractions, only the hardiest of travelers had the time or desire to make the long voyage around the Horn to Chile.

A trickle of visitors 50 years ago has now grown into a sizeable stream, greatly augmented in recent years by air travel. Aside from the tourists' dollars, pounds, lire, or francs, this travel from Europe and the United States has been important in the cultural and economic development by this interchange of visitors on an international basis.

Today, it is no unusual sight to see the passenger ships of the Grace Line, the Pacific Steam Navigation Company, and the Italian Line being locked through the

Chile's biggest hydroelectric plant at Los Cipreses generates 105,000 KW.



Canal on their way between ports of Chile and those in the United States and Europe.

Among the first ships to use the Canal were those serving Chile and flying the Chilean flag. They were vessels of the South American Steamship Company, better known as the Chilean Line, which opened a run between Valparaiso and Cristobal to connect with ships touching the Atlantic port without transiting the Canal.

This service, discontinued in 1924, was begun less than four months after the Canal was opened and represented one of the first regularly-established trade routes through the waterway. A fortnightly service was offered at first but it was increased to weekly sailings in 1916 when slides were removed and the Canal was reopened.

Undoubtedly, one of the most important aspects of Chile's economy which can be directly related to the opening of the Canal was the attraction of American capital to the South American Republic. Until the shortened trade route was made available, there was little incentive for American investments on a major scale, with the result that Chile's foreign trade, her banking, communications, transportation, and much of her mineral resources were dominated by British, German, and French interests.

It had long been recognized that Chile possessed vast natural mineral resources, but her economy had been almost wholly dependent upon nitrate and agriculture. While nitrate shipments abroad still continue to constitute a substantial part of the nation's foreign commerce, the value of her copper exports today far exceeds that of nitrates, and last year almost three tons of iron ore was shipped through the Canal from Chile for each ton of nitrate.

In a review of Chile's mineral resources, the Encyclopedia of Latin America, published 40 years ago, called the



Steel plant at Huachipato is evidence of Chile's growing industrialization program.

list it had compiled a "very modest" one and continued that "we desire to emphasize the impossibility of obtaining exact information when mining enterprise is still in the initial period—the period of study and preparation."

The article called attention, however, to a report by Chile to the first Pan American Financial Congress held in Washington in May 1915 which said "the copper output is increasing, owing to the development of large copper properties in which North American capital is invested."

The Encyclopedia also said "iron mines in the Coquimbo district are also being developed by American capitalists."

From these modest beginnings both

iron and copper mining have been developed to a high state in the intervening 45 years with the result that Chile in recent decades has become more famed as one of the world's largest producers of copper.

The development of Chile's iron mining has progressed at a far slower pace and it has only been in recent years that sufficient capital has been invested to bring this industry to its present high state of development and one of the nation's chief sources of income and economic self reliance.

A succeeding article will discuss present-day Chile, its industrial development, and the Panama Canal's part in her foreign trade and economic welfare.

School's Out

Latin American Schools end another teaching year

Presentation of diplomas to 198 high school graduates and final report cards to all students in the Canal Zone's Latin American schools brought another school year to an end this week for approximately 3,900 boys and girls. The schools will reopen May 5, after the long dry-season vacation.

Commencement exercises were held Tuesday at the Paraiso and Rainbow City high schools, and final report cards were picked up by all of the students Wednesday afternoon. Both the number of graduates and the number of students were higher than last year; in 1957 there were 184 graduates of the two Latin American high schools, fourteen less than this year, and the end-of-the-year enrollment of 3,942 in all schools—kindergarten through high school—was 64 more this year than at the end of the previous school year.

Beginning Monday, the children of all of the Latin American communities will have a well-planned vacation athletic program to occupy their time.

This year's vacation program, which will run from February 10 through April 25, will provide for a softball league, archery instruction, and volleyball in

each community. In addition to these, swimming classes are being arranged for the Rainbow City children.

The school year which has just ended marked a number of "firsts" for the Latin American schools. Classes in English were added for high school junior and senior students taking the general and commercial curriculum; a course in philosophy became part of the college preparatory course; and classes in Business English and Commercial Spanish were started in the high schools' commercial curriculum.

During the year, free bus transportation was furnished for the first time to a daily average of 294 Latin American students whose homes were not within walking distance of their schools. In addition to the students who rode busses, between 150 and 160 high school pupils made the daily round trip from Santa Cruz to Paraiso by train, disembarking at a new shelter built especially for them at Paraiso. As in the case of the busses for the others, train transportation for these students was provided free.

During the year a new pay rate was effective for teachers who hold Panama University degrees, and requirements

were raised so that newly-appointed secondary school teachers must have a degree from the University of Panama or its equivalent.

There were also some physical changes in the Latin American schools during the past school year. A new air-conditioned music room was added at Paraiso High School and an additional classroom and woodshop to the Santa Cruz School. A covered passageway was built between the school building and gymnasium at Santa Cruz.

There was one major change in the schools' staff. Grafton Conliffe, a teacher at the La Boca Junior High School, became Principal of the Santa Cruz Elementary and Junior High Schools. He succeeded Adolphus L. B. Morgan, who retired in September after 36 years with the schools.

Another continuing project, but in another line, was the Spanish-reading tests given to all students to measure progress in that language since the schools have been on an all-Spanish teaching program. This was the fourth year of such tests for first through sixth graders, and the third year for students in the upper grades.

PROMOTIONS AND TRANSFERS

December 15 through January 15

Employees who were promoted or transferred between December 15 and January 15 are listed below. Within-grade promotions are not reported.

CIVIL AFFAIRS BUREAU

Enoch L. Hooper, from Fire Sergeant to Fire Lieutenant, Fire Division.

Matthew J. Wilder, from Fire Sergeant II to Fire Sergeant I, Fire Division.

Robert C. Heald, Robert S. Knox, from Firefighter to Fire Sergeant II, Fire Division.

Mrs. Ella E. Skelton, from Substitute Teacher to Elementary School Teacher, Division of Schools.

Mrs. Virginia C. Townsend, from Elementary School Teacher to Substitute Teacher, Division of Schools.

Eugene Breakfield, from Postal Clerk, Mail Delivery Unit, to Window Clerk, Postal Division.

Harry H. Corn, from Finance Branch Superintendent to Foreman, Mailing Division, Postal Division.

Moises de la Peña, from Relief Finance Branch Superintendent to Finance Branch Superintendent, Postal Division.

Donald R. Boyer, from Relief Supervisor, Cristobal, to Relief Finance Branch Superintendent, Postal Division.

Walter T. McClure, from Mailing Division Foreman to Assistant Postmaster, First Class Office, Postal Division.

Francis G. Farrell, from Assistant Postmaster, First Class Office, to Postmaster, First Class Office, Postal Division.

Thomas L. Sellers, from Finance Branch Superintendent to Relief Supervisor, Cristobal, Postal Division.

Harvey G. Rhyne, from Police Sergeant to Police Lieutenant, Police Division.

Stewart P. Trail, from Police Lieutenant to Police Captain, Police Division.

Gaddis Wall, from Detective Captain to District Police Commander, Police Division.

OFFICE OF THE COMPTROLLER

J. Patrick Conley, from Attorney-Adviser (Fiscal) to General Finance Adviser, Office of the Comptroller.

Lawrence L. Jenrich, from Supervisory Auditor to Chief, Internal Audit Branch.

Donald M. Parr, from Auditor, General Audit Division, to Systems Accountant, Accounting Policies and Procedures Staff.

ENGINEERING AND CONSTRUCTION BUREAU

William H. Henderson, from Apprentice Wireman to Wireman, Electrical Division.

Murray Klipper, from Wireman, Electrical Division, to Construction Representative, Power Conversion Project.

Wesley H. Bailey, Robert M. Turner, from Water System Maintenance Mechanic I, to Maintenance Machinist Foreman, Maintenance Division.

William M. Brandt, Jack G. Lenneville, from Water System Pipelines Repairman to Pipefitter, Maintenance Division.

Earl V. Romigh, from Supervisory Accounting Clerk to Cost Accounts Supervisor, Dredging Division.

Arthur W. Smith, from Supervisory Storekeeper (General) to Supervisory Clerical Assistant, Maintenance Division.

Mrs. Jacqueline C. Gilbert, from Clerk-Dictating Machine Transcriber, Gorgas Hospital, to Clerk (Typing), Power Conversion Project.

HEALTH BUREAU

Margaret M. Olms, from Staff Nurse (Pediatrics), Coco Solo Hospital, to Staff Nurse (General Medical Hospital), Gorgas Hospital.

Mrs. Arline E. McIlvaine, from Staff Nurse (General Medical Hospital), Gorgas Hospital, to Staff Nurse (Obstetrics), Coco Solo Hospital.

Mrs. Rita E. Stetz, from Staff Nurse (General Medical Hospital), to Staff Nurse (Pediatrics), Coco Solo Hospital.

MARINE BUREAU

Walter T. Schapow, from Instrument

Maker to Machinist Foreman, Industrial Division.

Harry E. Townsend, from Instrument Shop Lead Foreman to Marine Machinist General Foreman, Industrial Division.

Willie LaBrance, from First Assistant Marine Engineer to Chief Marine Engineer, U.S. *Taboga*, Navigation Division.

Balbino Caldito, from Deckhand to Signalman, Navigation Division.

Ernest G. Mika, from Signalman, Navigation Division, to Security Patrolman, Locks Security Branch.

John M. Morrison, from Machinist to Machinist Foreman, Atlantic Locks.

Walter C. Watts, from Machinist Foreman to General Mechanical Locks Foreman, Atlantic Locks.

Joseph H. Young, Machinist Foreman, from Locks Overhaul to Pacific Locks.

Locks Overhaul

The following employees have been transferred from their regular positions, to which they will later return, to the Locks Overhaul. The position indicated is that on the overhaul work.

Bernard J. Linden, Ralph E. Furlong, Jr., William H. Geoghegan, Jr., Warren E. LeDoux, Rigger;

Carl A. Yarbro, Jack Simon, Slaughter H. Sharpsteen, Robert E. Budreau, Yane Leves, Dallas B. Thornton, Scaling and Painting Lead Foremen;

Lester H. Barrows, Lamar M. Lavender, Merrill E. Sinclair, Heavy Labor Lead Foremen;

Charles J. Roth-Roffey, Jr., Walter D. Johnston, John van der Heyden, Lead Carpenter Foremen;

Oliver H. Hendrickson, Rex V. Sellers, Machinist Foremen;

George J. Kredell, George R. Edgington, Robert J. Thompson, Jr., Joseph J. Zambito, Machinists.

Charles L. Miller, William E. Williams, Robert T. Head, Jr., Harold R. Rodell, Steam Locomotive Crane Engineers;

Hubert J. Donaldson, Daniel B. Rambo, Combination Welders;

Dorman L. Fulton, Checker;

Robert C. Carter, Locomotive Crane Steam Engineer Foreman;

Margaret P. Fessler, Time and Leave Clerk; and

Mrs. Henrietta G. Winklosky, Time and Leave Supervisor.

SUPPLY AND COMMUNITY SERVICE BUREAU

Mrs. Sherie L. Perrini, from Usher and Doorman, Motion Picture Unit, to Section Head, Commissary Branch.

Mrs. Hilda E. Wickens, from Checker to Cash Accounting Clerk (Teller), Commissary Branch.

Patricia A. Myers, from Cashier to Section Head, Commissary Branch.

TRANSPORTATION AND TERMINALS BUREAU

Donald R. Brayton, from General Yardmaster to Supervisory Railroad Transportation Specialist, Railroad Division.

Ralph H. Walker, from Clerk (Typist) to Clerical Assistant (Maintenance), Railroad Division.

Mrs. Ethel J. Bensen, from Clerk (Typist) to Clerical Assistant (Transportation), Railroad Division.

William R. Graham, from Accounting Assistant, to Supervisory Administrative Services Assistant, Railroad Division.

OTHER PROMOTIONS

Robert R. Stewart, Geologist, Engineering Division.

Richard M. Conover, Position Classifier, Wage and Classification Division.

Charles W. Brown, Administrative Assistant (Typing), Power Conversion Project.

Mrs. Beverly A. Stirmel, Supervisory Steward, Supply Division.

James C. Cullen, Mechanical Engineer, Engineering Division.

RETIREMENTS

Retirement certificates were presented the end of January to the following employees who are listed alphabetically, together with their birthplaces, positions, length of Canal service, and future addresses:

Earl Cassell, Kentucky; Chief Operations Foreman, Atlantic Locks; 30 years, 3 months, 13 days; Costa Rica for present.

Ernest B. Curling, Virginia; Machinist Foreman I, Pacific Locks; 26 years, 7 months, 1 day; Frostproof, Fla.

William J. Dorgan, New Jersey; General Electrical Foreman II, Electrical Division; 33 years, 2 months, 6 days; Gloucester, N.J.

Lily E. Lindberg, Pennsylvania; Staff Nurse, Gorgas Hospital; 10 years 6 months, 29 days; New York City.

Wallace T. Melanson, Massachusetts; Chief Foreman Shipwright and Dockmaster, Industrial Division; 34 years, 2 months, 4 days; Belmont, Mass.

Arthur Morgan, Indiana; Dipper Dredge Operator, Dredging Division; 45 years, 1 month, 15 days; Panama.

Walter Oliver, New Jersey; Department Head, Division of Schools; 15 years, 16 days; here for the present.



Warren Pitman, California; Chief, Budget and Rates Division, Office of the Comptroller; 31 years, 6 months, 5 days; California.

Mrs. Helen M. Rhodes, Illinois; Time, Leave, and Payroll Clerk, Payroll Branch; 18 years, 1 month, 15 days; Pasadena, Calif.

Capt. Albert G. Terwilliger, New York; Pilot, Navigation Division; 33 years, 9 months, 7 days; New York City, N. Y.

Morris Weich, Austria; Locks Security Patrolman, Locks Division; 18 years, 4 months, 15 days; Leominster, Mass.

ANNIVERSARIES

Senior man on the January list of anniversaries is Capt. Charles Stuart Townsend who is also senior in another category; he has more service than any Panama Canal pilot. Last month he rounded out 35 years of government service, almost 30 of which have been spent in taking ships from one ocean to the other via the Panama Canal. Born in Narberth, Pa., not far from Philadelphia, he began his sea-going career when he was not much more than a stripling. In March 1922, after he had reached the position of Chief Officer on merchant ships, he put his toe in the Panama Canal's door as a landlubber policeman. He was on dry land for only a few months, however, before he went to work on the Canal's towboats, a step in pre-pilot training. He became a full pilot on August 20, 1927—at noon, for some reason.

In 1933 when the depression cut the number of the Canal's marine customers, he was "let out" together with two other comparatively new pilots but a year later was

back on the trans-continental run through the Isthmian waterway.

In 1942, with Capt. George H. Boomer, then Assistant Port Captain in Cristobal, he worked up a merchant ship berthing chart which, his superiors said, "should be useful in handling ships, especially convoys, in Limon Bay."

During his Canal career, he has handled ships of all sizes, kinds, and nationalities. One of his biggest thrills came in November 1953, when he was one of two pilots assigned to take Queen Elizabeth's ship, the SS *Gothic*, through the Canal. On several occasions, when on leave, he has piloted large ocean liners through the San Blas archipelago. Recently he handled the *Statendam* in San Blas.

Captain Townshend will retire in May but as of now, his friends say, isn't quite sure where he will go or what he will do. A safe bet is that he will be busy, wherever he is.

30 YEARS

Two Canal Zone teachers, one from either side of the Isthmus, shared honors for the number two spot in January's anniversaries. They are: **Ruth Elizabeth Creasy**, principal of the Fort Kobbe and Cocoli elementary schools, and **Rosalie Jones**, third-grade teacher at the South Margarita school. Last month, on January 1, each completed 30 years of government service.

Miss Creasy, a Hoosier from Lafayette, Ind., came here in 1925 after several years of teaching in schools in Indiana and Ohio. Her first Canal Zone post was at Gatun. Three years later she returned to Indiana, but in 1930 was back on the Isthmus, assigned to Balboa elementary school's sixth grade. She became a principal in 1935, at Pedro Miguel, and five years later was transferred to the then new Diablo elementary school. She has been in charge of the Kobbe and Cocoli schools since 1955.

Miss Jones, whose service has all been on the Atlantic side, was born in Taylor, Tex., and taught in Texas before she came to the Canal Zone in 1927. She has been at Margarita for the past year but except for that, and for a year's leave in the States during the 1930's, she had taught continuously at the Cristobal school. She is an expert gardener, with a true green thumb.

25 YEARS

Two of the eight men who finished a quarter of a century of government service last month worked here when they were lads. They are: **Noble A. Phillips**, now a Planner and Estimator in the Industrial Division, and **Christian S. Skeie**, Towing-Locomotive Operator at the Pacific Locks.

Mr. Phillips was born in the Canal Zone the son of J. F. Phillips, a Master Machinist. All of his Canal service has been with the Industrial Division.

Mr. Skeie whose father, also named Christian, was a Shipwright for the Canal, began his Canal career with summer jobs in the Mechanical Division. He has been with the Locks since 1955.

The other 25-year employees all began their Canal careers as adults.

George T. Darnall, Jr., from Brandon, Miss., and the only one of the group to have unbroken Canal service, came here as a Junior Civil Engineer with the Dredging Division. He is now with the Specifications and Estimating Branch of the Engineering Division.

Wilmer L. Downing, who counts Bacton, Pa., as his home, has worked for a number of Panama Canal units. He is now a Time, Leave, and Payroll Clerk. Incidentally, he has a birthday only every four years; he was a **February 29** baby.

Richard W. Fuller, the remaining 25-year man, comes from Greenville, Mich. He is now a General Claims Examiner in the General Audit Division. He started with the Canal as a clerk in 1926.

Capt. William C. Hearon, who was born in Brooklyn, is a World War I Marine Corps veteran. He started his Canal career with the Dredging Division and has been a Canal pilot since 1944.

Carl W. Hoffmeyer, now a window clerk at the Balboa post office, comes from Morgantown, W. Va. He came to the Canal Zone in 1938 with several years of U. S. postal experience behind him.

Warren D. Marquard, Cristobal Commissary Manager, was born in New York. He

Power Conversion



Conversion experts look over plans for the Pacific area. Left to right: R. E. Powers, Vice President of Consolidated International Electric; J. B. Smith, Project Engineer; and L. B. Sartain, Chief, 60-Cycle Design Branch.

A force of 50 men, most of them conversion craftsmen and mechanics, will be ready to start the Pacific Area power conversion contract on March 3, according to R. E. Powers, vice president and general manager of the Consolidated International Electric Company of New York, who was here briefly last month. His company holds the Pacific Area contract and also the contract to convert to 60-cycle current all frequency-sensitive equipment at the Panama Canal Locks.

At the present time Consolidated Electric has a force of seven men in the Canal Zone. They are checking inventories of equipment to be converted and making an engineering analysis of the work to be done, Mr. Powers said. The additional 43 men are due here February 26 for the

actual conversion work.

Meanwhile, the parts necessary for the conversion of domestic and industrial equipment are being collected in New York for shipment to the Isthmus. The first shipment of such parts was due in New York January 15, and is to arrive here before the end of this month. Consolidated Electric plans to keep a two-month's reserve supply of these parts on hand at all times until the contract is completed.

The schedule for the Pacific Area conversion was announced in the January REVIEW. The conversion will start in Ancon March 3, and will end in Los Rios about next September. As soon as Consolidated Electric's forces finish the area conversion, they will start on the Locks.

came here in 1933. Except for the war years, he has been with the commissaries ever since.

20 YEARS

The two-decade mark in government service was passed in January by six Company-Government employees:

Clarence L. Dimmick, a native of Danville, Pa., Navy veteran of World War II, now a Refrigeration and Air Conditioning Mechanic for the Maintenance Division;

Roy L. Hearn, from Whyton, Mass., whose first Canal job was as a motion picture operator and is now a Panama Canal pilot;

Douglas Jordan, from Butler, Pa., who took an apprenticeship, and is now a Boilermaker and Brick and Stone Mason for the Industrial Division.

Ernest P. Muzzio, a native New Yorker and World War I veteran, a Plumbing Inspector for the Contract and Inspection Division; his service is unbroken;

Henry C. Simpson, from Paxton, Fla., now a Senior Chief Towboat Engineer in the Ferry service; and

Ernest W. Zelnick, who comes from Chicago, Ill., and is Chief of the Water and Laboratories Branch of the Maintenance Division.

15 YEARS

Five of the 11 employees who completed 15 years last month have unbroken Panama Canal service. They are:

Leslie O. Anderson, Supervisory Construction Inspector, Contract and Inspection Division; **John H. Harris**, Motorcycle Officer and Policeman in the Balboa Police

District; **Mrs. Myrtle P. Hughes**, Time and Leave Clerk in the Marine Bureau; **Walter Oliver**, who retired last month but who has been reemployed as Supervisor of Spanish for the Canal Zone schools; and **Gloria Shelton**, Translator-File Clerk in the Administrative Branch.

Other 15-year employees are:

Kenneth T. Daly, Fire Lieutenant, stationed at Cristobal; **Mrs. Melba M. Heintz**, Accounting Clerk, Industrial Division; **William D. McArthur**, a native Zonian, Liquid Fuels Gauger, Terminals Division; **Mrs. Marguerite Runck**, Clerk-typist in the Communications Branch; **Everett White**, the second native Zonian on the 15-year list, Guard, Locks Security Force; and **Paul H. Zimmerman**, born in Las Tablas, R. de P., Marine Machinist in the Industrial Division.

FEBRUARY SAILINGS

FROM CRISTOBAL	
Cristobal	February 1
Ancon	February 8
Cristobal	February 19
Ancon	February 26
FROM NEW YORK	
Cristobal	February 11
Ancon	February 18
Cristobal	February 28

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti.

Northbound, the ships stop in Haiti two days after clearing Cristobal: Monday for those which sail from Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.



Lt. Col. David C. Burke, Assistant to the Health Director since March 1955, has been reassigned to the Walter Reed Army Medical Center and will leave the Isthmus next week for his new post.

He will be succeeded here by Lt. Col. Harvey E. Meagher (pronounced Marr) who comes from the Army Medical Service School at Fort Sam Houston.

MAIL BOX

(Editor's Note: The following letter throws considerable light on a period in the Canal's history, 25 years ago, from one who was in a position to know. The writer, Maj. Gen. J. L. Schley, is a former Governor and was also later Chief of Engineers. He is the senior member of the Panama Canal Company's Board of Directors, and this year completes 30 years as a director of the Company and its predecessor organization.)

PANAMA CANAL REVIEW,
Balboa Heights, C. Z.

Sirs:

I note in your column "Pages From Canal's History" in recent issues, under "25 Years Ago," an item about the arrival of the new Engineer of Maintenance and the new Governor.

The full story of what happened at that time, which will never happen again, may be interesting to your readers. It resulted in my being appointed Governor by two Presidents and, in the process, the Canal found itself without a governor for a few weeks.

I was appointed Governor by President Hoover in August of 1932, during a recess of Congress.

In November, Mr. Roosevelt and a Democratic Congress were elected. The new Congress was convened in the following January, but the new President did not take office until March. The new Democratic Congress declined to confirm any of Mr. Hoover's appointments that came before it for action. When the session of Congress recessed in March of 1933, all unconfirmed appointments terminated according to law. This left the Canal organization without a head.

I continued, nevertheless, to function as Governor and, fortunately, no one questioned my actions. In April, I was again appointed Governor, this time by President Roosevelt, and confirmation followed in due course.

Yours truly,
(Signed) JULIAN L. SCHLEY



50 Years Ago

As the month of February 1908 began, Col. George W. Goethals went on record to express the feeling of the Isthmian Canal Commission regarding the Navy-requested 10-foot increase in the width of the Panama Canal's locks. In a memorandum to the Secretary of War he pointed out that this would not only increase the cost, but that it would up the time of filling and emptying the chambers and would thereby reduce the ship-handling capacity of the Canal, as well as affecting the "sufficiency of the water supply." However, he said, the Isthmian Canal Commission had felt that it should be guided by the Navy's wishes for 110-foot wide locks and had adopted a resolution to that effect.

By order of President Theodore Roosevelt, dated February 8, 1908, employment by the Isthmian Canal Commission of skilled laborers, clerks, and "all others heretofore known as 'gold' employees," was restricted to American citizens except when American labor or service of the character required was not available.

Had Washington's Birthday not been a holiday in the Canal Zone the Canal excavation in February 1908, would have exceeded the 3,000,000 cubic yard mark. As it was, February excavation set a new record: 2,945,880 cubic yards of rock and dirt removed from the Canal prism.

In answer to a proposition from a small syndicate of local merchants, the Isthmian Canal Commission decided that it was "inadvisable and impracticable to entrust the furnishing of commissary supplies for the use of its employees to any private individuals, or any combination of private individuals."

A report on health conditions for the calendar year 1907 showed that during the 12-month period, 16,753 cases of malaria had been admitted to the Canal Zone's hospitals. Percentage-wise, this was half of the malaria incidence of the previous year. Conditions continued to improve in the new year; February 1908, made the most "favorable showing" of any since the American occupation.

In Washington, President Roosevelt signed an Executive Order providing for trial by jury in all criminal prosecutions where the maximum penalty was death or life imprisonment. Another Washington action affecting Zonians was introduction of bills into both House and Senate to compensate Canal employees injured in the line of duty.

25 Years Ago

Canal employees had their ups and downs 25 years ago this month. They had just gotten a boost from news that they were not to lose more than a month's leave-pay a year during F. Y. 1933 and 1934 when word came that a Congressional examining committee recommended discontinuance of the Panama Railroad Steamship Line and the Army Transport Service and the closing down of all commissaries, post exchanges, canteens, and Navy sales stores. They also saw the handwriting on the wall when the Senate

ordered a compulsory five percent cut in government expenditures.

Panama Canal traffic was holding its own. The month's 368 transits were slightly less than the month before but ship tonnage was up over a third of the figure for the preceding February. Canal pilots complained that they were being worked more than the 15 days a month their agreement called for.

Isthmians were delighted at news from Washington that President Hoover expected to visit Panama as soon as his successor was inaugurated—the plans did not materialize—and horrified at word that President-elect Franklin D. Roosevelt had been the target of an assassin's bullet in Miami. The shots missed the President-elect but struck Mayor Anton Cermak, of Chicago, standing near by.

10 Years Ago

The construction of a sea-level canal at Panama as soon as possible was recommended to the House Foreign Relations Committee by Rep. (now Sen.) Mike Mansfield of Montana on his return to Washington from an Isthmian visit. The Congressman declared that a lock canal was "particularly vulnerable."

Congress, however, was still reacting to the recent rejection by the Panamanian National Assembly of an agreement permitting the United States to occupy defense sites outside the Canal Zone. The House Appropriation Committee's \$4 million slash in the Panama Canal's 1949 budget was passed by the House and sent to the Senate for final action. The major cut was in funds for housing.

Housing, 10 years ago, was a live issue here. The Civic Councils, the Balboa Woman's Club, and the AFGE submitted a report on the results of a housing survey of 1,577 Canal Zone families. The report said that "housing facilities are deficient, the majority of family-quarters are obsolete, poorly constructed, termite ridden, unsightly frame structures which constitute a fire hazard." An overwhelming majority (87.3 percent) of Zonians, the report added, are in favor of masonry housing.

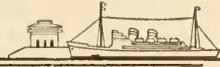
In Washington, President Harry Truman told Congress that he had instructed the Secretary of the Army to investigate the status of civil rights in the Canal Zone.

The shape of things to come was forecast when Gov. Joseph Mehahey left for Washington to attend hearings on the bill providing for reincorporation of the Panama Railroad Company. This was to be the first step in the formation of the present Panama Canal Company.

New pay schedules for the Canal's "silver" employees were announced effective with the pay period beginning February 29.

One Year Ago

Maj. Gen. J. L. Schley, ret., former Governor of the Canal Zone, and Ralph A. Tudor, San Francisco engineer, were named as members of the *ad hoc* committee headed by the Governor to study problems of the Canal's capacity. Both are Directors of the Panama Canal Company.



MORE RECORDS FALL

Panama Canal records, which have been falling with almost monotonous regularity, were broken again during the first half of the current fiscal year when more ocean-going transits were made than in any half-year period in the Canal's history, and more tolls were collected than for any previous six months.

Cargo shipments, however, failed to set a new record, because of the unusually large amount of ballast traffic which is currently running at about double its normal rate.

During the first six months of the present fiscal year, the period from July 1 through December 31, a total of 4,895 ocean-going vessels passed through the Canal. This was 238 more than the previous record, set during the last six months of fiscal year 1957.

Tolls for the first six months of fiscal year 1958 totaled \$22,068,104, over \$3,000,000 more than the \$18,715,261 during a similar period during fiscal year 1957 and over \$2,000,000 more than the previous record set during the last six months of the past fiscal year.

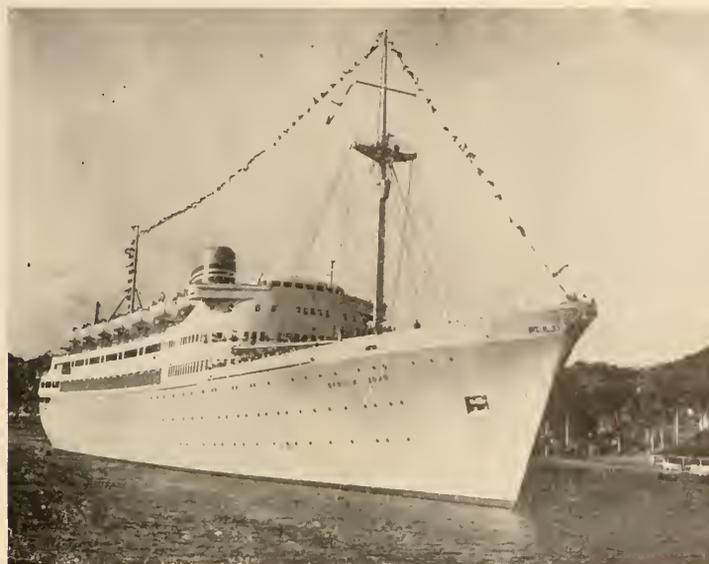
Although cargo tonnage for the first half of the current fiscal year totalled 25,067,293 tons, an increase of about 1,900,000 tons over the first half of the past fiscal year, the 1958 figures were below the all-time record of 26,467,000 tons set during the last half of fiscal year 1957.

The decline in cargo tonnage is believed to reflect a general levelling off of shipping. Over a year ago the demand for ships was so heavy that many vessels were taken out of mothballs and returned to service. Trade has now levelled off to the extent that many of these ships are now carrying cargo in one direction only. A ship, for instance, will carry a load of coal to Japan but will return empty.

Several of the main trade routes through the Panama Canal have set new highs during the past six months. Trade between the east coast of the United States and the west coast of South America is at a record level, largely because of iron ore shipments from Peru and Chile.

Trade between Europe and the west coast of the United States and Canada was at a post war high during the first six months of this fiscal year, following a sharp decrease at the end of fiscal year 1957, and trade between the east coast of the United States and Asia, which reached a peak at the time the Suez Canal was closed, is levelling off but is still higher than during the pre-Suez period.

Low tanker rates were reflected in heavy oil shipments through the Panama Canal from Venezuela (See page 18)



FIRST TRANSIT Another new name was added to the list of the Canal's customers last month when the 18,739-ton MV Bergensfjord made her maiden transit with 375 passengers aboard. She will return here March 21.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS Vessels of 300 tons net or over (Fiscal years)

Month	Transits			Tolls (In thousands of dollars)		
	1958	1957	1938	1958	1957	1938
July	788	659	457	\$3,668	\$3,054	\$2,030
August	812	653	505	3,599	2,888	2,195
September	771	646	444	3,504	2,861	1,936
October	813	699	461	3,680	3,083	1,981
November	779	651	435	3,522	2,876	1,893
December	774	751	439	3,521	3,420	1,845
January		701	444		3,161	1,838
February		673	436		3,033	1,787
March		808	506		3,603	2,016
April		767	487		3,430	1,961
May		783	465		3,551	1,887
June		775	445		3,484	1,801
Totals for first 6 months of fiscal year	4,737	4,072	2,741	\$21,494	\$18,182	\$11,880
Totals for fiscal year		8,579	5,524		\$38,444	\$23,170

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	Second Quarter, Fiscal Years				
	1958		1957	1938	
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,191	1,175	2,366	2,104	1,335
*Small	90	72	162	225	236
Total commercial	1,281	1,247	2,528	2,329	1,571
**U. S. Government vessels, ocean-going	42	34	76	51	
*Small	64	62	126	117	
Total Government	106	96	202	168	
Total commercial and U. S. Government	1,387	1,343	2,730	2,497	

*Vessels under 300 net tons or 500 displacement tons.

**Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

Carnival's Here

Carnival season, one of the gayest times of the year for both tourists and Isthmians, got under way in the Canal Zone last week when the blue-and-white carnival flags were raised in Balboa and in the Tivoli Patio.

On hand to help Governor Potter haul the flag to the top of its pole was Miss Rita Burrell who will be crowned "Queen Rita I" for the Panama Carnival next week. Also attending the festivities were Miss Irma Gonzalez, Union Club Queen this year, Miss Rosalia Barraza, 1957 Carnival Queen, and Miss Analida Alfaro, who was the International Coffee Queen last year.

First of the flags to sail to the top of its pole was that in front of the Balboa elementary school. After this flag raising, during which those on the platform tried a few steps of the "tamborito," the party moved on to the Tivoli for a second flag-raising and more dancing, this time in less restricted space.

More Records Fall

(Continued from page 17) to California during the first half of this fiscal year. At the present time, oil men are finding it cheaper to ship oil by tanker than to use oil pipelines from British Columbia to Los Angeles.

Another indication of low tanker rates was the shipment of oil from Lebanon to the United States west coast via the Panama Canal.

Shipments of coal and coke to Japan reached a new high during the past six month period. The rise is more than seasonal but is not explained. Scrap shipments to Japan, however, are down almost 50 percent from the comparable period in the past fiscal year.

Increased shipments of bananas through the Panama Canal during the past six months, 283,000 tons for the first six months of fiscal year 1958 compared with 197,000 tons for the like period in the past fiscal year, indicate the banana industry's recovery from the severe "blowdowns" which crippled banana production last year.

U. S. foreign aid is believed to be responsible for a sharp rise in corn shipments through the Panama Canal. During the past six months, for instance, 90,000 tons of corn have been shipped from the U. S. east coast to Japan. Last year, Japan got 19,000 tons of corn from Argentina.

Wheat shipments are lower than during the past year when a crop failure in France sent tons of wheat flowing from the North American west coast to Europe, but are about normal for this time of year.

Lumber shipments, which have been declining steadily since the U. S. building boom came to a halt about the middle of 1955, are taking a slight turn upward. They are expected to increase considerably when new home building starts about 1960.

Sugar shipments are at their lowest level for about eight years and shipments of iron and steel manufactured products are still lower than normal. The decline in shipments of manufactured products is attributed to reaction to heavy buying after last year's steel and shipping strikes.



Dancing in the new Tivoli Patio followed the raising of the Carnival flag.

Principal commodities shipped through the Canal (All figures in long tons) ATLANTIC TO PACIFIC

Commodity	Second Quarter, Fiscal Years		
	1958	1957	1938
Petroleum and products (excludes asphalt)	1,650,221	1,144,271	287,537
Coal and coke	1,091,064	981,576	37,108
Iron and steel manufactures	462,352	625,501	479,661
Soybeans	304,517	236,887	992
Phosphates	265,242	322,068	71,763
Metal, scrap	169,627	404,163	66,912
Chemicals, unclassified	114,697	64,997	27,914
Corn	106,740	30,988	1,600
Bauxite	105,233	75,860	
Sulphur	100,623	84,908	101,599
Paper and paper products	93,459	114,648	94,572
Cotton	86,175	90,189	18,155
Machinery	83,272	81,511	40,773
Automobiles and parts	73,098	70,601	81,751
Wheat	71,522	46,058	9,150
All others	1,125,124	1,592,059	966,883
Total	5,902,996	5,966,285	2,286,400

PACIFIC TO ATLANTIC

Commodity	Second Quarter, Fiscal Years		
	1958	1957	1938
Ores, various	2,109,926	1,562,168	524,191
Lumber	807,490	706,532	671,973
Wheat	594,678	791,600	217,658
Canned food products	320,130	339,139	303,166
Nitrate of soda	284,412	286,947	306,890
Bananas	283,772	197,992	4,911
Metals, various	255,729	260,621	179,591
Sugar	225,774	346,545	302,617
Food products in refrigeration (except fresh fruit)	137,114	193,674	64,079
Barley	125,179	122,042	57,310
Fresh and dried fruits	95,818	89,184	220,750
Coffee	76,943	67,868	33,884
Cotton, raw	71,655	71,997	32,369
Petroleum and products (excludes asphalt)	68,646	218,231	665,881
Copra	63,142	88,901	33,454
All others	933,613	919,277	766,114
Total	6,454,021	6,262,718	4,384,841

SENIOR CITIZENS

Two oldtimers who have been working for the Canal since construction days met for the first time when they had their picture taken for THE REVIEW last month.

They are Arthur Morgan, Dipper Dredge Operator in the Dredging Division, and Adrien M. Bouche, Control House Operator at Pedro Miguel Locks.

Although both started working regularly for the Canal in 1912—Mr. Bouche had some prior service as a youngster—their paths never crossed until they were brought together as the two senior employees in point of service.

Mr. Morgan became the Canal's senior American employee in July 1956, on the retirement of George N. Engelke of the Commissary Division. When Mr. Morgan retired last month, after more than 45 years of continuous service, he was succeeded as senior service man by Mr. Bouche who will have 42 years of Canal service in May.

All of Mr. Morgan's service was with the Dredging Division. Mr. Bouche has been with the Locks Division for over 20 years.



Two Canal veterans, Arthur Morgan, left, and Adrien Bouche.

Anniversary Celebration

The seventy-fifth anniversary of the United States Civil Service Act was commemorated in the Canal Zone last month by a dinner at the Tivoli Guest House and by displays of Civil Service literature on bulletin boards throughout the Zone.

The dinner, on January 16, was attended by more than 200 persons. It was sponsored by Lodge 14 of the American Federation of Government Employees whose president, Rufus Lovelady, made the main address of the evening. Officials attending the function included Capt. W. S. Rodimon, Marine Director, representing the Governor; E. A. Doolan, Personnel Director; and Paul M. Runestrand, Executive Secretary.

Civil Service in the Canal Zone is almost as old as the Canal Zone itself. On November 15, 1904, all workers in the Canal Zone except laborers were made subject to United States Civil Service rules and regulations by a Presidential Executive Order. The first local Board of Civil Service Examiners was established here 50 years ago last month.

High Level Bridge

(Continued from page 2) of Sverdrup & Parcel came to the Canal Zone from the home office of the firm in St. Louis, Mo. They were E. J. Shields, Project Engineer for the bridge design, and Horace L. Magee, Highway Design Engineer. Also discussed were the all-important design criteria for the bridge, including design loads for traffic, wind, earthquake and so forth.

The high-level bridge will cross the Canal on a line diagonally across the existing Thatcher Ferry route. It will connect with Thatcher Highway on the west side by a suitable approach.

The east-side approach will be along a gently curving line crossing the abandoned townsite of La Boca north of the elementary school building. From that point it will follow just outside the northern boundary of the 15th Naval District reservation.

The approach will cross Amador Road at a point near the Boy Scout hut and will be built out over the mud flats to Avenida de Puertos, which now ends within a few hundred feet of the boundary line. This section of the approach structure will probably be double-pronged for the convenience and safety of traffic. The connection from the bridge to the Canal Zone will be by an overpass or underpass whose specific location is still being studied.

The Preliminary Design Memorandum, now being assembled by the Architect-Engineer, will be completed in April after which work will be started on final plans and specifications.

Directors Meet Here For Sixth Time

(Continued from page 3) left the Isthmus by ship or plane soon after the outdoor luncheon at the historic Spanish fort.

In addition to Governor Potter, officers and the Board members attending the January meeting were Assistant Secretary of the Army George H. Roderick, Board Chairman; Robert P. Burroughs, Ralph H. Cake, Maj. Gen. Glen E. Edgerton, Howard C. Petersen, Charles S. Reed, Ogden R. Reid, Maj. Gen. Julian L. Sehley, and Ralph A. Tudor, Directors; Col. Hugh M. Arnold, Vice President; Philip L. Steers, Jr., Comptroller; and W. M. Whitman, Secretary.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Second Quarter, Fiscal Years		
	1958	1957	1958
United States Intercoastal.....	134	138	311
East Coast of U. S. and South America.....	632	521	124
East Coast of U. S. and Central America.....	147	80	3
East Coast of U. S. and Far East.....	389	369	139
U. S./Canada East Coast and Australasia.....	47	47	42
Europe and West Coast of U. S./Canada.....	216	217	252
Europe and South America.....	234	213	142
Europe and Australasia.....	88	119	38
All other routes.....	479	400	284
Total traffic.....	2,366	2,104	1,335

Canal Commercial Traffic by Nationality of Vessels

Nationality	Second Quarter, Fiscal Years					
	1958		1957		1958	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentine.....	1	9,055				
British.....	317	1,938,385	322	2,149,158	297	1,447,720
Chilean.....	23	147,270	22	127,390	1	6,127
Chinese.....	13	99,597	17	123,989		
Colombian.....	60	94,146	46	56,123		
Costa Rican.....	2	18,000	12	69,969		
Danish.....	92	297,397	79	324,929	56	220,973
Ecuadorean.....	9	10,872	15	19,931		
Finnish.....	7	27,451	8	44,233		
French.....	23	125,839	19	123,327	28	163,965
German.....	218	688,296	173	565,461	83	384,808
Greek.....	29	271,409	28	269,496	19	82,437
Honduran.....	77	73,427	115	94,858	1	869
Hungarian.....					3	13,235
Irish.....			1	9,300		
Italian.....	49	277,475	36	213,459	13	46,192
Japanese.....	187	1,155,384	129	889,064	72	418,523
Liberian.....	241	2,132,839	172	1,493,491		
Mexican.....			1			
Netherlands.....	54	165,994	39	162,354	74	205,439
Nicaraguan.....	22	32,641	10	17,115		
Norwegian.....	222	1,030,366	236	1,446,972	151	795,486
Panamanian.....	139	783,044	101	539,000	39	94,155
Peruvian.....	19	73,217	10	47,092	1	1,148
Philippine.....	6	25,590	6	29,854		
Soviet.....					2	4,990
Spanish.....	7	25,372	12	46,015		
Swedish.....	43	182,988	42	196,626	27	180,032
Switzerland.....	1	10,338	1	10,168		
United States.....	503	2,653,209	452	3,159,623	464	2,583,090
Venezuelan.....	2	7,416				
Yugoslavian.....					4	21,052
Total.....	2,366	12,357,017	2,104	12,229,003	1,335	6,670,241



MEN and MACHINERY

TRANSITS BY OCEAN-GOING VESSELS IN DECEMBER

	1956	1957
Commercial	751	774
Government	10	28
Total	761	802

TOLLS*

Commercial	\$3,424,592	\$3,522,830
Government	46,718	74,274
Total	\$3,471,310	\$3,597,104

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

CARGO (Long tons)

Commercial	4,610,162	4,058,225
Government	31,384	71,806
Total	4,641,546	4,130,031

Distinguished Guests

Governor and Mrs. William E. Potter will be among the passengers aboard the Swedish American cruise liner *Gripsholm* February 23 when the new ship makes her first trip through the Panama Canal.

Flagship of the Swedish American Line and pride of the fleet, the big 23,500-ton liner is due in Cristobal from New York on Washington's Birthday and will start her trip through the Canal at 6 a. m. the following day. After docking in Balboa for several hours, the *Gripsholm* will sail early February 24 for the west coast of South America on a cruise which will take her around the tip of the southern continent.

The *Gripsholm* made her first visit to the Canal Zone in December while she was on a Christmas cruise in the Caribbean. Completed last year, she was on the North Atlantic run last summer and is now in her first winter-cruise season.

Family Party

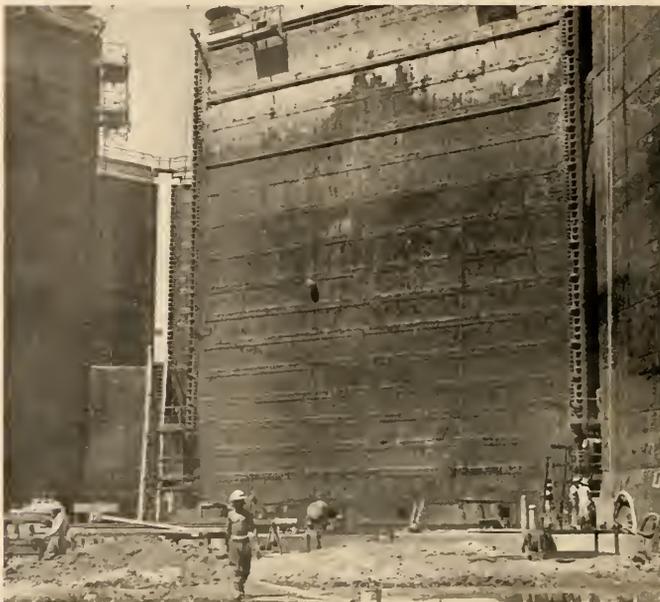
A trip around the world on their 40-foot yawl *Chimere* is a family affair for Mr. and Mrs. Jean Bloche and their son, Jean, 11. They arrived in Cristobal late last month from Sete, France, via Guadeloupe and other West Indian islands, and spent several weeks on the Atlantic side while their 14-ton craft underwent extensive overhaul.

The Bloches planned to transit the Canal on the yawl early this month and sail shortly afterward for Tahiti via the Galapagos Islands. Mrs. Bloche is a talented artist.

Maiden Voyage

The new Royal Mail Line cargo-passenger ship *Loch Loyal* arrived in Cristobal this week on her maiden voyage from British and European ports to the west coast of the United States and Canada. A new addition to the joint Royal Mail and Holland-America Lines cargo-passenger service to the North Pacific, the *Loch Loyal* is fitted with the most up-to-date cargo-handling equipment and has space for 575,750 cubic feet of cargo, including 148,000 cubic feet of refrigerated space. It also has luxurious accommodations for 12 passengers and a permanent open-air tiled swimming pool situated on the forward end of the bridge-deck.

The ship was launched in July at the Harland & Wolff Shipyards in Belfast and, prior to starting its maiden voyage in January, loaded in South Wales, Antwerp, Rotterdam, and London. She called at Bermuda and Jamaica before arriving at Cristobal.



The vast dimensions of the locks are never so evident as when they are emptied for overhaul. Work in Miraflores east chamber will be finished this month.

New Customer

The Japanese Daido Line, which now has nearly a dozen freighters using the Panama Canal on its Japan to New York and Japan-to-East Coast South America services, will soon add another to the super clipper fleet. The new ship is the *Kobu Maru*, which will begin service in February. It will join the *Kocho Maru*, *Kosoh Maru*, and *Kosei Maru* in the company's Japan-California, and Japan-New York service. The *Kosoh Maru* passed through the Canal recently on her maiden voyage on the same run. The Continental Shipping Company is agent for the vessels on the Isthmus.

Winter Layup

The Panama Canal's perigrinating *Paraiso*, the dipper dredge which is out on loan to the Army Corps of Engineers, has come to rest for the winter in Cleveland, Ohio.

During the time she is laid up she will be overhauled preparatory to work on the St. Lawrence Seaway next July. The *Paraiso*, according to a news story from Cleveland, will be the biggest dredge of its kind ever operated by the Army Corps of Engineers at Buffalo. Too large to get through the existing St. Lawrence Canals, she entered the Great Lakes via the Mississippi River.

When the new seaway is opened to partial 14-foot navigation next summer, the *Paraiso* will work near Cornwall, Ontario.

Grace Line President

Louis A. Lapham, President of the Grace Line, is scheduled to arrive on the Isthmus February 19 from South Amer-

ica aboard the Grace liner *Santa Barbara*. Accompanied by Al Wenzel, Vice President in charge of the West Coast South America service, and Mike Diaz, General Freight Sales Manager for Grace Line, Mr. Lapham will spend three days here discussing with local Grace Line agents the new services planned for the New York to West Coast South America run.

At the same time it was announced locally that the new cargo ships planned for use on the company's west coast of South America service will be lift-on container vessels. On the new ships, all cargo area, except for refrigerated space, will be used by either 17½ or 35-foot containers. The new 20-knot ships will be from 500 to 600 feet long, and plans will be submitted next year for six to be built for the South American route.

Royal Family

A new white *Empress*, so new that she hasn't been named yet, has been ordered by the Canadian Pacific Line for the Liverpool to Montreal service. Fully air-conditioned throughout, the new 27,500-ton vessel will be designed to carry 200 first class and 850 tourist passengers on her regular run and approximately 500 tourists when she goes on winter cruises. The ship is expected to sail on her maiden voyage in the spring of 1961.

The new *Empress* will be an addition to the fleet which includes the new and luxurious *Empress of England* which arrived at Cristobal January 23 on her maiden cruise to the Canal. The *Empress of England* will make three more calls here this season—February 11, March 4 and March 22. Local agents for the line are W. Andrews & Company.