BOTH SIDES OF Isthmus Will Celebrate Passage of Billionth Ton of Cargo Through Panama Canal

Happy Holidays

Commissary And Service Center Divisions To Be Merged Into One Unit On January 1

The Commissary and Service Center Divisions will be merged into one unit on January 1 as the first step in a long-range program to realign the functions of these divisions to meet conditions under the drastic reduction in their activities as a result of the 1955 Treaty.

The first step will be primarily administrative. It is planned by next July, however, to have the headquarters of the new division— to be designated as the Commissary and Service Center Division— established on the Pacific side. This will follow a consolidation of field supervisory personnel and their work, which will be made by the first of March.

R. L. Sullivan, now General Manager of the Commissary Division, will be named to act as General Manager of the new organization, and Philip S. Thornton will be appointed Supervisor-in-Charge of several functions of the present Service Center Division of which he is now General Manager. These will include the restaurants, theaters, bowling alleys, and motion picture service, and the Hotel Washington and Tivoli Guest House.

Some other personnel assignments have yet been announced but the plan provides for the appointment of a single administrative supervisor for all commissary and service center functions in each town. For example, a single manager or supervisor will be appointed for the Balboa Commissary and Balboa Service Center although the physical plant of the two units will continue as they now are. The same arrangement is planned for all other communities, except that in some of the smaller towns some consolidation of plant and facilities may be possible.

It is presently planned to establish the headquarters of the Commissary and Service Center Division in Building 28, the three-story masonry building in the Industrial Division area in Balboa which is now headquarters of the Storehouse Division.

It is also planned to move the warehousing activity for the Housewares unit of the Commissary Division from Mount Hope to Balboa. The transfer will be similar to that of the wholesale shoe unit, accomplished last month. It is expected that the present Balboa Housewares Annex can accommodate the

Gatun Locks, ships in transit, and Panama Canal floating equipment will all take on a holiday appearance one day soon, probably next week, in celebration of the shipment of the billionth ton of cargo through the Panama Canal.

Arrangements for the day's program, which will end with a reception at the Tivoli Guest House that night, have all been completed except for the necessary ingredients of the exact day for the specific ship which will carry the billionth ton.

While the special ceremony to honor the ship carrying the ton of cargo—which will highlight the benefits to world commerce provided by the Panama Canal—will be held at Gatun Locks on the morning of its arrival, the vessel itself will be bedecked at the beginning of its trip and the masters of all vessels in transit that day will be requested to dress ship for their trip. In addition, a noisy salute will be paid by every piece of floating equipment of the Canal as the honored ship passes.

Presentation Of Scroll

The program at Gatun Locks will consist of the presentation of a special scroll by Gov. W. E. Potter to the master of the vessel. Replicas of this scroll will be presented to all ships which move through the Canal that day. Music for the ceremony at Gatun Locks will be provided by the Cristobal High School Band. Present plans are to arrange the transit of the ship for the formal ceremony to take place at the Locks at 10 o'clock in the morning.

A special stand in which the presentation will be made has been erected on the east wall of Gatun Locks. In event of a heavy rain, the presentation ceremony will be transferred to the Gatun Theater and the "billionth-ton ship" will tie up at the Locks until it is completed.

A cordial invitation has been extended to the general public of the Isthmus to attend and witness the historic event. Printed programs will be distributed at the Lock gates and a special detail of Canal Zone Police will be on hand to assist in handling traffic.

Specially-printed invitations have been mailed out to several hundred firms and individuals having a direct interest in the operation of the Panama Canal; these will become valuable souvenirs for their holders. These invitations are also good for the reception to be given by Governor and Mrs. Potter that night at the Tivoli. Special invitations have been sent to the President of Panama and Mrs. Ernesto de la Guardia, Jr., and
Changes Galore Are Scheduled For The End Of December

Governor, Bureau Chiefs Scan Budget Standings Each Month

Before the next issue of The Panama Canal Review is published, more employees will have been affected by more changes than have ever been made before, at one time, in the history of the organization.

The most far-reaching of these will be the withdrawal of general Canal Zone purchase and importation privileges from non-U. S.-citizen employees residing outside the Canal Zone. Another, of lesser effect, will be the restriction of general postal service to Canal Zone residents, U. S. Government agencies, and their U. S.-citizen employees, Armed Forces personnel on active duty, and organizations or business concerns in the Zone.

The Treaty commitment requested by the Republic of Panama restricting purchase and importation privileges will have far-reaching effects both on the Canal organization and its activities. It will cut deeply into the Canal force with some 900 losing their jobs at the end of this year or soon afterward. Seven Commissary and Service Center units will be closed, and the number of customers in others will be greatly curtailed, resulting in a general realignment of the functions of these two units. The number and amount of gasoline sales will be drastically reduced and there will be two or three thousand fewer of the familiar "Z" plates on cars.

The Canal Zone Government has been informed by the Panama Government that the employees residing in Panama who are entitled to gasoline purchase privileges in the Canal Zone after January 1 will be issued "Z" plates for their cars as in the past. These are used as one of the means of identification when gasoline sales are made. The purchasers must also in every case present his valid identification-privilege card.

New 1 P. Cards

Among the many changes to be made at the first of the year, one which will be less noticeable but which will affect most employees, will be made in the identification-privilege card system now used.

Under conditions imposed by the 1955 Treaty, the identification-privilege cards will be issued primarily on the basis of citizenship and place of residence since these are the two controlling factors in determining eligibility of employees for purchase and importation privileges. While cards issued to U. S.-citizen employees and other employees who live in the Canal Zone will remain essentially the same, completely new cards will be required for the large group of non-U. S.-citizen employees residing outside the Zone. Cards for U. S. citizens will continue to be issued on an annual basis and those for non-U. S. citizens now in the Canal Zone and eligible for purchase privileges will be issued monthly for limited amounts, as at present.

Two Types Of Cards

Two new types of cards will be issued to non-U. S.-citizen employees living outside the Canal Zone (1) the Zone Card, which will be used for the personal use of the employee indicating he or she is entitled only to hospital and related health service privileges and to make limited purchases of certain small items in Service Centers near the site of the employee's job. Such limited privileges are specifically (See page 15)

"How's your money holding out? Have you overspent for the quarter so that you might run short toward the end of the year? Have you underspent, and why? Have you spread your workload out so that you aren't going to have to rush later to get your year's job done?"

These and a score more similar questions are gone into each month, at what have come to be known as Management Review Meetings, by members of the Governor's staff and directors of the Bureau which make up the Company-Government organization.

Always apt with a phrase, the Governor calls them the "Keeping Tab on the Pennies" meetings -- although the funds he and the others talk about are a lot apter to be in thousands of dollars than in pennies.

These monthly get-togethers are tied in to the Company-Government's operating budget and serve a two-fold purpose. Governor Potter explained last month to L. K. Gerhardt and W. B. Hunter of the General Accounting Office, who sat in on the meeting.

"You are aimed," he said, "at seeing how close we are sticking to our budget and, since all of the Bureau Chiefs are here, are a fine way to keep all of them cognizant of all Company-Government operations. All should know what all are doing."

The meetings supplement the work of the Company-Government Management Committee in keeping the Governor, as operating head of the Company, and the Bureau heads, as operators, up-to-date on operations as a whole, and by units.

The meetings are informal and friendly. As the Governor explained to the GAO visitors, "our chiefs don't sit and defend and mull over their budgets. They stand and report."

And that's exactly what they do. The meetings, which are held in the Board Room of the Administration Building, usually begin with a few remarks by the Governor. Then Philip L. Steers, Jr., the Panama Canal Company's Comptroller, steps to the end of the long table and, pointer in hand like a school master, works quickly down a row of charts which give an overall picture of the entire organization's finances.

Charts are important in these meetings. Operating results are always diagrammed for all principal units, for work load and financial results, in comparison with the budgeted figures.

As he moves along his charts, Mr. Steers may indicate that one Bureau or another has fallen behind the budget estimates in its expenditures and obligations. Then Governor Potter may interrupt to ask that particular director: "What about that?"

After Mr. Steers has completed his report, John D. Hollen, Chief of the Executive Planning Staff, moves up to tell the others in the room whether the Canal's operations are shaping up as he and his staff have predicted they will. An important part of his work is with tolls and shipping, since they provide the bulk of the Company's income.

When he finishes, one Bureau director after another takes over, to give his colleagues-- the Governor-- a picture of the operations of his particular unit.

Some of the Bureau heads pace back and forth, hands behind their back, as they talk, and others stand quietly, indicating only with motions of the pointer on the charts how their units stand. Some are in sneakers, some wear coats. John Hollen's pence is as apt as not to be behind his ear, and his glasses pushed back on his forehead.

The "Keeping Track of the Pennies" meetings usually last an hour, although those at the end of a quarter may run somewhat longer.
Many Canal Offices To Be Transferred Before End Of June

Moving day is in the immediate offering for a large number of Canal units and offices, and by next June a complete new mail and office directory will be needed on the Pacific side.

The moves, which are to start early in January, will result partly from the closing of four large units in Ancon at the end of December. To be closed are the Commissary and Post Office, the Pacific Service Center, and Tivoli Commissary.

Two of these buildings—the Ancon Commissary and Post Office—will continue in use and be reassigned to other Canal units. The Tivoli Commissary building will be retained and may later be converted for use as a freight house by the Panama Railroad after the railroad's terminal facilities are transferred to the Republic of Panama under terms of the 1955 Treaty.

The Pacific Service Center building, erected just before the beginning of World War II as a USO building, probably will be demolished after it is vacated.

The Ancon Post Office building has been assigned for use by the Treasury Branch. Modifications to the building already are in progress and it is expected that this move can be made soon after the postal service there is discontinued.

The Treasury Branch is now occupying space in the former Special Engineering Division Branch in Diablo Heights.

The Ancon Commissary, including the annex, will be assigned for use by the Personnel Bureau. All Pacific side units of this bureau, with the exception of the Director and his immediate staff, will move together when the extensive alterations to the two buildings are completed.

Personnel Bureau Move

All units of the Wage and Classification Division and the Employment and Utilization Division, including the Central Labor Office Branch, will be moved to the new quarters. The Employment and Utilization Division is now assigned office space on the first floor of the Administration Building and in the Central Labor Office building on Roosevelt Avenue. This change will permit a consolidation of all files with easier access by bureau personnel and will provide for better coordination of all personnel activities and actions with the unified office.

Another change affecting the Personnel Bureau will be the reassignment of the former field office of the Maintenance Division on Corozal Street to the bureau as a Training Center. The Training Office will have office space in this building and in the Director's office.

Several other major changes are planned, but some of these will not take place for several months.

Printing Plant Move

One of the most important of the latter will be the transfer of the Printing Plant from Mount Hope to the Pacific side. Studies are now in progress for a suitable building for use by the Printing Plant and the move is scheduled to be made before next July. When this is done, the Reproduction Unit now

Labor Leaders Meet Here

Leaders of Canal Zone labor unions affiliated with the AFL-CIO met last month with visiting officials of the organization when AFL-CIO President George Meany and members of his staff were here for two days. One of the events was a dinner held at the Tivoli Guest House. Mr. Meany is seated beside the microphone, facing the camera, flanked by E. W. Hatchett, President of the Central Labor Union, and by Mrs. Hatchett. Serafone Remaudié, Latin American Representative of the AFL-CIO, is at the far left, hand extended, and David Dubinsky, napkin in his hand, is at the right rear. Mr. Dubinsky is President of the International Ladies Garment Workers Union and Vice President of the AFL-CIO.

We May Have Rain, No Snow Or Ice, But Christmas Here Is Really Nice

Missing snow and ice of the natural variety, the Canal Zone will soon begin to bedeck itself with trappings of the Christmas season.

Long since, the spirit of the Yuletide has become apparent among the younger Zonians, what with visiting the Commis- sary Toyland, practicing carols for the annual school programs, or just dreaming of Santa's visit to the tropics. On the adult side, there have been gentle reminders at gift counters, in readjusted family budgets, and by plans for the purchase of food and decorations suitable for the annual event.

More and more during the past few years, Zonians have devoted special attention to home and outdoor decorations suitable for the Christmas season. This trend is expected to be accentuated this year with inviting sight-seeing drives in most communities being available to inspect home and garden decorations.

Christmas Day this year falls on Tuesday, and President Eisenhower has issued a memorandum directing that Government agencies maintain only skeleton forces on Monday, Christ- mas Eve, virtually making a four-day holiday for Government workers. The President's memorandum also stated that a liberal leave policy should be adopted for the entire holiday season.

Arrangements which had already been made to pay most of the employees in the Canal organization on Monday, Decem- ber 24, instead of Tuesday and Wed- nesday have been necessarily disturbed by making the day a holiday for all practi- cal purposes. It would have been nec- essary for employees of both the Payroll and Treasury Branches to work over the preceding weekend to get the paychecks ready for delivery on Monday. While it will still be necessary for these employees to work during the weekend to meet the Wednesday, December 26, deadline for the delivery of paychecks, it would not be possible to move the date up to the pre- ceding Friday.

Even with overtime, there would not be time to process the time-cards and checks in time for delivery on Friday, the last normal working-day before Christmas. The pay period involved ends December 15 and the time-cards will not be received by the Payroll Branch until December 17 and 18.

With this change in plans, household expenditures will have to be rearranged to get all the Christmas shopping done with only one other pay check before the holidays begin.

This may give a weak assist to the do-your-Christmas-shopping-early program, but even this will not prod all shoppers to complete their shopping until the last minute. Accordingly, the Commissary Division has an- nounced that the retail stores will be opened on Christmas Eve morning only. This will not only be an aid to late shoppers but will be a help to housewives who otherwise would have to stock up food for a three-day closing period at a time when eating is one of the main aspects of daily living.

Announcements will be made later this month on holiday schedules, particularly where unusual changes are to be made.

Of the many public programs arranged for the Christmas season in the Canal Zone, the musical programs arranged by the various schools attract most attention. This year these programs will begin Thursday, December 13.
Here's The Man

Who Heads The Legal Staff

It would be a brash individual, indeed, who tried to challenge Paul Andrew Bentz on the whereabouts of any article in the Canal Zone Code. He certainly should know; he put every title and every article in its place.

Today, as General Counsel of the Panama Canal Company, Mr. Bentz is senior partner in the Company's built-in law firm. His familiarity with the Canal Zone Code, however, antedates his senior partnership by a dozen years.

In 1928, five years out of the University of Nebraska's Law School and with four years as an editor in a Saint Paul law-book publishing house behind him, he was appointed codifier of the Canal Zone's laws—a much-needed job never before done.

The four-inch thick volume which resulted from his four years' work has since been supplemented by two smaller compilations of later laws and a third is in the offing.

Fairly soon there will have to be a limited revision of the Code and a new edition, including the supplements. When that time comes, Mr. Bentz will probably serve as an advisor rather than as a codifier. He has much too much else to do.

He is staff advisor to the Governor-President, with all the work a job as counsel entails. His office represents the Panama Canal Company in legal actions; it handles the legal work of the Company; it drafts legislation which pertains to the Company. Each of the eight young men who comprise his "firm" is at some extent a specialist in one phase or another of law, but, as senior partner, he is responsible for their activities.

It is that variety of legal work, and the "sense of being part of an organization like this one," that Paul Bentz likes best about his job.

Take a typical day's activities:

As "staff advisor" he may be asked for an opinion as to the legality of some step the Administration would like to take—such as, for instance, contracting for the provision of additional school-bus service.

Then he may hold a conference with the members of his staff who are doing the actual work of "defending the Company's position" in one of several pending law-suits. In addition to the pilots' pay suit, probably the best-known case now under way, the Company is defendant in half a dozen ship-damage actions, results of accidents in the Canal.

After that conference he might call another in connection with the drafting of some legislation pertaining to the Canal Zone. Any new law, or amendment to existing Canal Zone law, must be passed by Congress but if it originates in the Canal enterprise, it is generally written by the legal staff. The bill signed by President Eisenhower last July authorizing the Company to "construct, maintain, and operate" a bridge across the Canal, was originally drafted in the General Counsel's Office. Executive Orders pertaining to the Canal Zone and Regulations issued by the Governor are also drafted there.

As General Counsel, he is chairman of the Canal Zone Pardon Board and of the Law Library Committee, and is a member of the Standing Transportation Committee and, in his official position, he is called on to attend the Governor's Staff Conferences.

One of Mr. Bentz's most important jobs is also one of the most delicate: He is one of the Company-Government's principal interpreters of the U. S.-Panama treaties. For many months, here and in the United States, he worked on treaty provisions which affect the Company-Government and then participated to some extent in the final drafting of the Treaty and Memorandum of Understandings. Now he assists in interpreting them.

A good-looking man, whose wavy dark hair is beginning to gray, Paul Bentz was born in the little town of Salem, Neb., 57 years ago. In his salad days he was something of an athlete. His formis was of local tournament calibre, his bowling score nothing to be ashamed of, and his swimming stroke good enough to carry him easily to the net at Amador Beach.

Now his athletics are more of the armchair variety and his deep-sea fishing has given way to a rod off the Amador Causeway.

One of his most distinctive traits is the use of his finely-shaped hands. When he is talking with someone, he is apt to put his fingertips together, tent-fashion, or rest his chin in his hands. He is conservative about his clothes, as becomes his senior partner, and generally sticks to blue or brown or gray. The only jewelry he wears consistently is an unusual turquoise ring, a gift from his mother-in-law, and a plain tie clip.

Much interested in the Interior of Panama, he has developed a reading-interest in archaeology, probably because of his friends Mathew and Marion Stirling of the Smithsonian Institution Staff. He is off-the-job interested in church work—he was president of the Unitarian Society for some time—and the Red Cross. He headed the local Chapter's drive for funds several years ago.

The Bentzes—vivacious Betty Bentz is as well known in local art circles as her husband is in the legal field—live in a big house on the side of Ancon Hill, overlooking Panama City.

Their two children, Alan and Joan, and their two grandsons, Brooks, 6, and Drew, 4, live in the States. Before Alan, who lives in Bound Brook, N. J., began spending most of his waking hours working toward a doctorate in chemistry, he and his father used to carry on chess matches by mail.

Paul Bentz was born in Washington while his father was indexing the laws he had codified, is now a New Yorker, up to her ears, or eyes, perhaps, in the contact-lens business.

Employees On Leave

Are Now Considered Returning Residents

Canal employees returning to the States on leave are now being classified as "returning residents" rather than non-residents, and are entitled to the same provisions with respect to free entry.

Henceforth, employees returning on leave were classified as non-residents, which excluded exemption of duty on anything except personal and household goods, and gifts with a value of more than $10. They were also allowed free entry on one quart of alcoholic beverages, and 300 cigarettes, 50 cigars, or three pounds of tobacco.

Generally, under the new classification, they will be granted duty exemption on $500 worth of merchandise becoming the United States, including up to one gallon of alcoholic beverages and 100 cigars. If a family declaration is made, the combined exemptions may be applied. The $500 exemption is permissible only when no exemptions have been claimed six months prior to reentry into the States.

Collectors of Customs in all United States ports have been informed of the new ruling and pursuers on Panama Line vessels now have the new customs declaration forms available.

Although Canal employees returning to the States are classifiable as returning residents, each individual should investigate thoroughly customs regulations applicable in his own case, because of the complexities and limitations which are applicable on exemptions from duty.
Canal Zone's Now Keeping An Eye On World-Wide Earth-Shaking Events

Next time there's an earthquake in Siam, or Siberia, the Panama Canal will know it.

Not that the Canal Zone will tremble and shake any more than it has in the past. The difference is that sensitive instruments in the basement of the Balboa Heights Administration Building will now record these distant quakes.

Up until a month or so ago, the equipment in the seismograph room at Balboa Heights was the sort which recorded only earthquakes which were fairly close at hand. New equipment, which has just been installed, records distant quakes and completes what every well-fitted seismological observatory needs.

Possibly one might wonder what the Canal's meteorologists need to know about earthquakes in Siberia.

It's quite simple: The Meteorological and Hydrographic Branch of the Engineering and Construction Bureau which has charge of the seismographs has other functions outside of those on the borderline so to speak. The Canal Zone station is only one in a international network of observation stations whose reports give scientists in central locations an overall picture of what is going on in the world — earth-shaking events, that is.

John Milne, the father of modern seismology, once defined seismology as "the eye through which one may view the insides of the earth." It is a compound-eye, made up of many facets irregularly placed over the surface of the earth and each looking inward.

Occasional glimpses of energy flashes — or earthquakes — are viewed by the individual facets — of which the Canal Zone is one — and the information obtained therefrom is coordinated by a "cerebral intelligence" to form a composite picture of what is inside the earth, or of the location of the centers from which the energy flashes originate.

The United States Coast and Geodetic Survey at Washington, to which the Canal Zone station reports, is one of these coordinating centers. Each year the information it receives leads to the accurate location of more than a thousand earthquakes.

Beside its connections with the Washington, D. C., center, the local seismographic station will have an important job during the coming calendar year, which has been established as International Geophysical Year. During the entire year a steady stream of reports will flow from here, to be coordinated with others from all over the world.

The new instruments which have been installed in the tomb-like seismograph room are what scientists call "horizontal and vertical components." There are two of the former and one of the latter, connected to a precision clock.

All of these are "long period" instruments (see accompanying diagram). The instruments which they supplement are "short period" instruments. Together, they will provide more information than has been available here before as to the location of an earthquake's epicenter and, possibly, its direction from the Isthmus and its depth in the earth's crust.

W. H. Eelisnger, Chief Hydrographer, and T. C. Hunter, his chief assistant, will derive a certain amount of personal as well as professional satisfaction from this. They've gotten a little tired of the look of disbelief which comes over a questioner's face when they answer, quite honestly, that they cannot tell the direction of an earthquake or whether it occurred in Puerto Armuelles or Darien.

These two, assisted by Ken Jorgensen and Elmer Kanz, have installed, adjusted, and tested the new instruments which replace equipment which was installed in 1908 and has not been in working condition for many years. Gallatin-type instruments, they have a coil of wire fixed to a pendulum so that an electric current is generated when an earthquake causes the pendulum and coil to oscillate between the poles of a strong magnet.

The current passes through a sensitive galvanometer and its variations set a small mirror swinging from side to side. This, in turn, reflects a pinpoint of light which records the "wiggles" on a sheet of photographic paper. The paper is wrapped around a cylinder which revolves at a rate of only 30 millimeters a minute.

When the photographic paper is developed, in a process similar to that used for any film, the record shows up as black lines on white paper. The actual movement of the earth is magnified approximately 3,000 times.

Local history records heavy local tremors in 1621 and 1882, and the worst local quake is thought to have been that which occurred on September 7, 1882. From newspaper and eyewitness accounts, seismologists have classified it as intensity VIII on the Mercalli scale. That means that chimneys, monuments, columns, and walls fell, heavy furniture was overturned. Poorly-built structures were greatly damaged, ordinary substantial buildings collapsed partially and only specially-designed buildings — of which there were few in those days — escaped with little damage.

Every year the seismographs at Balboa Heights record about 300 earthquakes, but only a few of these tremors are felt. In August of this year, for instance, 21 quakes were recorded but people were conscious of only four of them. Fifteen of the 21 originated within a 150-mile radius from Balboa. The most recent generally-felt earthquake was that which occurred the evening of November 19.

Even the average nonscientific individual of today realizes that seismographs record but do not predict earthquakes. In December 1906, however, a rumor circulated widely in Panama that the city would be razed by an earthquake. The Star & Herald for December 21 that year commented that the rumor "has not been substantiated by events. The earthquake is now some days overdue."

The rumor turned out to have originated with a talkative gentleman, meeting with his cronies over a glass of beer, and led to an ICC ruling that virtually no information was to be given out except by authorization of the Commission's chairman.
Twenty schools in the Canal Zone system were enrolled last month, for the first time, on the National School Safety Honor Roll. Enrollment certificates were presented to student representatives of the 20 schools by Lt. Gov. H. W. Shull, Jr.

In order to qualify for the safety award each of the schools had to meet certain minimum specifications set up by the National Safety Council; they will remain on the honor roll for three years under these standards. At the end of the three-year period, however, the schools must intensify their safety training to continue on the honor roll and the requirements will become increasingly tight.

One of the requirements of the National Safety Council was that each school be inspected by a special committee. These committees composed a list prepared by the Safety Council to see that certain safety requirements were being complied with and that safety instruction was being given. In addition to the principals of the schools the committee members included at least one parent, a civic leader, and a student.

The following were the committees for the 20 schools:

<table>
<thead>
<tr>
<th>School</th>
<th>Committee Members</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ancon</td>
<td>Roger D. Michel, Mrs. R. G.</td>
</tr>
<tr>
<td>Balboa Elementary</td>
<td>Mrs. Marie H. Nel, Lt. E. L. Cotton, Sg. Jack F. Morris, Mrs. Vivian Mikulich, and Perry Raymond</td>
</tr>
<tr>
<td>Balboa Junior-Senior High School</td>
<td>T. F. Horz, Charles Brandl, C. F. Magee, Kenneth B. Tucker, and the following students: Jack Pequinte, Pat Tubbs, Janet Tribe, Carlos Kiamco, Robert Hatting, and Marie Deles, James P. Prince, and Sally Randal</td>
</tr>
<tr>
<td>Cristobal Elementary</td>
<td>Miss Helen Rushing, Miss Thelma Godwin, and Earle Orr Jr.</td>
</tr>
<tr>
<td>Cristobal Junior-Senior High School</td>
<td>Paul L. Beck, Mrs. Stella Riedel, Mrs. Reunie, Mrs. John E. Deming, and Sally Randal</td>
</tr>
<tr>
<td>Denny</td>
<td>Mrs. Robert A. Hof, Miss Frances Moomaw, and Joseph Cofin</td>
</tr>
<tr>
<td>Gamboa</td>
<td>Miss Ruth Creasy, Louise DeArmans, Mrs. R. W. Williams, and Eugene Linfoot</td>
</tr>
<tr>
<td>La Boca</td>
<td>Miss Pearlene Carter, John Blake, Mr. R. L. Livington, and Alfred Houen</td>
</tr>
<tr>
<td>North Margarita</td>
<td>Miss Frances Moomaw, Mrs. Henrietta Cheek, Mrs. Dorothy Leach, and Thomas Sellers</td>
</tr>
<tr>
<td>South Margarita</td>
<td>Miss Frances Moomaw, Mrs. Nannie Hawthorne, Mr. Sellers, and Tommy Wilson</td>
</tr>
<tr>
<td>The Panama Canal Review</td>
<td></td>
</tr>
</tbody>
</table>

CERTIFICATES THAT THEIR schools have won Honor Awards from the National Safety Council are displayed proudly by the boys and girls above. On hand for the presentation ceremony last month were a number of parents and school officials. Left to right, front row, are Jerry Mann, Eugene Linfoot, Edith Murray, Olga Winter, Robert Beatmew, Samuel Betts, Jerry Cooper, Jackie Holcomb, Sheryl Oliphant, Carolyn Smith, Margaret Morris, and Lt. Gov. H. W. Shull, Jr.


HONOR ROLL
Bureau Award For BEST RECORD

OCTOBER
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR
Health: 7
Civil Affairs: 3
Supply and Employee Service: 1
Engineering and Construction: 1
Marine: 1
Transportation and Terminals: 1

Division Award For NO DISABLING INJURIES
OCTOBER

NAVIGATION DIVISION

Hospitals and Clinics: 1
SERVICE CENTER DIVISION

HOUSING AND GROUNDS DIVISION
DREDGING DIVISION: 1
INDUSTRIAL DIVISION: 1
ELECTRICAL DIVISION: 1

MOBILE TRANSPORTATION DIVISION: 1
STOREHOUSE DIVISION: 1

FIRE DIVISION: 1
SANITATION DIVISION: 1
AIDS TO NAVIGATION: 1

AWARDS THIS CALENDAR YEAR
Aids to Navigation: 10
Sanitation: 10
Storehouses: 10
Hospitals and Clinics: 9
Industrial: 9
Motor Transportation: 9
Service Center: 9
Commissary: 8
Dredging: 7
Electrical: 7
Railroad: 7
Housing and Grounds (8 mos.): 4
Navigation: 3
Fire (4 mos.): 3
Locks: 3
Police (4 mos.): 3
Terminals: 1

OCTOBER 1956

FREQUENCY RATE—Disabling injuries per 1,000,000 employee-hours worked.

<table>
<thead>
<tr>
<th>Department</th>
<th>Frequency Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health</td>
<td>0.00</td>
</tr>
<tr>
<td>Supply and Employee Service</td>
<td>1.74</td>
</tr>
<tr>
<td>Marine</td>
<td>1.62</td>
</tr>
<tr>
<td>Engineering and Construction</td>
<td>5.19</td>
</tr>
<tr>
<td>Canal Zone Govt—Panama Canal Co.</td>
<td>3.79</td>
</tr>
<tr>
<td>Transportation and Terminals</td>
<td>7.55</td>
</tr>
<tr>
<td>Civil Affairs</td>
<td>15.19</td>
</tr>
</tbody>
</table>

(Number of Disabling Injuries: 9)

LEGEND

- Frequency Rate this month
- Accumulative Frequency Rate this Calendar Year
- 1953-1954-1955 Calendar Year Average

(1,377,418)

(8,000)
Plans have been made for enlargement of the Rainbow City luncheonette to provide additional facilities for employees working on the dredge "Mindi" and other equipment and installations on the Atlantic side. At the present time, Latin American workers on such jobs have their meals at the Camp Brier Service Center, which will be one of the units closed January 1.

The present storeroom at the luncheonette will be converted to a kitchen and a cafeteria installed in a new L at one end of the service counter. The porch, which is to be screened, will provide additional space for tables.

William Brown, Assistant to the Health Director, returned November 15 from Washington where he attended the 13th Inter-Agency Institute of Federal Hospital Administrators. The Institute was held at Walter Reed Hospital between October 22 and November 9.

In a special "memorandum to all concerned," Lt. Gov. H. W. Scholl, Jr., last month expressed high praise for the personnel of the Canal Zone's Civil Defense unit and of the more than 900 individuals who took part in the recent "Jackpot Exercises."

In his memorandum the Lieutenant Governor said: "The exercise indicated certain needs and deficiencies in our Civil Defense establishment which has proven to be basically sound. Action will be taken at once to overcome these deficiencies and training will be continued to the end that our mutual-assistance capabilities in time of disaster will be as high as we can reasonably make them.

"The ability, enthusiasm, and cooperation shown by all personnel, both U. S. and Local-Range, were most evident and the success of this exercise is due to yourselves and the Panama Canal. I am very pleased to be able to say to all that it was a job well done."

A ninth-grade student at Rainbow City Junior High School was $25 richer last month after she won first prize in an essay contest sponsored by the Canal Zone Nurses' Association. The prize winner was Yvonne Hewit, whose prize-winning essay, "Why I Would Like to Be a Nurse," appeared in a local newspaper.

The essay contest was part of the Zone-wide celebration of Canal Zone Nurse Week, November 12-17.

Those stalwart guardians of public safety and welfare, the Police and Firemen, have again demonstrated their unsleeping by responding with alacrity to a call to give blood to the Gorgas Blood Bank. In the new Bloom Canal Company should be noted: Fully inaugurated, 99 percent of the members of the Balboa District signified their willingness to contribute, and 97 percent of the men of the Balboa Fire District have signed up as donors.

Although the Atlantic side is not as yet included in the Replenishment Program, some of the men of the Cristobal Police and Fire Districts have also volunteered as prospective contributors.

Although they declare they can't think why they should want to be a part of what is sometimes called "the mad rush," two temporary clerks, Catherine W. Filo and Helen F. Leves, are back again this year working on annual license plate renewals in the License Section. Actually they say they enjoy the challenge of a mountain of work.

This is the fourth year on plate renewal work for Mrs. Filo, who at one time was a full-time worker in the License Section. Mrs. Leves reported back this November for the second year. The other temporary worker, added to the License Section staff for the period of the renewals, for the first time, is Mrs. Mildred A. Mathban, of Balboa, wife of the American Bureau of Shipping Surveyor.

The shops at the Canal Zone Penitentiary are once again on the agenda for Santa's workshop and from the number of toys being built it is apparent that there will be many little children who will receive a happy surprise on Christmas Day. Those convicts whose good behavior records permit them the privilege of working in the shops are busy turning out a sturdy lot of brightly-colored toys and games, under the supervision of Policeman Karl D. Glass. The toys will be distributed at Christmas time to needy children in Panama and the Canal Zone, and to the children of the convicts.

This "Operation Christmas" is part of the rehabilitation program of the penitentiary. Materials for the toys are obtained through contributions made by Panama and Canal Zone residents. Capt. W. H. Munyon, Deputy Warden of the Peniten- tiary, says that practically all of the lumber used this year was donated through the kindness of the Panama Plywood Corporation.

Traditional Christmas music will be sung by the La Rosa Alumni Association, under the direction of Miss Emily Butcher, this year as in years past. Carols will be sung by the Alumni Chorus at Paranoa, on Sunday, December 16 at 4 p.m., either at the ball-park or in the theater, depending on the weather; and at the Jewish Welfare Board in Balboa on Monday, December 17, at 8:15 p.m. There will also be a program of music at the YMCA, but the date has not yet been announced.

Christmas mail going by ship to the United States should be posted in the Canal Zone by noon, Friday, December 14, to be reasonably sure of delivery by Christmas Day. Airmail should be sent by Wed- nesday, December 19. Earl F. Unruh, Di- rector of Posts, says any date later than that is thought to be risky.

Ship mail for Europe or the British Isles should have been in the post office by noon, November 30, but airmail for overseas may be posted up to about December 14.

Capt. Arthur J. Truog, who retired as Canal Zone Fire Chief in March, 1955, and his wife, Marion, who was formerly employed in the Payroll Branch, recently visited friends on the Isthmus. Since leaving the Zone, the Truogs have made their home in LeGrange, Ill.

In November, when they went to Miami to attend a convention, they decided they were too close to their old home not to pay a visit to the Canal Zone. During their stay on the Isthmus, they were guests of Mr. and Mrs. A. P. Hend of Brazos Heights and of Mr. and Mrs. Walter F. Allen of Ancon.

Among November's visitors was a Congress- man, Rep. Paul B. Doge, Republican of Pennsylvania, who has visited here on several previous occasions. He and his wife made the round trip from New York aboard the Panama Line's "Ancon." A member of Congress since 1946, he is a member of the House Agricultural Com- mittee.

A total of 1,745 applications for vehicle license plates had been received by the Canal Zone License Section last month in time for the annual drawing for low numbers. This was about 300 more than the number of which low license plates were drawn last year.

Entitled to sport number 24 on his car, as a result of the drawing, is Frank Koenig, of the Ancon Post Office. The next two numbers went, in order, to Maj. Alvin E. Welser, of Fort Clayton, and John B. Rom- beek, of the Motor Transportation Division.
Everybody Came To The Tivoli's Party

An Oldtimer recalled former days

youngtimers sang and acted

It was a real nice party, and the Tivoli would be the first to say so, if it only could. After all, fiftieth birthdays are something special, even if the celebrant is a hotel.

On hand to help with the celebration was one of the oldest oldtimers of them all, Maurice H. Thatcher of Washington, D. C., the only member of the Isthmian Canal Commission still living. He and Mrs. Thatcher, who were given the Roosevelt Suite for their stay here, enchanted young and old with their spryness and interest in the Isthmus.

Also on hand was the Canal Zone's top-ranking Good Neighbor, President Ernesto de la Guardia, Jr., of Panama, who came accompanied by his wife and some of his official family and who seemed to enjoy thoroughly every minute of the birthday party.

On this page are a few pictures taken the night of November 15 in the ballroom which was packed to the doorsills.

In the big picture across the top of the page "Governor" Thatcher is making the main address at the celebration. He stressed international cooperation when, speaking directly to President de la Guardia, he said: "I am sure, Mr. President, that you will find in Governor Potter, and he in you, that desire to cooperate and work in mutual regard toward the relationship which destiny has brought to our two countries."

In the center, left, is the Balboa High School Chorus, directed by Victor H. Herr, which provided a musical background for the seven-scene pageant. Their two featured numbers were "Out On The Big Front Porch," composed for the celebration by Mr. Herr and Don Musselman, and a musical version of the inscription on the Statue of Liberty.

The stage—a miniature of the front porch—had some of the players appear at the left below. At the far right is Fred Berest, who played the "Oldtimer" throughout the pageant. Appearing with him are Mr. and Mrs. Rodney Ely, Lynne Little, and two members of the Tivoli Staff, Kenneth O. Sealey and Alfred Cox.
Wasn’t November A Busy Month!

MRS. EZRA HURWITZ was not forgotten November 13 when her husband was awarded the Department of the Army’s Meritorious Civilian Service Award. The award was presented when Dr. Hurwitz was formally retired—and immediately rehired—as Superintendent of the Palo Seco Leprosarium.

Few recent months have been as crammed with events as November. Starting off with Panama’s Independence Days, the month moved on through Election Day, with its unprecedented turnout for Civil Council elections, to Veterans’ Day celebrations on both sides of the Isthmus.

Then came a Safety Award for the Panama Canal Company, a personal award for Dr. Ezra Hurwitz of Palo Seco, and the Tivoli’s fiftieth birthday celebration. Meanwhile the Community Chest Drive was underway; when final figures were in, more employees had given more money for the Chest than ever before.

November also brought National Education Week, Isthmian Nurses’ Week, and Thanksgiving, with its long weekend for school children. A shipping strike canceled one Panama Line sailing but ended in time so that Christmas mail would not be disrupted.

As November ended, AFL-CIO officials were visiting the Isthmus; as was Robert J. Rhinehart, President of the National Society of Professional Engineers.

OVER 1,000 ATLANTIC Side children had a real treat November 3 and 4. The activities included trolley-car rides, free movies. Above, Mrs. B. I. Everson cuts a ribbon to open the celebration.

ZONIANS TURNED OUT by thousands November 6 to vote for Civic Councilmen. Here Virginia Welch and Mrs. John G. Higgins cast their ballots under the eye of Ginny Di Bella, student judge.
School Children To Get 3 Dental Examinations

Every child in the Canal Zone schools will be given three dental inspections between the time he enters first grade and the time he becomes a high school student, according to a new program which becomes effective immediately.

The examinations of Zone school children will serve two purposes. They will give school and health officials, as well as the children’s parents, a thorough picture of the dental health of the young Zonians, and they will also give an indication as to the efficiency of the fluoride which has been used in Canal Zone water since early in 1952.

The system worked out by Dr. Lewis E. Fontaine and Dr. Willard French, Chiefs of the Health Bureau’s dental services on the Pacific and Atlantic sides, respectively, calls for an examination to be made each year of first, fourth and seventh-grade pupils. These dental examinations will, of course, supplement those given the children by their private dentists.

While no definite schedule has yet been worked out, the examinations will be given during the school year by dental officers of the Health Bureau, in cooperation with the school nurses.

In the first over-all dental survey was made of students in the Canal Zone schools.

Between January 9, when the survey began in the United States schools, and the latter part of June, when it was concluded in the Latin American schools, dentists probed into the mouths of 7,164 boys and girls in kindergartens through seventh grade.

Of the 4,935 U. S. school children examined, 36 percent had no dental defects. This meant that the youngsters did not have any dental health problems or that they had and were receiving regular dental treatment. The average number of decayed, missing, or filled teeth per child was .65.

In the Latin American schools, a total of 2,299 children examined. Of these, 20 percent had no dental defects and the average number of decayed, missing, or filled teeth per child was .29.
Group Health Insurance Plan Is Ready; Employees To Elect Committee Members

A group health insurance plan proposed by Mutual of Omaha will be submitted this month to Panama Canal employees and their families. The plan was adopted by a committee appointed by the Governor to investigate the possibilities of group health insurance. The committee invited proposals from various insurance firms with local representation. Four proposals were received.

A permanent Group Health Insurance Committee will be set in process of being formed, with employee representation from the various labor organizations and Civic Councils of the Canal Zone. Four members of this permanent group were appointed and six committee positions will be filled by employee elections.

The elections, in which all Canal employees will be invited to participate, are scheduled for next week, with ballots to be distributed with the paychecks. Nominations for these six positions are to be made this week. The nominations were to be made by the four ex officio members already appointed, although write-in votes for other employees will be permissible on the ballots.

The four ex officio members and the organizations they represent are: Thomas L. Sellers, President of the Cristobal-Margarita Civic Council; Ellis L. Fawcett, President of the Congress of Latin American Civic Councils; Edward W. Hatchett, President of the Central Labor Union; and Harold W. Rorrie, Chairman of Local 900, AFL-CIO.

December 7, 1956
THE PANAMA CANAL REVIEW

Bids To Be Opened This Month For Two Conversion Projects

With the opening of bids this month on two major projects in the Power Conversion Program, the Canal Zone moves a little nearer to the day when all electrical current in the Canal Zone area will be domestic.

This morning bids were to be opened for the construction of the new substation at Summit. This bid will include construction of an entirely new building and yard, which will be approximately two-thirds the size of the former substation, together with the furnishing and installation of all its equipment. Most of this will have to be made specially; the contractor will be allowed 420 calendar days for the work.

The October December bid opening is scheduled for December 12. The contract for which bids are to be opened that day is for furnishing and installing new pumps and switchgear in the Mount Hope substation, converting other pumps, rewiring the building and converting all other frequency-sensitive equipment. Slated for opening on January 4 are bids on a contract for construction of a 12,000-volt Tie-line between Miraflores substation and Cocoli Diesel Station, and furnishing two 10,000-KVA power transformers.

Other contracts for the Power Conversion program, for which no definite dates have yet been set, will be advertised during the early part of 1957. The first of these will be for the conversion of all domestic and industrial equipment in the Pacific area—Pedro Miguel to Balboa, inclusive. This will be followed by advertisements for the conversion of the Balboa and Miraflores substations and for the installation of a remote control and relay system, and others for the Gamboa and Paraiso pump stations.

Meanwhile, the following summary was provided by the Power Conversion office, on progress to date:

Three units have been completed at the Gatun hydro-electric plant and are undergoing final adjustments. The work of converting equipment in the town of Margarita is three-quarters done, and conversion in the Industrial division area is progressing as equipment arrives.

Domestic and industrial conversion in Gatun will be started next spring, followed by Rainbow City and Cristobal. The contractor (Sachso) is already receiving equipment for those areas.

With the conversion of the sewage-pump station at Fort Davis done—by Canal forces—the conversion of the entire Post is now completed.

A contract for the conversion of equipment at the Madden Dam hydro-electric station was let last month to Sachso, International. This is separate from the conversion of the generators, for which a contract was let some months ago to General Electric.

Conversion of the Central Area—Gamboa, Summit, and Paraiso—is still waiting arrival of material. The contract for this area is held by L. R. Sommer.

EMPLOYEES GROUP HOSPITAL SURGICAL AND MAJOR MEDICAL INSURANCE BENEFITS

<table>
<thead>
<tr>
<th>Canal Zone Government Medical Tariff Groups</th>
<th>Maximum Annual Wage or Salary</th>
<th>Maximum Hospital Benefits On Injuries Same as Tariff, 40 Days</th>
<th>Maximum Hospital Benefits On Injuries 70 Days</th>
<th>Maximum Survival Benefit On C. Z. G. Tariff Of Illness</th>
<th>Maximum Maternity Benefits</th>
<th>Maximum Major Medical Benefits In Excess Of Pacts With 20% Coinsurance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$1,290</td>
<td>$1,500</td>
<td>$5,000</td>
<td>$27.00</td>
<td>$1,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>2</td>
<td>3,050</td>
<td>3,250</td>
<td>12,250</td>
<td>100.00</td>
<td>4,500</td>
<td>20,000</td>
</tr>
<tr>
<td>3</td>
<td>5,400</td>
<td>5,500</td>
<td>17,500</td>
<td>150.00</td>
<td>6,000</td>
<td>30,000</td>
</tr>
<tr>
<td>4</td>
<td>6,600</td>
<td>6,750</td>
<td>23,750</td>
<td>175.00</td>
<td>9,000</td>
<td>40,000</td>
</tr>
<tr>
<td>5</td>
<td>9,300</td>
<td>9,500</td>
<td>33,750</td>
<td>200.00</td>
<td>15,000</td>
<td>50,000</td>
</tr>
<tr>
<td>6</td>
<td>9,300</td>
<td>9,500</td>
<td>40,000</td>
<td>250.00</td>
<td>20,000</td>
<td>60,000</td>
</tr>
</tbody>
</table>

*Employees in categories 3 through 6 will also have coverage for $12 daily benefits elsewhere; $75 miscellaneous hospital fees elsewhere; $250 maximum surgical charges elsewhere; and $75 maximum maternity benefits elsewhere.

MONTHLY PREMIUMS

<table>
<thead>
<tr>
<th>Wage Salary Group</th>
<th>Individual</th>
<th>Individual And One Child</th>
<th>Individual And Two Or More Children</th>
<th>Max And Wife</th>
<th>Max And Wife And One Child</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$0.53</td>
<td>$0.88</td>
<td>$1.41</td>
<td>$1.12</td>
<td>$1.47</td>
</tr>
<tr>
<td>2</td>
<td>0.83</td>
<td>1.38</td>
<td>2.80</td>
<td>1.74</td>
<td>2.28</td>
</tr>
<tr>
<td>3</td>
<td>1.62</td>
<td>2.62</td>
<td>4.13</td>
<td>3.50</td>
<td>4.80</td>
</tr>
<tr>
<td>4</td>
<td>2.05</td>
<td>3.28</td>
<td>5.13</td>
<td>4.22</td>
<td>5.39</td>
</tr>
<tr>
<td>5</td>
<td>2.61</td>
<td>4.09</td>
<td>6.32</td>
<td>5.28</td>
<td>6.76</td>
</tr>
<tr>
<td>6</td>
<td>3.08</td>
<td>4.71</td>
<td>7.54</td>
<td>6.24</td>
<td>8.92</td>
</tr>
</tbody>
</table>

Optional "Dread Disease Rider" monthly premiums, individual $0.34; family, $0.67.
CLOTHES WERE THE subject of the moment during a luncheon given by the Supply and Employee Service Bureau for women who buy them, wholesale and retail. Seated, left to right, are: Miss Helen Ross, of the New York office of the Associated Merchandising Corporation, Mrs. W. E. Potter, Wilson H. Crook, Mrs. H. W. Schell, Jr., and Miss Ruth Gerson, also of AMC. They were backed up by a group of Canal Zone women and a few men—T. G. Redman, C. P. Shay, and V. J. Huber—who came along because commissaries are their business.

Women who buy commissary clothes—wholesale and retail—got together last month over a luncheon table in the Tivoli's Fern Room and talked shop.

The wholesale buyers were Miss Helen Ross and Miss Ruth Gerson of the Associated Merchandising Corporation's New York office, and the retail buyers were a couple of dozen Canal Zone women, many of them representatives at the Commissary Division's regular forum.

The two wholesale buyers who were on a vacation cruise on the Panama Line's Ancon, were invited to the luncheon by the Supply and Employee Service Bureau to tell local women some of the problems encountered in the clothing business and, at the same time, ask Canal Zone women what they want in the dress line.

Miss Ross is the AMC's buyer for misses' budget-dresses and Miss Gerson buys buys business— and better-suits. Their Association, they explained, buys not only for the Commissary Division but for 26 major department stores—including Burdine's in Miami, Bullock's in Los Angeles, and Carson's in San Francisco.

Closing Of Abattoir
At Mt. Hope Planned

Plans for the purchase of dressed beef from the abattoir in Panama for retail sale in the commissaries were announced late last month.

With this change, which will be made sometime early next year, the Commissary Division's abattoir at Mount Hope will be closed and the purchase of native cattle for slaughter will be discontinued.

The new arrangement provides more flexibility in handling of Panama beef, since the trade after the first of the year will demand a higher percentage of the better cuts. Flanks, forequarters, and other of the lower-grade cuts of meat are now used in making sausage and other ground meats sold. Most of this trade will be lost after the first of the year by the withdrawal of commissary privileges from non-U. S. citizens residing outside the Canal Zone.

In announcing the closing of the abattoir at the Civic Council meeting last month, Governor Potter said that a careful selection of beef would be made and that it will be inspected by Canal Zone Health Bureau veterinarians.

on the West Coast, and J. L. Hudson's in Detroit—from one end of the United States to the other.

"And you don't buy the same sort of clothes for Miami that you do for Detroit, or for the Canal Zone that you do for Los Angeles," Miss Ross explained.

In the two years during which she has been handling the purchase of budget-dresses for the Panama Canal Company, she said, she has become "entrenched" by the Canal Zone's peculiar requirements and has come to feel almost as if she were buying for an individual.

One major problem of local supply, she explained, is the need to provide warmer weather clothes the year around, although clothing manufacturers offer these only at certain times of the year.

From now through January, she said, only the so-called "cruise-clothes" are available in the wholesale market. From January through Easter, manufacturers will concentrate on the dressier type of street clothes, like ensemble outfits; it will not be until after Easter that summer wear becomes generally available.

Miss Gerson spoke briefly on her specialty—suits which, she said, are not much in demand here except for traveling and some washable cottons. She outlined the trend in the suit-field, this year however, "suits for gray and good and blue strong"—so that Isthmian women could know what their sisters in the States are wearing.

When their turn came, the Canal Zone women pointed out that they need, primarily, washable cottons or linens which will stand repeated laundering. They also asked for a better type of well-made, smart dress to wear for work and indicated that they preferred such dresses with a sleeve.

Miss Ross answered that they should find clothes of this sort in several of the lines she buys, and said that there should soon be available in the commissaries a number of "wash-and-wear" or a considerable variety of the "wash-and-wear" clothes.

The commissary customers also asked for more "sun dresses," for street or office wear with jackets and for home wear without, and for a larger selection of dresses, in the under $10 bracket, for teenagers to wear to school. The older women at the luncheon expressed a preference for plain colors or small prints.

One of the problems in a community as small as the Canal Zone, Miss Ross said during the discussion, is to limit the number of dresses in each style, so that Zone women "don't meet themselves coming down the $600 to $1,000 Commissary price range, only one dress of a style is purchased; the number bought increases as the price decreases."

Just before the meeting adjourned, Jack Halvovsky, a New York manufacturer of budget-type dresses who was also a cruise passenger on the Ancon, told the women some of the problems of his business and described the manufacturing process for dresses of this type.

Commissary And Service Center Divisions
To Be Merged Into One Unit On January 1

(Continued from page 1) wholesale stock with any overflow stored in the building now being used for the toy sale.

The consolidation of the various activities of the Supply and Employee Service Bureau is one of the many avenues now being explored to reduce overhead and operating expenses of these units and hold the price line for both consumer goods and services.

The various changes which will be made will be in the nature of consolidations and will not affect services or sales in the units to continue in operation.

With the restriction under terms of the Treaty of Commissary and Service Center sales to U. S. citizen employees and to non-U. S. citizen employees who reside in the Canal Zone, the number of customers in the retail stores will be cut by well over 50 percent, and sales volume is expected to be reduced by half. Approximately 1,875 of the 2,500 Commissary employees will lose their commissary privileges at the end of this year, and to this number must be added practically all of the non-U. S. citizen employees of the Armed Services and other Government agencies, plus some 5,000 retired employees who now have limited privileges.

The biggest cut in sales volume will be in the Canal Zone Wage Scale retail stores. The Tivoli Commissary, largest of these units, and the Camp Bierd Commissary on the Atlantic side, will both be closed at the end of the year. A appreciable drop is also expected in the stores serving United States communities and in some units this may be as high as 20 percent of sales.
Changes Galore Scheduled End of December
(Continued from page 2) authorized by the 1955 Treaty. A list of items that may be purchased in specifically limited quantities is being prepared. It will include such items as a package of cigarettes, a candy bar, a bottle of aspirin, a box lunch or food and beverages consumed on the premises.

The second card will be for the use of the employee’s dependents for health services and hospital privileges only. These cards, which will be of a different color from the other issued to employees in this group, will require the listing and relationship of dependents granted health service privileges.

The health service privilege cards for dependents must be signed by the employee. The dependents listed will be checked against personnel records. Although temporary cards will be issued at first, cards good for one year will be issued later and these will be laminated by the Personnel Bureau.

Both of these types of identification-privilege cards will state on the face of the cards that they do not authorize entry into or purchase at any commissary, storehouse, or gasoline service station. They will also carry a warning against trespassing in the commissaries. All existing contraband control measures will be continued in full force. Residents of the Canal Zone who violate purchase-rules will run the risk of the heavy penalty of loss in the Canal Zone of both purchase and housing privileges.

No change will be made in the identifica-

tion-privilege cards issued for U. S. citizen employees with limited privileges since the Treaty commitment does not affect this group. Employees in this group are principally married women whose husbands are not entitled to commissary privileges.

Although retired employees residing in Panama are now accorded limited purchase privileges, these cards are issued only on a special authorization issued by the Republic of Panama in each case, and it is understood that the special authorizations for this group will not be extended by Panama beyond the end of this year.

The issue of the new identification-privilege cards will be made in the usual manner for those with full purchase privileges. The Payroll Branch will make distribution of the health-service privilege cards and those entitled employees to make small purchases in service centers near their job sites.

Safety Zone

Canal Again Wins Safety Award
(Continued from page 3)

Many Canal Offices To Be
Transferred Before End Of June

in the basement will be moved to the building to be occupied by the Printing Plant.

The west wing of the Administration Building is slated for a full-scale revamping and air conditioning for use as offices. One of the principal changes will be the construction of a Control Room for the Civil Defense organization. The room will be completely fitted with radio and telephone communications system, a chart room, maps, and other equipment needed for use as a command post.

The long series of moves and office re-

assessments, being given momentum by the changes required by the 1955 Treaty, will be one of the most extensive ever made since the Canal opened and the Canal headquarters were moved from Balboa Heights.

Bids For Panama Liner
Will Be Opened Dec. 19

Bids for the sale or charter of the SS Panama are to be opened in Washington, D.C., on December 19. The transac-

tion, including the advertisement for bids, is being handled for the Company by the United States Maritime Commission.

It is expected that the Board of Di-

rectors will give consideration to the pro-

posals received at an early date after the opening of bids.

The Panama was the first of the three Panama Line vessels placed in service. It was requisitioned for use as an Army transport during World War II and was the first to be returned to civilian service after the close of the war.

If the Panama is sold or chartered, the Panama Line schedules will have to be adjusted but the exact sailing dates will not be announced until after a decision is made on disposition of the ship.

NOT A SINGLE empty chair was evident “Out on the Old Front Porch” when Isthmians turned out to say “Happy Birthday” to the Thou. Above is part of the crowd. For more pictures of the party, see page 5.
PROMOTIONS AND TRANSFERS

October 15 through November 15

Employees who were promoted or transferred between October 15 and November 15 are listed below. Within-grade promotions are not included.

ADMINISTRATIVE BRANCH

Records Section
William D. Hardie, from Supervisory Records Analyst to Supervisory Management Analyst.

Charles K. Cross, from Supervisory Records Analyst to Management Analyst, H. Logan, from Records Analyst to Management Analyst (Files Analysis and Design).

David F. Mead, from File Clerk to Supervisory Management Analyst (Records Scheduling System).

CIVIL AFFAIRS BUREAU

Division of Schools
Mrs. Hope H. Hrons, from Life Guard to Recreation Assistant.

Mrs. Nancy J. Hatchett, from Senior High School Teacher to Substitute Teacher.

Mrs. Gladys S. Lee, from Junior High School Teacher to Substitute Teacher.

OFFICE OF THE COMPTROLLER

Ralph K. Skinner, from Publications Editor (Accounting) to Systems Accountant, Accounting Policies and Procedures Staff.

Mary C. Graves, Claire V. Hughes, from Accounting Division to Budget and Rates Division.

Accounting Division
Richard W. Cox, from Auditor, General Audit Division, to Systems Accountant.

Robert K. Hanna, from Accountant, General Audit Division, to Comptroller.

Mrs. Susan H. Boles, from Clerk-Deputy, Brooklyn Theater, Gorgas Hospital, to Clerk-Typist.

Woodrow G. Torbert, from Accountant, Maintenance Division, to Supervisory Accountant.

ENGINEERING AND CONSTRUCTION BUREAU

Charles S. Maisbury, from Engineering Aid to Meteorological Aid, Meteorological and Hydrographic Branch.

John L. Fischer, from Commissary Supervisor, Commissary Division, to Engineering Aid, Meteorological and Hydrographic Branch.

James H. Harris, from Fleet Machinist to Lead Machinist, Hyacinth Control, Dredging Division.

V. L. Simpson, from Heavy Labor Lead Foreman to Paving and Heavy Labor Foreman, Maintenance Division.

Vermon C. Douglas, from Paving and Heavy Labor Lead Foreman to Road Construction Lead Foreman, Maintenance Division.


OFFICE OF THE GOVERNOR-PRESIDENT

Thatcher A. Cittehe, from Organization and Methods Examiner to Capital Program Coordinator, Executive Planning Staff.

HEALTH BUREAU

Richard A. Williams, from Staff Nurse, General Hospital, to Sanitation Inspector, Division of Sanitation.

Paul J. Brooks, from Sanitation Inspector to Supervisory Sanitation Inspector, Division of Sanitation.

Mrs. Margaret C. Yerkes, from Procurement Clerk to General Supply Assistant (Medical), Gorgas Hospital.

Hal G. Clark, from Procurement Supervisor Property and Supply Office to Supervisory General Supply Officer (Medical), Gorgas Hospital.

MARINE DIVISION

John R. Bruback, Jr., from Rollmacker at the Towboat, Industrial Division.

Harold R. Rotell, from Stockman Foreman, Commissary Division, to Towing Loan Officer.

William R. Dunning, Jr., from Apprentice Shipfitter to Shipfitter, Industrial Division.

Wilfred R. Waldrip, from Commissary Supervisor, Commissary Division, to Guard, Lock and Cargo Office.

Alvin A. Rankin, from Lead Foreman Materials, to Industrial Inspector, Equipment Inspector, Office of Marine Director.

Edward J. Friedrich, from Planner and Estimator to Lead Foreman Machinist, Industrial Division.

Kenneth H. Wilcox, from Meteorological Aid, Meteorological and Hydrographic Branch, to Marine Inspection Assistant, National Leprosarium.

Mrs. Betty-Jeanne C. Miek, from usher and Doorman, Cristobal Theater, to Clerical (Cruise Book) Navigation Division.

Charles W. Brown, from Supervisory Clerk (Typist), Pacific Locks, to Supervisory Engineer, Pacific Locks.

Gardner Hayes, from Supervisory Sanitation Inspector, Division of Sanitation, to Towing and Locking Engineer, Atlantic Locks.

Alfred C. Mullenax, Henry R. Chenevert, from Five Year Engineer Machine to Launch Repair Shop Foreman, Navigation Division.

Beverly G. Allen, from Guard to Towing and Locking Engineer, Pacific Locks.

Anthony J. Zagorski, from Towboat Master to Chief Towboat Master, Navigation Division.

SUPPLY AND EMPLOYEES SERVICE BUREAU

Charles P. Shay, from Assistant to Chief Retail Stores Branch, to Manager, Balboa Commissary and Supervisory Retail Stores, Pacific Branch, Commissary Division.

Denise S. Capriel, from Employment Office, Personnel Service Center, to Commissary Supervisor, Commissary Division.

TRANSPORTATION AND TERMINALS

Cliff Sanders, George H. Egger, Roscoe S. Burgess, John H. Allen, Ross E. Pase, from Railroad Car Inspector to Inspector Cartagena, Wood and Steel, Railroad Division.

Mrs. Florence Demers, Cash Accounting Clerk (Teller), from Commissary Division, to Transportation Division.

John J. Ryan, from Commissary Supervisor, Commissary Division, to Guard, Terminals Division.

Retirements

Retirement certificates were presented the end of November to the following employees who are reaching the age of 65 years, along with their birthplaces, titles, length of Canal service, and future addresses:

George D. Cockle, Nebraska; Supervisory Commissary, November 1, 1926, 32 years, 19 months, 14 days; McAllen, Texas.

John J. Crawford, New York: Plumber, Maintenance Division, 21 years, 5 months, 29 days; St. Louis, Missouri, for present.

Clarence L. Poiles, Illinois; Supervisory Supply Officer, November 1, 1926, 5 years, 1 month, 27 days; St. Louis, Missouri, for present.

Dr. Ezra Hurwitz, Missouri; Superintendent, 1 year 3 months, 29 days, Pado Seco, Leporecario, 1 year, 17 days; Pado Seco.

Capt. Henry P. Klicker, Michigan: Towboat Master, November 1, 18 years, 4 months, 29 days, Buffalo, N. Y.

Robert L. Miller, California: Control House Operator, November 1, 15 years, 6 months, 4 days, Ramona, Calif.

Capt. Howarth V. Rowe, Virginia: Pilot, Navigation Division, November 1, 29 years, 1 month, 22 days; Madison, Conn.

Raymond A. Taylor, Illinois: Distribution and Window Clerk, Diablo Post Office, 5 years, 8 months, Washington.

Mrs. Anna D. Thomas, Pennsylvania: Telephone Operator, Communications Br., 17 years, 6 months, 6 days; Panama, for the present.

DECEMBER SAILINGS

From Cristobal

Cristobal. December 8

Panama*. December 15

Ancon*. December 28

From New York

Panama. December 6

Ancon. December 13

Cristobal*. December 19

*Because of holiday, the schedule of the Ancon and the Panama moved forward one day; the ships sail on Monday instead of Tuesday in New York the following Thursday.

On New Year's Day, the ships will leave New York Wednesday, instead of Thursday, arriving in Cristobal Christmas Day. Panama leaves New York Friday, and will sail northbound sailing and services Cristobal January 2.

ANNIVERSARIES

To a second-generation Canal Zone free, Sgt. Blalom D. Humphrey of the Coco Solito Fire Station, goes the honor of being the first Panama Canal employee of the year. Both a work anniversary and a birthday, Humphrey was born in November. Sergeant Humphrey is the son of L. L. Humphrey, who retired in 1968 from the Panama Canal Commission from 1910 to 1914.

Sergeant Humphrey had almost 10 years of Navy service before the U.S. sponsored an Aviation Machinist Mate First Class at Coco Solo when he joined the Police and Marine Division of the Panama Canal in July 1936. He returned to the Navy during World War II, again for service at the Navy Air Station, San Diego.

Except for some time at Gamba, when he was in charge of the Jadeivin Avenue station before the security of Gamba Base, Humphrey saw a lot of war the Navy was involved in. But the soldier was based in the Pacific, with a lot of war service.

In January 1951, he was one of several Canal employees selected to attend the Army-Navy game in Philadelphia, and he was in New York the following year.

Twelve days behind Sergeant Humphrey in payment of a second year's other 30-year employee, Vicente Alfaro, Mr. Alfaro is Supervisory Engineer, Special for the Panama Local Agency, more familiarly known as the Panama Freight House.

Mr. Alfaro, who was born in Cartagena, Colombia, is a Panamanian citizen. All of his service has been with the Panama Railroad which he joined in 1913 and left in 1926. He began as a clerk and has been promoted through the ranks to his present position.

Although his service is unbroken, he spent several months of his leave during the 1960's in Washington with the United States-Panama Claims Commission.

25 YEARS

Two Ohioans, a man from Massacusetts, one from Pennsylvania, and an outlaw from the Virgin Islands make up the quintet of Company employees who rounded out a quarter of a century of government service last month.

Two of the five—Lawrence W. Jenkins and Malcolm A. Johnston, Jr.—have an unbroken Canal service. Mr. Jenkins, who comes from Punnxmawaxay, Pa., started his Canal career as a clerk with the Receiving and Forwarding Agency. He is now a Guard Supervisor at Miraflores Locks. Mr. Johnston, a native of Quincy, III., joined the Canal at the Locks. He is now an accountant with the Payroll Division.

The other three 25-year men are, alphabetically: Marwin A. French, William F. Sturin, and Edwin B. Cone. Mr. French and Mr. Walker are the Ohioans: Mr. French's birthplace was Toledo and Mr. Walker's was Youngstown, Ohio, about 100 miles due south of Toledo.

Mr. French's first Canal job was that of clerk in the Accounts Department. As Dispatcher and now as Supervisory Marine Traffic Controller in Cristobal, he has been running ships through the Canal since 1940. Mr. Walker, clerk-typist in the Railroad
Time To Get Your Car Ready
For Its Annual Inspection

Owners of vehicles licensed in the Canal Zone are reminded that this month is a good time to get their automobiles and motorcycles and scooters in condition to pass the annual examination which is now required by the Canal Zone traffic regulations.

Beginning January 15 and continuing through February, inspectors will be on duty at the Ancon and Cristobal garages of the Motor Transportation Division to check vehicles licensed in the Canal Zone except those entitled to military-post stickers. Inspections will be announced later in the daily papers.

A charge of 50 cents is made for the inspection, which takes about ten minutes for each vehicle—according to the performance of the last year.

The inspector will concentrate on seeing that each vehicle is in safe mechanical condition. The inspection will include brakes, steering gear, wheel alignment, horn, tail, license and inspection stamps, windshield wipers, safety glass, mufflers, and turn-indicators. The latter are required on all vehicles assembled since January 1, 1956.

Division, began his Canal career in the old Correspondence Bureau.

Mr. Ronan—Ronan was born in St. Thomas in the Virgin Islands, has never worked for any other Company-Government unit, and is now Manager of the Glass Division. He is now Manager of the Ancon Commissioner.

20 YEARS

The Locks Division celebrates the 20-year anniversary section this month. Five of the ten employees who completed 20 years of government service in November are Locks men, and all five of them have unbroken service with that Division.

Alphabetically they are: Arthur F. Cru- sey, Control House Operator, Gatun Locks; James E. Harrell, Post Office Express Foreman, Miraflores Locks; Charles H. Kissling, Steam Engine-Lock Operator, Pedro Mig- lies Locks; Frederick R. DeMun, Foreman, Pedro Miguel Locks; and H. A. Sneckenberger, Lockmaster, Miraflores Locks.

Two other 20-year employees have unbroken service with the Canal organization; in the Roads Division, they are:

are: James E. Harrell, Postal Clerk at Bal- boa, and Donald R. Jones, Distribution and Window Clerk at Post Office.

The remaining 20-year employees are:

Robert C. Dent, Exfiltration Officer, whose 20 years was spent as Raised Road Conductor with the Railroad Division; Frederick A. Eben, who born in Colon Hospital and is now an Electrical Equipment Inspector for the Power Conversion Division; and Robert L. Herring, Administrative Assistant at Gorgas Hospital.

50 YEARS

All but four of November's 15-year em- ployees have unbroken service with the Canal organization. They are:

Clement R. Coleman, Steam Engineer, dredge Casco; Gladys A. Conley, Supply Assistant, Guam, Battery; George H. Dorr, Meteorological and Hydrographic Branch; John G. Edward, Station Inspector, Industrial Division; Howard E. Fuller, Commisary Supervisor, Commisary Division; Darwin E. Grier, Distribution and Window Clerk, Coco Solo Post Office; Mrs. Frances Hottor, Clerical, Payroll Branch; and Gladys T. Householder, Head of afternoon, School: Cristo- bal High School; George J. Maceau, Manager, Marigenta Service Cen- ter; James E. Mckay, Telephone, Electronic Division; Earl M. Stone, Customs Guard; Customs Division; Edwin C. Tompkins, Electronics Technician, Descriptive Division; and Edward C. Youm, Electronics Mech- anic, Descriptive Division.

Other 15-year employees are: Mrs. Elizabeth Brown Clerk (Typist), Engineering Division; Mrs. Nadine W. Cain, Head Nurse Coronal Hospital; Anthony J. Catanaro, Motor Boat Maintenance Mechanic, Dredg- ing Division; and Bernadine C. Lally, Sten- grapher, Executive Planning Staff.

Both Sides Of Isthmus Will Celebrate Passage Of Billion Ton Of Cargo

(Continued from page 1) other high officials of Panama and the Canal Zone.

Plans for the observation of this significant milestone in the Panama Canal's 42 years of operating history have been arranged by a committee appointed by the Governor and headed by Capt. Warren S. Rodim, Marine Director. Serv- ing with him are Wilson H. Croop, Supply and Employee Service Director; E. Ivenson, Transportation and Road Director; Capt. Anthony C. Rosulier, Balboa Port Captain; Capt. Charles S. Hutchings, Cristobal Port Captain; Wil- liam G. Arey, Jr., Information Officer; William A. Van Der Bilt, Superintendent of the Atlantic Locks; Capt. Harold T. Longmore, President of the Flights Association; Neil H. Wilson, Director of Admeasurement; and Hugh A. Norris, Economist.

Participating in the billion-ton cere- mony at Gatun will be representatives from every Company-Government unit and additionally having direct responsibilities in connection with the actual transit of a ship between the Atlantic and Pacific oceans, in addition to officials of all the shipping firms on the Isthmus.

Among the Canal groups to be rep- resented by an employee designated by the unit head will be the Panama Canal pilots, boarding officers, lockmasters, towing- locomotive operators, signalmen, and Navigators, Dredging Division, Transportation and Terminals Bu- reau, Industrial Division; Canal, Panama-Rail- road, the Customs Division, and several other units.

They will be introduced at the Gatun Locks ceremony by Captain Rodim, who will act as master of ceremonies. After making the introductions, the Marine Director will tell briefly what the duties of each unit are in respect to transit ships.

Wide Publicity

Since the special ceremonies for the billion-ton of cargo shipment through the Panama Canal have been announced, the world's tremendous importance of the Pan- ama Canal to world commerce and its importance to the free world in time of war, the event is being widely publicized.

Special representatives of the Canal Zone have served in advance to all the major news services, leading newspapers throughout the United States and Latin America, and shipping publications in various parts of the world. Invitations have been extended to press, radio, television, and newswires agencies to send representatives to the ceremonies.

The ship bearing the ton of cargo which is to attract such wide attention will be clearly identifiable, as it passes through the 50-mile interoceanic waterway. A gigantic banner has been painted and will be placed on the port side of the ship soon after it steams through the break- water in Cristobal Harbor.

Postal Cachet

The movement of the billionth ton through the Canal will be given special recognition by the Canal Zone Postal Service with a cachet to be placed on all outgoing first-class and airmail that day. This cachet has been widely publicized among newspapers in the United States which devote interest to philately. The cachet will not be used as a cancellation but as an imprint on outgoing mail.

The design of the cachet used in this issue of THE REVIEW, was made by Paul W. Colby, Chief of the Panama

THIS CACHET, designed by Paul Colby, will be used on all first-class mail the day the billion ton of cargo goes through the Canal.

Canal's Architectural Branch, and a well- known local artist. It is expected, because of the advance publicity which the billion ton has received, that the special cachet will be highly popular among stamp collectors and dealers.

The prediction of the specific date on which the billionth ton of cargo will be shipped through the Canal is fully in keeping with the ups and downs of Canal traffic over its 42 years of operation. Ship movements through the Canal have been vitally affected by major political and economic upheavals throughout the world and few periods of the past half century have been more uncertain for world ship- ping than the past month.

However, Panama Canal personnel who deal daily with ship and cargo movements both in actuality and statistically, fully expect, the latter part of November, that the billionth ton would arrive for transit no later than next Friday. Up through last Friday, November 30, there had been shipped through the Canal since it was opened to commercial ship traffic on Aug- ust 15, 1914, a total of 998,81,595 tons of cargo.

It was fully expected at the time when this edition of THE REVIEW was closed, that an upsurge of ships through the Canal would occur within about ten days of the settlement of the maritime strike which has paralyzed shipping along the East and Gulf coasts of the United States.

The prediction on the date of arrival of the billionth ton is based on past experi- ences in the revival of shipping movement following the settlement of maritime strikes which have tied up a large segment of shipping in United States ports.

We May Have Rain, No Snow Or Ice

But Christmas Here Is Really Nice

(Continued from page 3) when the Balboa Junior High School presents its annual program beginning at 7:30 o'clock that night in the Balboa Gymnasium.

Dates, places, and times for the other secondary school programs are:

Balboa High School: 8 p.m., December 18, Balboa Theater.

Panama High School: 7:30 p.m., Dec- ember 19, High School Campus.

Cristobal High School: 7:30 p.m., Dec- ember 20, Cristobal High School Audito- rium.

Rainbow City High School: 7:30 p.m., December 21, High School Gymnasium.

Sometime during Christmas week, there will be a special presentation of The Messiah in the patio of the Balboa Elementary School, given by members of the Canal Zone Junior College Commu- nity Chorus. The date will be announced later.
Industrial Division Starts
Repair Of Colombian Dredge

One of the biggest marine repair jobs ever to be tackled by the Canal's Industrial Division in Cristobal was started this week when work was begun on the complete replacement of the hull and the overhaul of the main and auxiliary engine of the 181-foot Colombian government-owned suction dredge Colombia.

The project, it was estimated, will cost approximately $100,000 and will require five months to complete.

The estimate was made in October after an extensive survey and assessment of the extent of the repairs needed was made by Industrial Division forces.

The vessel was pulled up onto the Marine Railway No. 2 Monday when work was actually started.

One of the most valuable pieces of harbor equipment in Buenaventura, Colombia, the dredge was brought to the Canal Zone in August under tow of the tug Englishman. It was towed through the Canal to Cristobal by a Panama Canal tug and, except for a short time when it was on the marine railway for inspection, the dredge has been tied up at the Industrial Division pier.

The Colombia was built originally in 1907 and was rebuilt, in Holland, 20 years later. Since 1927, it has been in continuous service in the busy Buenaventura harbor where it was used to pump out heavy silt and sand deposits brought into the bay by several small rivers.

The dredge is under the command of Capt. Miguel Insinague, a veteran Colombian dredge expert who has been engaged in dredging operations in the Buenaventura harbor for the past 18 years.

en route to Huntington Beach, Calif.

The super-tanker was built recently for the Ecco Company in Dunkirk, France.

She is 600 feet in length, has a 90.2-foot beam, and has a gross tonnage of 31,602 tons.

She flies the Panamanian flag and will make regular runs between California and Venezuela.

Piles Of Piles

If the piling discharged from the Grace Line's Santa Leonor at Balboa last month were laid tip to tip in a single line, it would stretch from the railroad station in Panama City almost to the railroad- stop at Corozal which is a lot of piling in anyone's book.

310 pieces of piling were unloaded from the Grace Line freighter.

The piling, in pieces from 50 to 75 feet in length, is crosstied far from the west coast.

It is to be used by the Canal organization at the locks, the ferry landings, and the Cristobal terminals, among other places.

Scrap Shipments

One of the largest shipments of scrap to leave here in some time was loaded aboard the German-flag Esperanza at Balboa in November.

A total of 2,787 short tons of scrap—mostly from Panama—were loaded aboard the 4,556-ton freighter. The scrap is consigned to Antwerp.

The Panama Scrap joined Peruvian scrap aboard the Esperanza. Before loading in Balboa, the ship had picked up a smaller load of scrap in Pimental, Peru.

---

**INDUSTRIAL DIVISION forces are now at work on an extensive repair and replacement program for the 181-foot dredge, Colombia, above. This will be one of the largest jobs ever done at Mount Hope.**

**TRANSITS BY OCEAN-GOING VESSELS IN OCTOBER**

<table>
<thead>
<tr>
<th>1956</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>699</td>
</tr>
<tr>
<td>U. S. Government</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td>721</td>
</tr>
</tbody>
</table>

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

Transiting Tourists

Twenty-eight large parties of tourists, ranging from groups of 100 up to almost 700, are scheduled to make a partial transit of the Canal before the first of April when the tourist season more or less officially comes to an end. The figure does not include the group from the Bergensfjord which was here last week on her maiden cruise.

In some cases, two large ships will be in port the same day and their passengers have arranged for trips through the Cut. When this happens one group will make the southbound trip from Gamboa to Pedro Miguel aboard the ferryboat Presidente Porras in mid-morning and the other will start from Pedro Miguel toward Gamboa in the late afternoon.

The first December cruise ship was the Ryndam, several hundred of whose passengers made the trip through the Cut. The Ryndam was in port Wednesday.

Other large cruise ships which will have shore parties making the Cut trip this month and next are:

Flordel and Homeric, December 25; Caralitha, December 31; Silver Star, January 9; Homeric, January 12; Empress of Scotland, January 22; Osielof, January 29.

Ten cruise ships are due in February and the same number in March. Those due in February are: Nieuw Amsterdam, February 8; Empress of Scotland, February 11; Le de France and Andes, February 12; Olympia, February 14; Flordel, February 17; Mauraria, February 18; Homeric, February 19; and Silver Star, February 20.

For March and April: Stella Polaria and Empress of Scotland, March 4; Le de France, March 5; Olympia, March 6; Mauraria, March 9; Homeric and Flordel, March 10; Olympia, March 21; Le de Fraus and Empress of Scotland, March 22; and Silver Star, April 1.

**Ex-"Mariposa" Due**

One of the most interesting of the cruise ships is the 26,000-ton Homeric. Flagship of the Home Lines, she will make four cruises here this season: December 28, January 2, 1928, and March 10. The January cruise is reserved for the American College of Surgeons. The February cruise will differ from the others in that on that trip the Homeric will put in to the San Blas Islands.

Once the Mariposa of the Matson Line, the Homeric was "re-engined" in California in 1934. She then went through the Panama Canal May 16, 1934, in ballast, en route to Italy. This 9,265-mile trial run is considered by shipping men the longest of its sort in maritime history.

From April to early November, the Homeric is on the Quebec-Le Havre-Southampton route, carrying over 1,100 passengers on each of her trans-Atlantic voyages. Local agents for the vessel are Fenton & Co.

**Banana Comfort**

The last word in comfort for bananas has been installed on one of the newest United Fruit Company freighters.

Stabilizing equipment, which keeps passengers happy and non-seasick on the rolling main, is used on the MV Calamante to keep Chiquita Banana in a pristine and unbruised condition.

Her skipper told local agents that the equipment worked "just fine" and would keep both passengers and bananas happy.

The new United Fruit ship was built in England and arrived here recently on its maiden voyage to Goldito.

**New Super-Tanker**

One of the largest ships to pass through the Panama Canal during November was the Esso Colombia, super-tanker owned by the Esso Shipping Company. The vessel arrived in Cristobal from Amoy Bay, Venezuela, with a full load of 31,602 tons of crude oil.

She made her first transit with three Panama Canal pilots on board and sailed from England, Scotland, and France, March 5; Olympia, March 6; Mauraria, March 9; Homeric and Flordel, March 10; Olympia, March 21; Le de Fraus and Empress of Scotland, March 22; and Silver Star, April 1.

---