

THE PANAMA CANAL REVIEW

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"THROW ME A QUARTER, MAMA"



HAITIAN DIVING BOYS in their bumboats full of native goods or fruit are about the first people a Panama Line passenger sees as his ship nears the Port-au-Prince pier. Canal Photographer C. S. La Clair took this photograph on a recent vacation trip.

Plans Proceeding For Conversion Of Zone Electricity To 60-Cycles

Conversion of the Canal Zone electrical system to 60-cycle current will begin on the Atlantic side of the Isthmus and work south if plans which are being developed by the Electrical and Engineering Divisions are followed. The actual work of conversion would not start until fiscal year 1957.

The conversion of the locks to 60 cycles is still questionable. Work on the locks will not begin until the latter part of the conversion project, if the final decision is to change the lock current.

The conversion project is, and will be for at least 12 months, still in the planning stage. Funds are included in this year's program for a continuation of the studies through fiscal year 1954.

When the plans are completed, they will have to be approved by the Board of Directors and then funds will have to be allotted for the actual conversion, which will take several years to complete.

This year's planning will be devoted to several phases of the work. One of these is the preparation of plans and specifications for the equipment which

will be ordered at the start of the next fiscal year if the work of conversion is authorized.

Another item in this year's planning is the evaluation of the manpower which will be needed for the conversion work and the preparation of schedules for the hiring of additional personnel as extra manpower becomes necessary.

The additional manpower requirements are expected to include technical as well as clerical personnel and, for the period when the actual conversion would be under way, various types of electrical and mechanical craftsmen.

The question of the current frequency for the Canal Zone dates back many years to the first overall electrical system here. At that time

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Main Routes Gain As Canal Shipping Has Record Year

Between 17 and 33 percent more shipping moved over the three main trade routes through the Panama Canal last fiscal year than during the previous year. This, and an increase of almost 50 percent for the group of smaller, miscellaneous routes, accounted principally for the all-time high in traffic through the Canal in the fiscal year 1953.

Almost 7,850,000 long tons of cargo were shipped last year over the trade route between the east coast of North America (United States and Canada) and the Far East, an increase of more than 1,500,000 tons over the figures for the preceding fiscal year. The gain in net tonnage for this route was 32.9 percent.

The amount of shipping on the United States intercoastal route increased last year 22.3 percent in net vessel tonnage over the fiscal year 1952, while an increase of 17.4 percent was shown in the trade route between the east coast of the United States and the west coast of South America. Cargo shipped over the United States intercoastal route totalled 4,871,000 long tons, an increase of slightly over 1,500,000 tons or 13.8 percent over the previous year.

The heavy gain in shipping over the miscellaneous routes last year, 49.4 percent over 1952, was accounted for chiefly by increased tanker traffic. This traffic totalled 4,450,000 net vessel tons last year, an increase of 89 percent over 1952. Dry cargo shipments also increased over the miscellaneous routes by 21.4 percent with a total of over 4,000,000 net vessel tons last fiscal year.

Shipping over the other main trade routes in the past fiscal year was at near the 1952 levels, with a 3.5 percent loss on the Europe-Australasia route and a five percent gain on the route between Europe and the west coast of South America.

Cargo shipments between the Far East and the east coast of the United States and Canada were heavier last year in both directions, although the movement from east to west represented nearly three-fourths of the total. Coal was the most important commodity, in tonnage, moved from the Atlantic to the Pacific over this route. It represented nearly half of the total tonnage with over 2,750,000 long tons.

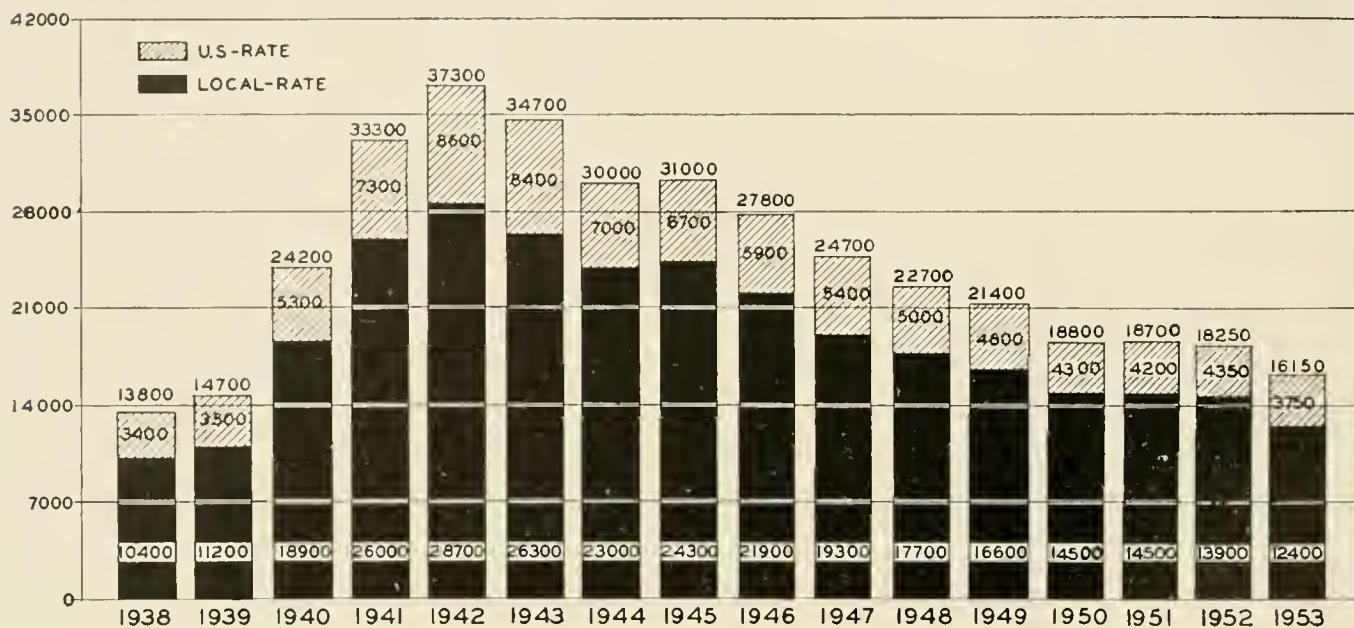
The further development of the banana trade between the east coast of the United States and the west coast of South America was largely responsible for the increase in shipping over this route. The banana carrier tonnage on this route was 1,700,000 tons last year, as compared with 1,260,000 tons the

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FEATURES FOR AUGUST

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Panama Canal Force Drops Below 17,000 Mark For First Time In Almost 14 Years



The Panama Canal's working force on the Isthmus in June dropped below the 17,000 mark for full-time employees for the first time in almost 14 years.

The force report for June showed a total of 16,317 full-time employees, of which 3,938 were employed on the U. S.-rate rolls and 12,379 were on the local-rate rolls. These figures, for the U. S.-rate and total force, include 185 school teachers on leave, not indicated on the accompanying chart.

The force at the end of the past fiscal year was 1,900 under that of the previous year, with a cut of 400 in the U. S.-rate and 1,500 in the local-rate force. The decrease in employment over the 12-month period was the heaviest since the fiscal year 1950 when there was a net loss of 2,500, resulting primarily from the closing of the Industrial Bureau shops in Balboa and major reductions in several other of the larger Canal units.

The accompanying chart of the force level graphically indicates the rise and decline of the Canal force over the past 15-year period when the force was almost tripled during the early war period over the peace-time level of 1938.

The 1953 level is quite comparable to 1938-39 when the Canal was operating on a maintenance basis as it is today.

Force Reductions

Several units were affected by force reductions during the past year which were too sizable to be accomplished by normal attrition. These included the Industrial Bureau, and the Engineering, Maintenance, and Storehouse Divisions. The biggest drop of any bureau force was that of the Engineering and Construction Bureau which showed a net loss of 720 employees, with all but about 50 being in the Maintenance and Engineering Divisions. The Industrial Bureau showed a loss of nearly 150 employees, caused chiefly by a curtailment early this calendar year in commercial ship work.

One of the principal reasons for the drop in employment in the Canal organization during the past year was the contracting of major items of construction. With the exception of the heavy grading in the new Corozal townsite done

by the Maintenance Division forces, practically all of the new construction projects were handled by contractors.

Contract Maintenance

In addition, a number of major maintenance projects were let on contract. These included exterior painting and major roof repairs to a large number of employee quarters.

This change to contract work affected principally the units in the Engineering and Construction Bureau.

Another unit which showed a large decrease in force during the past year was the Railroad and Terminals Bureau. This decrease was primarily in dock workers, with that force being approximately 500 less at the end of this fiscal year than one year ago. This decrease resulted from a drop in the amount of cargo handled over the piers. The total cargo handled or transferred over the piers during the past fiscal year was approximately 200,000 tons under that of the previous year, a 15 percent decrease.

Connected Losses

Although the principal reductions were made in the units mentioned, many other units showed lesser losses for the year. Most of the latter were "sympathetic" losses in service units caused by major force reductions elsewhere in the organization. Although no accurate figures are available, it was one time estimated that one "service" worker was required for every five employed in operating units.

Although the force level at the end of the past fiscal year was lower than at any time since 1939, it was expected that the force would drop still further during the month of July when the reductions resulting from cancellation of the water management contract and garbage collection work in the cities of Panama and Colon would be reflected in the monthly force report. A further reduction was also being made in July of the Locks overhaul force, since there were still 85 employed on this work at the end of June.

The net loss in the force as a result of the cancellation of the water management and garbage collection work was expected to exceed 300, as about 80

employees in the Maintenance Division and over 200 in the Health Bureau were employed in this work. It was erroneously stated in the July issue of the REVIEW, because of a typographical error, that about 700 Health Bureau employees were engaged in garbage and trash collection.

Safe Driving Awards Given To 253 Canal Chauffeurs

Safe driving awards have just been presented to 253 U. S. and local rate chauffeurs of the Motor Transportation Division. All of those to whom the awards have gone operated official vehicles during the past fiscal year without any accidents causing personal injury or property damage.

Ninety-five of the chauffeurs have continuous service and received certificates for eight years of accident-free driving. Many of the 95 have a longer continuous period of safe driving but complete accident records were not kept and the safe driving certificates were not issued until eight years ago.

The remaining drivers received certificates covering periods ranging from one to five years.

There were no fatal accidents during the past fiscal year. What accidents did occur were generally of a minor nature, but any accident or violation of traffic regulations, no matter how small, prevents the issuing of the certificates.

The number of certificates earned during the past year is considered outstanding, especially since each Motor Transportation Division chauffeur drove an average of 12,000 miles during the year.

The radio station at Balboa, operated by the Navy Department, opened for commercial business in 1913.

A plan for a tunnel to cross the Canal, which was at one time under consideration, was abandoned in 1913 because of excessive cost.

Hospital Insurance, Quarters Assignments Discussed At July Employee Conference

Plans for hospitalization insurance and a new method of quarters assignment were discussed at length in the Governor-Employee Conference held July 22 in the Board Room of the Balboa Heights Administration Building.

In the absence of Governor J. S. Seybold, who was in Washington attending the Board of Directors' meeting, the Acting Governor, Col. H. O. Paxson, conducted the conference.

He told the employee representatives that the administration has been working on plans for some sort of hospitalization insurance and that progress is being made. Extension by the Senate-House conferees on the Civil Functions Bill of so-called "free hospitalization" for employees until December 31—this hospitalization had been removed by the House and restored by the Senate—gives additional time to work out a suitable plan, he said.

The Panama Canal Company, Colonel Paxson said, is not in a position to deal directly with an insurance company but can authorize payroll deductions for hospitalization insurance for such an employee organization as the Canal Zone Credit Union. Preliminary plans call for the Company-Government to collect by payroll deductions—insurance payments from employees who sign up for hospital insurance; these payments will be remitted to the Credit Union which, in turn, will deal with the insuring company.

The situation is somewhat different, he told the conferees, in regard to local-rate employees. The five local-rate credit unions are Federal organizations and not in a position to deal with an insurance company. One way in which this could be worked out, he said, would be to form a sort of Mutual Benefit Association which would be made up of representatives of the credit unions, lodges, churches, etc. This organization could deal with the insurance companies, and to it the Company-Government could turn over insurance payments collected by payroll deduction from those subscribing to the plan.

Group Plan Not Prejudiced

Any such plan, the Acting Governor emphasized, would not prejudice any group health insurance, such as the Blue Cross or similar organization, in which employees might become interested. He assured the employees present that the administration stands ready, through the Labor Relations Counsellor and the General Counsel's office, to help in putting some hospitalization insurance plan across and said further that employees should not do too much speculating over future hospital rates since the Governor has not as yet worked out a tariff.

In answer to the subsequent questions, Colonel Paxson and Norman Johnson, Labor Relations Counsellor, said that an employee need not be a Credit Union member to participate in the Credit Union Insurance; that the proposed insurance would cover employee and family; that employees are covered by the "free hospitalization" until December 31; and that in setting new hospital rates full consideration will be given to Workman's Compensation and similar provisions.

Henry L. Donovan, Community Services Director, joined the group to outline for conference consideration the proposal for a new method of quarters applications. Since there had been considerable objection to a proposal that applications be limited to three choices—by type, street, or areas—a plan has been developed similar to the postings of real estate offices in the United States, he said.

Each Wednesday, on glass-enclosed bulletin boards placed in all Housing Offices, Clubhouses, Post Offices, and Commissaries, Housing Division employees would post a list of all quarters which had become vacant for the week ending the previous day. The posting would be done by district; i. e., quarters in Gamboa would not be posted in the southern district (Pedro Miguel, Corozal, Diablo, Balboa, Ancon) nor would southern district quarters be advertised in the northern district (Gatun, Margarita, Old and New Cristobal).

Each advertised set of quarters would be described by type of construction (frame, composite, masonry), house and apartment number, the number of families in the building, the number of bedrooms, baths, whether or not the quarters have a garage, maid's room, maid's toilet, storeroom, paved basement. The rent, per week, would be listed.

Available For Inspection

During this advertising period, which would close six days later, the quarters would be available for inspection on application to the district housing office concerned, and during this same period applications would be accepted for any of the quarters advertised.

The number of applications an em-

ployee could file would not be limited. If he considered several houses equally desirable, he could apply for them all; since the purpose of the plan is to have employees apply only for houses in which they are definitely interested, there should not be any large number of such multiple applications.

The advertising period would close at noon each Tuesday and assignments for the quarters advertised during the previous six days would be made at 1 p. m. that day to the senior applicant—from point of service—on the list. He would have until 4:15 p. m., on Thursday of that same week to accept or decline the assignment. If the senior applicant declined the assignment, the next employee in line for the quarters would be assigned, etc., until the house is accepted.

Applications would be held until the apartment is accepted, and then would be voided. Apartments advertised for four consecutive weeks with no applications would then be withheld and used for immediate assignments.

Penalty Planned

The AFGE, Mr. Donovan said, has already accepted the plan but several other organizations to which it was submitted are still to be heard from. Employee representatives at the July conference appeared not only receptive to the idea but to endorse it, and insisted that the acceptance time be cut from the original proposal of five days.

The conferees discussed what penalty could be imposed on an employee who had accepted a house and then declined it without adequate reason when told the house was ready for occupancy. All agreed that a money penalty should not be imposed but that it would be fair to bar him from applying for any quarters for a specified period, possibly two weeks. George Cassell, Acting Chief, Housing Division, said that during the previous week, nine out of 31

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Our Civil Defense Responsibility

Civil defense is based on the principle of self-protection by the individual, extended to include mutual self-protection on the part of groups and communities. It is a way of protecting all of us and our families, either in case of an enemy attack or during natural, peacetime disasters.

Civil defense is the responsibility of all of us. It is the responsibility of our families, from whom will come our volunteer workers. It is the responsibility of our Police and Fire Divisions; our Electrical and Maintenance Divisions; and others. In case of an emergency they will all be called upon to shoulder their share of civilian defense work.

It can be effective here only if all members of our community are so solidly behind it that they are willing to give time and effort to make it work.

The variety of volunteer jobs in civil defense provides everyone of us with an opportunity to serve on the civil defense team.

We are, of course, thankful for the Korean armistice. But the signing of that armistice does not mean that our civil defense responsibility has ended.

When President Eisenhower announced that the Korean truce had been signed, he said:

"We have won an armistice on a single

battleground—not peace in the world. We may not now relax our guard nor cease our quest."

Since September 1949, when Soviet Russia exploded her first atomic weapon, the need for the development and maintenance of an adequate civil defense program has become as important as a strong military defense.

Last January in his State of the Union Message—and the Korean armistice has not changed the meaning of this—President Eisenhower said:

"Because the building of a completely impenetrable defense against attack is still not possible, total defense strength must include civil defense preparedness. Because we have incontrovertible evidence that Soviet Russia possesses atomic weapons, this kind of protection becomes sheer necessity."

Therefore, I urge every resident of the Canal Zone to accept the moral obligation to assist in the development of our civil defense program. This program, properly manned and organized, could reduce casualties and property damage as much as 50 percent in the event of a catastrophe, which we fervently hope may never come, but which we cannot ignore.

H. O. PAXSON,
Lieutenant Governor.

When Sea Level Is Not Sea Level And Why The Tides Are Different

Visitors to the Canal Zone almost invariably express amazement over four natural features: the hills; the fact that Balboa, on the Pacific, is farther east than Cristobal, on the Atlantic; the rising of the sun from the Pacific ocean; and the great difference in the tides in two bodies of water which are separated by only a 40-mile-wide strip of land.

Of the four features, the tides have played a most important part in Isthmian history although the location of the Isthmian canal was determined largely by the narrow isthmus and lowness of the Continental Divide in what is now the Canal Zone.

Old Panama, where mud flats stretch out to sea for a long distance at low tide, never had a harbor worthy of the name, even for ships of its day. Cargo had to be lightered ashore, just as it is today in many Central and South American ports. All important Isthmian ports were on the Caribbean where the tidal range is much less than it is in the Pacific.

During the days of the Gold Rush, ships anchored either far out to sea, off Panama City, or made their port at the island of Taboga although there, also, they could not dock at low tide.

Affected Canal Construction

The variation of the tides in the Caribbean and the Pacific caused many heated arguments among experts in the past and had considerable influence on the decision to make the Canal lock type rather than sea level. During the Isthmian Canal studies in 1946 and 1947 an elaborate tidal machine was constructed in the flats below Miraflores Bridge where tidal currents were simulated by machine and their effect on a possible sea-level canal studied.

Canal files are studded with correspondence from such widely scattered places as New York, Massachusetts, Washington, Germany, Mexico, and England, asking about the tides at the Canal terminals.

People who ask about the tides fall generally into two classes: those who want to know if it is true that there is a difference in sea level in the Pacific ocean and the Caribbean sea—there is; and those whose questions have to do with the tidal fluctuation at Balboa and who are puzzled over Balboa's high and low tides where there is almost no appreciable tidal change at Cristobal.

Sea Levels Differ

Mean sea level on the Pacific side of the Isthmus, at Balboa, averages 0.767 foot—or about nine inches—higher than mean sea level on the Atlantic side at Cristobal. This has been determined by studies over a 19-year period. The fact is a lot more definite than the why of the fact, sea level to the average person being the same the world over.

A lengthy report of tidal averages prepared in 1949 by Leslie T. Chapel, who was then Assistant Chief Hydrographer and who is now retired, says in part:

"A change in the level of the sea may be due to a variety of influences, such as temporary or long period variations in climate of a nature to cause variable melting of the polar ice caps or changes in controlling ocean currents. A comparison

of the 1916-34 and 1927-45 averages at the Canal Zone stations shows an apparent rise in sea level during the 11-year interval of .085 foot at Balboa and .062 foot at Cristobal. Both of these changes are small, equivalent to 1 inch and $\frac{3}{4}$ inch, respectively.

"As a small rise in mean sea level has occurred in recent years along both the Atlantic and Pacific coasts of the United States, the condition is assumed to be general and of no particular significance to the Canal Zone area. Whether the rising trend will continue in years to come or prove to be of only a temporary nature remains to be determined by comparison with future averages."

Sun and Moon Tides

School children learn that tides, which Webster's dictionary calls the "alternate rising and falling of the surface of the ocean" are caused by the attraction of the sun and moon, acting unequally on the water in different parts of the earth. Since the moon is closer to the earth than the sun, the tide-producing force of the moon is a little more than twice that of the sun.

When school children come to the

Tidal Troughs

Oceans, he says, are divided into a number of such troughs. Balboa is at the extreme end of one such body; the sawhorse is off the Mexican coast in the vicinity of Manzanillo and the opposite end off lower California. Consequently the rise and fall of water is great at Balboa and very slight near Manzanillo.

The Caribbean, on the other hand, separated as it is from the Atlantic by a ring of islands, is almost an inland lake cut off from the oscillating system of the greater ocean. But the Caribbean and the Gulf of Mexico make up their own trough and, being smaller and shallower than the Atlantic or Pacific, the range of their tides is much smaller.

Statistics obtained from years of local observation show that it is possible to have a tidal range, between high and low water, of 22.7 feet at Balboa; the extreme variation possible at Cristobal is only 3.05 feet. Tides at Balboa are regular, with two highs and two lows a day, approximately an hour later each succeeding day. Cristobal tides are irregular.

Lifts at Locks

The matter of tides, of course, had much to do with the way the Canal was constructed. The approach channel of the Canal on the Pacific side is deeper than the approach to the Atlantic Locks, to allow for the tidal difference. There



TIDAL REGULATING STRUCTURES which would be part of a sea level canal were built in model form during the Isthmian Canal studies several years ago. Here a group of consultants and Canal officials of those days watch the model in action.

Meteorological and Hydrographic Branch at Balboa Heights for further information, T. C. Henter, acting Chief Hydrographer, has a simple and easily understood example of the twice-daily lunar tides to give them. The same information, in more complex form, is in a pamphlet called *Panama Tides*, which was prepared by H. A. Marmer of the Coast and Geodetic Survey and printed in the U. S. Naval Institute Proceedings for November 1930.

Take a trough filled with water and balance it on a sawhorse (the nodal point) like a teeter-totter, Mr. Henter tells his young questioners. Then rock the trough back and forth. The water, of course, runs toward the lower end of the trough but its level varies only slightly at the point where the trough rests on the sawhorse.

are times when a northbound vessel is raised, at Miraflores Locks, approximately 11 feet more at extreme low water or approximately 11 feet less at extreme high water than a southbound vessel is raised at Gatun Locks although both then cross Gatun Lake at 85 feet above mean sea level.

Elaborate observations made during the period of the Isthmian Canal studies established that if a sea-level canal were built here, there would be a maximum current of about $4\frac{1}{2}$ knots due to tidal fluctuation. The flow would change direction with high and low tides on the Pacific side. The current could be controlled by a tidal lock near the Pacific end of the Canal.

There would also be a navigable pass, with a 750-foot wide channel closed by a pair of large rolling

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Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Safety Message To Foremen

When something has gone wrong, it is most necessary to know what it was and what caused it to go wrong before it can be corrected. An accident is a very good example of something *gone wrong*—the man, the material, the machine, or the method. Somebody or something failed; otherwise the mishap would not have occurred.

Since an accident is evidence of something *gone wrong*, it follows that you must get to the bottom of "why" and "how" to prevent things going wrong again.

There must be a *best way* for doing this. Let's just make a list of what we want to find out and then see how we should go about it. It has been shown that the man is the most important thing on any job. Buildings, machines, and tools are lesser things because they have been developed to help the man produce more faster, better, and safer. So maybe we had better start with the man first.

1. Is this his first accident?
2. If not, how and when did the others occur?
3. What could he himself have done to avoid having this accident?
4. Did he take an unnecessary chance and bring the accident on himself?
5. Has there been a job study made and a safe efficient way developed for doing this job?
6. Had he been informed as to the dangers involved with instructions and drilling as to the safe working practices?

7. Did he follow instructions?
8. Just who was at fault? Was it the injured workman, a fellow worker, or you, his foreman?
9. Was he "hurried" on this job?
10. What action did you take immediately to prevent a recurrence? Have you done this?
11. Are other employees also following the same practice that caused this man to have an accident?
12. Was the safe practice, which had been taught and in use, mostly depending upon the employee learning and continuing to duck in time?

A check on layout, material and equipment is less involved. You naturally want to know:

1. If tools, machines, or equipment being used were defective or in need of repair.
2. If adequate working equipment and safety guards were provided.
3. If the necessary protective equipment and safety devices were available.
4. If so, were they being used and in the right way.
5. Was lighting and ventilation adequate.

When is the best time for you to investigate an accident? It appears to be as soon after it occurs as you can get to where it happened. If you are going to get the information necessary to prevent future accidents, and you might as well not start unless you get the correct and complete story, you are going to have to:

1. Go to the scene of the accident and check the physical things involved.
2. Get the full story from the man who caused the accident.
3. Get the full story from others working near and with him.

4. Take the necessary corrective measures to prevent a recurrence before you leave.
5. Make out the report at once while all facts are fresh in your mind.
6. Get professional advice from your Safety Inspector.

Whenever you have made up your mind to inquire as fully into the "whys and wherefores" of your accidents as you do into getting other parts of your job done—then and then only will you start getting results in accident prevention, for you cannot intelligently proceed with righting something wrong until you have the correct and complete facts in your possession.

SAFETY BOARD

The Canal Zone Government-Panama Canal Company Safety Board as re-established by Executive Regulation No. 32, which outlines the Safety Program and Organization, is now composed of the following members:

G. O. KELLAR, Chief, Safety Branch, Chairman
 L. W. CHAMBERS, representing Marine Director
 M. F. MILLARD, representing Engineering and Construction Director
 Cmdr. W. M. VINCENT, representing Industrial Director
 W. F. RUSSON, representing Railroad and Terminals Director
 E. E. TROUT, representing Supply and Service Director
 E. O. ZEMER, representing Community Services Director
 E. L. FARLOW, representing Civil Affairs Director
 J. P. SMITH, representing Health Director
 H. D. RAYMOND, representing Comptroller
 L. B. BURNHAM (Acting), representing Personnel Director
 H. L. ANDERSON, Recorder, representing Executive Secretary

HONOR ROLL

Bureau Award For
BEST RECORD

JUNE

CIVIL AFFAIRS BUREAU
INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

Industrial	5
Civil Affairs	3
Health	2
Community Services	1
Engineering and Construction	1
Marine	0
Railroad and Terminals	0
Supply and Service	0

Division Award For
NO DISABLING INJURIES

JUNE

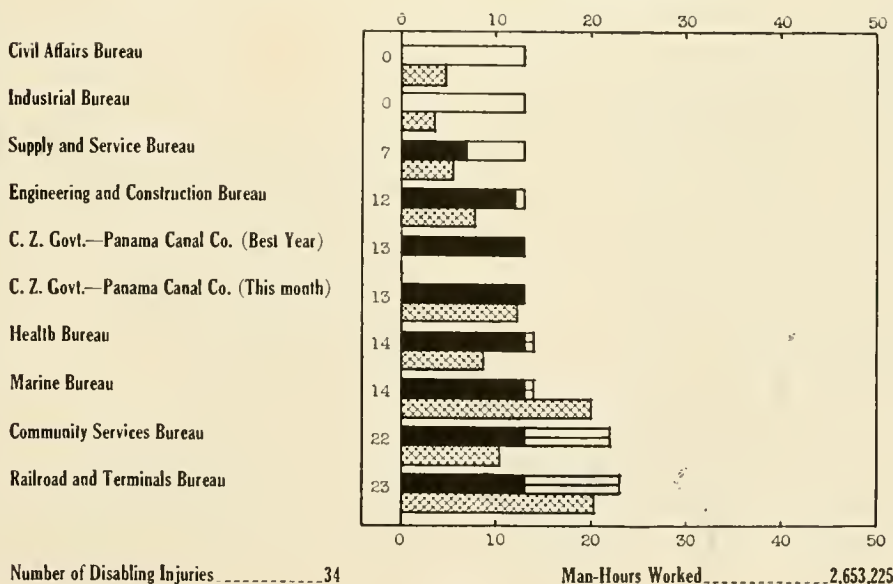
DREDGING DIVISION
MOTOR TRANSPORTATION DIVISION
DIVISION OF SANITATION

AWARDS THIS CALENDAR YEAR

Motor Transportation	5
Sanitation	5
Dredging	4
Grounds Maintenance	4
Electrical	3
Hospitalization and Clinics	3
Clubhouses	2
Maintenance	2
Railroad	2
Storehouses	2
Navigation	1
Commissary	0
Locks	0
Terminals	0

JUNE 1953

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)



LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Best Year
- Amount Worse Than Canal Zone Government—Panama Canal Company Best Year
- Accumulative Frequency Rate This Year

New Paraiso Buildings Near Completion As School Begins In Local Rate Towns



PART of Paraiso's modern, new school plant is pictured above. Only one room deep, the new Paraiso school is on-the-ground masonry construction. A feature of the building is the wide awning-type windows, divided into horizontal panes, each set of which opens like jalousies. Wide vertical sun vanes provide shade and help in preventing sound from one classroom bothering students in another.

The main building of the new Paraiso school will house elementary grades. It is connected by a covered walk-way to a two-room building, also new construction, which will house the kindergarten.

The third building of the group is the remodeled older building, in which will be the junior high school, with space for a library, music room, shops, and the principal's office in the basement.

Under the watchful eyes of their 160 teachers, some 4,300 boys and girls from the Canal Zone's colored communities trooped into their classrooms last Monday morning in the 14 schools which make up the local-rate school system.

The exact number of students will not be known for several days, until figures from all the schools are checked, but an opening day estimate indicated that the number would be well above the 4,156 who were registered the first school day of 1952.

Boys and girls at Paraiso were especially interested in their modern new school which will be ready for occupancy within a short time, and grade-school students at Rainbow City were eagerly waiting completion of the addition to their school, now expected about the end of the first semester.

The outstanding change in the Canal Zone colored schools this year is the coming transfer from Red Tank to Paraiso

of the Junior High School for the Paraiso-Red Tank area and the expansion of the Paraiso school plant by the addition of a new 12-classroom elementary building, a two-room kindergarten building, and a remodeled basement area under the former elementary school building.

Junior High In Remodeled School

The elementary grades will occupy the new buildings when they are completed in about a month and the remodeled building will be reserved for Junior High School use. Classrooms will fill the upstairs area and a library, home economics laboratory, woodworking shop, clinic, music room and the principal's office will be in the new basement area.

The transfer to Paraiso of the Junior High School will bring a shift in school principals. Ellis L. Fawcett, formerly principal of the Red Tank elementary and junior high schools, has been transferred to Paraiso where he will be in charge

of the school units. Miss Julette Carrington, formerly principal at Paraiso, will be teaching principal of the six-classroom elementary school at Red Tank.

Until the addition to the Rainbow City elementary school is completed about the middle of the school year the school-housing problem there continues to be acute. Present plans call for 16 classes to share eight classrooms until the new addition is finished. The addition will provide space for eight elementary school classes.

Summer Institute

During the past summer approximately 160 teachers from the colored schools attended the annual month-long Summer Institute at La Boca and Rainbow City. The staff of the Summer Institute is made up of teachers from Balboa High School and the Canal Zone Junior College.

The work of this summer's Institute was largely revision of the curriculum in the elementary, junior, and senior high schools. In the summer of 1952 the students at the Institute made "working copies" of 37 courses; these were studied, in the light of classroom use, during the past school year and 26 of the 37 were put into working shape this summer.

During the Institute, elementary teachers took the Workshop in Arithmetic and had a choice of a course in Children's Literature or a methods course in the teaching of Spanish.

Teachers from the secondary schools studied Evaluation of Secondary Schools and one of five electives: Workshops in Mathematics, English, Spanish, Social Studies, and Industrial Arts.

Social Studies

In the elementary schools, a new social studies handbook is in use this year. These tentative courses of study which are the joint product of Canal Zone elementary school teachers are organized around six themes for the different grade levels. The themes progress from the immediate, for the youngest child, to the distant, such as world problems, for the older children.

Kindergarteners and pupils in grade one, for instance, will study "Home and School." Second graders widen their horizon with a study of the community in which they live. By (See page 12)

They Head Canal Zone Schools



SIGURD E. ESSER



ROGER W. COLLINGE



CHARLES A. DUBBS

A NEW SUPERINTENDENT for the Canal Zone schools and two top Schools officials were appointed early last month. As Superintendent, Mr. Esser succeeds the late Dr. Lawrence Johnson who died suddenly early in June in Minneapolis. Mr. Esser has been with the Canal Zone Schools Division for almost 20 years.

Mr. Collinge, Director of Elementary Education since 1948, retains that

position but becomes in addition, Assistant Superintendent of Schools. His service with the Canal Zone Schools is also about 20 years.

Mr. Dubbs, who came to the Canal Zone in 1946 as Principal of the Rainbow City Occupational High School, has been more recently Training Officer for the Personnel Bureau. He returns to the Schools Division as Director of Secondary Education.



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Railroad And Terminals Head Will End Lengthy Service



A. C. "GUS" MEDINGER will end 38 years of Canal service at the end of this month by voluntary retirement. Although most of his service was with the Dredging Division, which he headed for several years, he has been Railroad and Terminals Director since last October.

Mr. Medinger has lived most of his life in the Canal Zone and has the distinction of being the first high school graduate of Canal Zone schools to be named a bureau director.

He and Mrs. Medinger plan to leave early in September to make their home in New York. He has accepted the position of Assistant to the Chief Engineer of the Orinoco Mining Company, a subsidiary of the United States Steel Corporation.

He served with the Dredging Division for 35 years before his transfer in July 1950 to the position of Deputy Marine Director, which he held until his appointment to head the Railroad and Terminals Bureau. Mr. Medinger has received high praise for his outstanding work as head of the Railroad and Terminals Bureau.

OF CURRENT INTEREST

Two Of A Kind



A BROTHER ACT, for a fact, is that of Canal Zone Fire Sergeants James V. and Frank J. Bartlett. James, the elder by five years, is at the wheel of the fire engine.

Born in Wisconsin, they were both employed as probationary firemen here on August 12, 1942, promoted to firemen on November 10, 1942, and again promoted, this time to sergeants, on July 5 this year.

Sergeant James is on duty at the Gamboa Fire Station; Sergeant Frank is stationed at Pedro Miguel.

David W. Massingham of San Rafael, Calif., has been appointed Assistant Manager of Hotels for the Panama Canal Company; he will be in direct charge of the Hotel Washington.

Born in Melbourne, Australia, where his American parents were living, he attended school in California and has spent most of his adult life in California. For the past 15 years he has been engaged in restaurant or cafeteria work and has had considerable experience in industrial cafeterias such as those of the Kaiser Shipyards in Richmond, and the Kaiser Cement Plant at Permanente, Calif.

From 1946 until 1949, when he opened his own restaurant in San Francisco, he assisted in opening new dining halls for Stanford University students, providing meals for 1,500 students three times a day and operating a commissary for the University's 35 sororities and fraternities.

Mrs. Massingham and their three sons, 12, 10, and 2, will arrive here later.

A team from the Canal Zone Civil Defense organization will take part in "Operation Jackpot II," a Disaster Control exercise which will be conducted by military organizations here later this month.

In addition to members of the Civil Defense Advisory Committee and the Chief of Civil Defense, who will be official observers, the Canal Zone Civil Defense group will be represented by three first aid teams and 18 Boy Scout volunteer "casualties."

The first aid teams will be made up of 10 women each and will come from Gamboa, Pedro Miguel, and Margarita. Their supplies will be provided by the Canal Zone Chapter of the American Red Cross.

Arrangements are being made to take a 500-foot, 35-mm motion picture of the

Canal Zone team in action. This film will be narrated and will be shown in all Zone Clubhouses to promote disaster preparedness.

Automobile tires now may be purchased unmounted from Section K of the Balboa Storehouse, the Cristobal Storehouse or mounted on wheels at the Motor Transportation Division on either side of the Isthmus.

Tires formerly were required to be mounted on wheels at a cost of 35 cents each, by the Motor Transportation Division.

Some of the tires now available for sale have been reduced slightly in price.

Lists of the types of tires available and the prices have been posted on bulletin boards throughout the Canal organization, at the Balboa and Cristobal Storehouses, and the Motor Transportation Division.

A new system for the handling, assignment and property accounting for office furniture used by units of the Company and Government has recently been adopted.

Under the new system, office furniture and equipment pools have been established and the equipment is rented by the various units at established rental rates. The rates are set at levels considered sufficient to cover depreciation, maintenance, transportation, and administrative costs and bills are submitted quarterly in advance.

The pools are administered by the Superintendent of Storehouses and separate pools are being maintained for the Company and Government. Prior to the adoption of the new system, all capital item equipment of common usage, such as desks, chairs, typewriters and other office equipment, was transferred on inventory records to the Storehouse Division.

Cars, Drivers, Dogs, Vendors And Peddlers— All Are Licensed By Canal License Section

Black and orange will be the colors for 1954, take it from Leslie R. Evans, Chief of the Canal's License Section.

As long ago as March Mr. Evans, with his top boss, Col. Richardson Selee, Civil Affairs Director, and Colonel Selee's right-hand man, E. L. Farlow, agreed that black letters on an orange background would be a good combination for private automobile licenses for 1954.

There was no particular reason for their choice, Mr. Evans said. Black and orange is an easily-read combination, had not been used for some time, and could not be confused with the black-and-white of official plates.

The license plates are to arrive by September 1. By mid-November, the License Section will be accepting applications for them and at the end of the year all Canal Zone-licensed cars will have the plates in place—or else.

Selecting license plates and issuing them is an important part of the License Section's work, but it is not all, by any means.

Licenses And Licenses

At its offices on the ground floor of the Civil Affairs Building on Gaillard Highway, one can get a license establishing ownership of a vehicle and the right to drive, transfer, or junk it; a vehicle record card, which is the first step toward allowing a U. S. employee living in Panama to buy gasoline in the Canal Zone; a license—if the applicant is a welfare or fraternal organization—to vend food or drink; or a peddler's license which gives an individual the right to sell such things as fruits, vegetables, and soft drinks in Canal Zone towns. Just last month the License Section had a new duty: The licensing of the 3,000 dogs which make the Canal Zone their home.

Issuing licenses which have to do with the ownership or operation of motor vehicles is a major part of the business of Mr. Evans and the five men and women who make up his regular staff. Extra help is hired for the annual rush period but the addition of two new validating cash registers last year cut this need in half. On December 31, 1952's peak day, more than 700 customers were handled; almost twice as many as when licenses had to be written out on typewriters.

As of June 1 of this year, the section had licensed 11,632 personal automobiles, 284 commercial vehicles, 313 motorcycles, and 185 trailers. The 11,632 personal vehicle licenses do not include some 75 special plates which go to the members of the Amateur Radio Association and which bear the "ham's" call letters. These plates, which cost \$1 extra, are issued only to those designated by the Radio Association and are not transferable with a car.

This year's figure is well below that of 1950 when 23,101 private cars were licensed. That was the last year of dual plates, when Canal Zone cars had to carry Panama plates as well as those of the Canal Zone and vice versa.

Although the Canal's License Section does not issue plates to U. S. Government employees who live in Panama—such cars, of course, carry Panama plates of



LICENSE PLATES from all over the United States and old Canal Zone licenses are appropriate mural decorations for the License Section. Mrs. Mary Hollowell hands George Pervin a sample 1953 license plate from Wyoming.

the "Z" series—the section at Ancon still has a record of a majority of the cars owned by such people. This is provided by the vehicle record cards.

To buy gasoline in the Canal Zone an owner of a Panama-licensed car must have a special card, which he obtains by presenting his Panama car registration, his operator's license, and his authority card. So far this year, the License Section has on file 3,132 of these vehicle record cards.

Lotteries And Lines

The sequence in which automobile license plates have been issued has been determined, in the past, in several ways. Mr. Evans recalls that when the License Office was on the third floor of the Administration Building, the waiting line of applicants sometimes stretched the length of the hallway, and down the stairs to the front entrance.

After the present License Section was formed in 1942, a lottery for low numbers was instituted. Pretty girls drew numbers out of a globe to determine low man in the license bracket. Then came a policy of first-come, first-served. Competition for the No. 1 plate became so intense that one year the winning applicant waited in line—or had stand-ins wait—for two days. Last year the Section returned to the drawing system, with the lottery supervised by the Civic Council which had proposed the plan. The first 20 numbers were not assigned to the lottery, being reserved, as is the accepted policy in most States, for officials. The Governor's personal car carries the No. 1 plate.

Licensing of drivers is another responsibility of the License Section, although the qualifying examinations are given by the police. The triennial job of reissuing some 6,000 operators' licenses has just been completed. At one time there were several classifications of these:

For operators of passenger cars, official cars, industrial trucks, commercial vehicles, motorcycles, etc. Since 1950 there have been only two categories: Roughly people who drive for fun and people who make their living by driving, although separate tests are given operators of motorcycles and motorscooters by the two police examiners.

People visiting the Isthmus with their cars may drive for 90 days with U. S. license plates and drivers' licenses, if they do not intend to remain here. Those expecting to make their home here must get both Canal Zone car and operator's licenses within 15 days.

Character References

Drivers' licenses have been required in the Canal Zone since 1911. Those old-time drivers, provided they satisfied an examining board as to their knowledge of "gasoline and electrical motors and machinery and operation of automobiles," were of proper age (18), and were vouched for "as to sobriety and trustworthiness by two reputable citizens" were given metal badges certifying their fitness to drive.

Until comparatively recently, 18 was the lowest age at which anyone could drive in the Canal Zone anything but a motorscooter. In 1950 a change was made to allow the licensing of high school seniors who were at least 17 and who had passed the schools' driver-training courses.

The License Section also deals with three other types of licenses. This month for the first time in many years all dogs in the Canal Zone will be licensed after they have been vaccinated against rabies. The other two types of licenses go to vendors and peddlers. Vendors are groups and stay put; peddlers are individuals and move around.

Vendors, such as veterans' clubs, the YMCA's or the JWB, pay \$2 per month for licenses to sell tobacco, soft drinks (which can include 3.2 beer) and ice

cream, if they want the latter. Some 24 such groups are licensed each year.

No Sandwiches

Peddlers' licenses are issued to an average of 21 people a month for a period not exceeding six months. Peddlers must have physical examinations and a police check. Most of them handle native fruits and vegetables. Applications for licenses to sell fresh fish, meats or meat products of any kind, sandwiches or cooked foods of all kinds are uniformly disapproved, for strict health and sanitary reasons.

Peddlers are licensed without cost unless they wish to sell ice cream or soft drinks, or both. In such case a peddler pays \$2 a month, and if he sells tobacco an additional \$2 monthly.

Occasionally a peddler is licensed, as one was recently, to sell such things as pocketbooks, baskets, and other native straw products. The \$2 monthly fee applies here, also.

The License Section is a direct descendant of the old Revenue Department of construction days. The Isthmian Canal Commission had established a system of licensing coaches and carriages in 1910 but, as the motor population increased, Canal authorities began to worry about road upkeep. If motorists wanted to use the highways, they should pay for the privilege, the Commission felt.

\$150 For A License!

The first fees were eyebrow raising: \$150 a year for commercial vehicles of any sort, \$25 for cars "operated for pleasure," and \$10 for motorcycles.

The first automobile license issued in the Canal Zone went to Natalio Ehrman of Panama, on December 3, 1910. Unfortunately, old records do not show the make of his car. The first license to a Canal Zone resident was No. 5, issued a week later to a "Capt. C. Nixon of Cristobal." Oldtimers believe this was Capt. Courtland Nixon, Depot Quartermaster at Mount Hope.

In 1916 the fee for licensing personal automobiles was reduced to the present \$5, and motorcycle licenses dropped to the present \$2. Owners of commercial vehicles who today pay between \$13.50 and \$16, paid from \$20 to \$40.

From the Administration Building,

Good Community Housekeeping Can Reduce Fly Population

Flies are everybody's business, first, because they are a potential health menace to every member of a community and, second, because everyone is responsible for the kind of good community housekeeping that keeps them from breeding.

Flies, like a lot of other potential problems, are best nipped in the bud. It is easier to prevent them from breeding in the first place than it is to get rid of them after they are grown.

DDT used to work like an atom bomb on the adult fly population. It doesn't work so miraculously any more; flies are getting used to it.

Furthermore, flies are mobile. If they are any place in a community, they can be all over the place. An adult fly will travel several miles to find his own kind of filthy environment and from there, possibly, into the food you eat.

The biography of a housefly might begin like this. One little housefly, for instance, might have been born, together with 99 to 149 brothers and sisters, in a nice little nest of mouldy mashed potatoes down in an overlooked cranny in a garbage can.

Mama Fly, with fine feminine instinct, may have flown from miles away to find this fine home for her brood. Of course, she might just as well have picked any

where it was located for many years, the License Section, then a Bureau of the old Executive Department, moved to the old Balboa police station, opposite the present Balboa school. The location was good but it had some drawbacks. For instance one day two not ordinarily timid clerks took to their desk tops when a large and dignified iguana paid an office call.

The License Section, under its present organization, came into being in April 1946, following the war. It was headed then as now, by Mr. Evans, a native of Wisconsin, who came to the Canal Zone in 1936 to work with the then Civil Affairs Division. All of his service with the Canal has been with the License Section in its present or former forms.

one of a number of other places, all of them repulsive to tender human sensibilities.

She could have stopped to lay her eggs in a cozy thick blanket of damp commercial fertilizer around a firecracker bush; a rotting remnant of cabbage slaw slopped around a garbage can; a nice mouldy mess of garbage disposed of as trash and put on a trash dump; manure in a riding stable; a rotting potato—or any other kind of fermenting organic matter.

A housefly lives a very fast life, growing from egg to full-fledged adult in eight to 20 days. In Isthmian warmth and dampness, the life cycle is short.

The eggs that Mama Fly lays in mashed potatoes or elsewhere hatch in eight to 30 hours into larvae or maggots.

The hungry little maggots have a mashed potato diet (our little flies from the garbage can) for 5 to 14 days, then they migrate to drier material and turn into dark brown pupas that look like little seeds.

Then in three to ten days (the pupa fasts during this period) a grown-up fly emerges, to go around spreading germs for the 30 days of his adult life.

Flies are nasty little creatures. No one likes them very much, but some of the grade school health lessons about the germs they carry can stand repetition.

The deposits flies leave on the things they touch may contain millions of disease germs. They are at least suspect in transmitting bacillary and amoebic dysentery, cholera, typhoid fever, tuberculosis and other "filth diseases." The virus of poliomyelitis has been recovered from flies.

There are simple things that everyone can do to help keep flies from breeding—the only really effective way to keep them out of a community:

1. Report to the Division of Sanitation any conditions you see that may induce fly breeding. The Pacific side number is 2-2463. On the Atlantic side, call 3-2576.

A great deal of time is lost trying to track down breeding places after flies are on the wing.

2. Report to the Grounds Maintenance Division any holes in garbage cans, missing covers, or any accumulation of garbage left in or dribbled around the cans. The Pacific side telephone number is 2-1801. On the Atlantic side, call 3-2373.

The cans will be replaced or cleaned as soon as possible. Some residents even wash their own garbage containers.

3. Keep covers on garbage cans and don't spill garbage around them, or at least, if you do, clean up the mess you make.

4. Place garbage only in garbage cans; do not use cardboard containers for this purpose.

5. Do not put garbage in the large uncovered drums that are intended for dry trash only.

6. Drain, wrap or enclose garbage in double paper bags or newspapers before putting it in garbage cans.

7. Use only thoroughly composted manure or commercial fertilizer on shrubbery, lawns, and flowers. Keep it dry until it is used and use it very soon. Spread it on the ground thinly or work it into the soil.



AUTOMOBILE LICENSES and transfers are the bulk of the License Section's business. Mrs. Rhoda Fox helps out her boss, Section Chief Leslie Evans, with two customers.

Payne & Wardlaw And W. Andrews & Co. Handle Fifth of Canal Ship Traffic

Suppose you're an exporter and have a cargo of wool to be sent from New Zealand to England; possibly you're shipping sugar from Cuba to Japan; or you might be concerned with lumber from the Pacific Northwest to an East Coast U. S. port.

Perhaps you're a potential passenger from the Canal Zone to England or Australia or Curacao or Brazil.

Could be you're a ship owner whose vessel has gotten into trouble in the Caribbean and needs a tow into port by a Merritt Chapman salvage tug; or your ship may have damaged a propeller or been in some mishap which should be reported to its insurance underwriters.

Your ship might catch fire, like one recently which was carrying fish meal through the Canal to South Africa. Much of it had to be discharged onto the Cristobal docks so it could cool, the holds had to be entered and the smouldering fire completely controlled.

There was another ship fire, too, not long ago, in which underwriters were interested. Fire broke out in a ship which was carrying phosphorus from Japan, in tin cans. Canal Zone firemen wet the cargo down but it re-ignited as soon as the phosphorous dried out. The dissolved phosphorous got onto cargo nets and onto the decks. Men walking through it tracked it onto the dock where it could be ignited just like the matchheads it was eventually to become.

Andrews, Payne & Wardlaw

In any of these cases and a great many others, it would be quite likely that you'd be dealing with W. Andrews & Co. or Payne and Wardlaw, either as shipping agents or in their capacity as Lloyd's agents.

Because they are headed by the same man, big, booming-voiced Capt. Clifford Payne, many people confuse the two agencies. But actually they are as separate as any other two agencies.

Reporters covering the waterfront invariably have trouble at first straightening out the difference between the two and more than one has had to be reminded, repeatedly, that Payne and Wardlaw handles the Bank Line, for instance, while Shaw, Savill & Albion is represented by Andrews.

The difficulty is understandable; Andrews men and Payne and Wardlaw men (there is only one woman on the two staffs and she is a newcomer to these male precincts) work side by side in the big offices in the Balboa Terminal Building and the Cristobal Masonic Temple. Even a frequent visitor does not know who works for which, but accounts and all business matters are handled completely separately.

Handled 110 Ships

Last May, a typical month, 110 of the 650 commercial vessels which transited the Canal were handled by boarding officers from the two firms. Seventy percent of the 110 ships were of British or United States registry. Thirteen of the others flew the Norwegian flag and the rest were mostly singles or doubles, from the merchant marines of Panama, Spain,



CAPT. CLIFFORD PAYNE

Japan, the Netherlands, Greece, the Republic of China, Denmark, Sweden, Honduras and Germany.

The cargoes were as varied as the ships which carried them. A cargo of fish meal went through the Canal from South Africa to San Francisco. There was bulk wheat from the Pacific Northwest and soya, several loads of it, from United States East Coast or Gulf ports to Japan.

The *P. & T. Voyager*, transiting on May 10, carried fireworks from a Pennsylvania port to the State of Washington, presumably to help some one celebrate the Fourth of July. Other ships carried steel girders, automobiles, machinery, coal, oil, cotton, phosphates, and dozens of other items, in quantities large and small.

Queen's Ships

In addition to handling commercial traffic, Andrews acts as agents for the British consul for all British and Commonwealth Navy ships. The firm will handle the 15,900-ton *Gothic* when she transits the Canal late in November, carrying the Queen of England to Australia. Regardless of what festivities are prepared ashore, the Canal transit of the liner is expected to be routine.

For most of the lines which the two firms handle, the Canal Zone is the halfway port and shipping agents the world over are firmly convinced that things



PERRY FRANCEY

happen at halfway ports.

If deck cargo on a lumber ship is going to shift, it usually shifts between the Pacific Northwest, from which most of it originates, and the Canal Zone. More than one such ship has had to tie up in the Canal Zone to have its lumber cargo restowed, to correct a dangerous list.

Parts break, and if there are no replacements aboard or they cannot be made locally, the agents usually have to radio to the United States to have a new part sent to the Isthmus by plane.

War Days

War days had nothing to do with the halfway point, but they brought all sorts of problems. Boarding officers remember the days when Cristobal harbor was full of convoys of big gray ships, all without identification and all much alike.

The only way an agent could find his ship was to cruise among them by launch, calling to each ship as he passed it. When he had boarded one of his vessels he would mark an X on the gang-plank so that he wouldn't repeat his efforts.

Provisioning ships of the varied nationalities the two agencies handle presents some problems but not as many as might be expected. Most ships provision staples in their home ports and take on only perishable items here.

But there are times when live goats have to be provided as food for Hindu seamen on some of the ships, or beef has to be slaughtered in accordance with the religious rites of other crewmen. Once one of the agencies rounded up a dozen goats, on the hoof, and presented them en masse to a transiting ship so the cook could take his pick. Goats used to be easily available in La Boca, but they have disappeared and a request for goats now usually means that some one has to make a trip to the Interior.

Operate Here

Most of the shipping agencies here are branch offices of parent companies established elsewhere, but Payne and Wardlaw and W. Andrews operate only at the Canal.

Captain Payne, a towering man whose vigor and energy belie his years, still keeps in touch with operations, although he will tell anyone who asks: "I really don't do anything any more. The boys handle everything these days." By "boys," he means the agency people, some of whom have been with him for 30 years or more.

A visit to his office, however, is usually interrupted by numerous telephone calls. Some are from his managers, to discuss a ship in trouble, a vessel in need of special attention, or some other shipping problem. Some of the calls quite likely are from people whom shipowners or personal friends have commended to Captain Payne's personal attention during their Isthmian visits, or from other people he may have met some time or another somewhere in the world.

Born In India

Born in India, where his father was in the Colonial service as a railway man, he was sent when he was only five years



TYPICAL of the ships handled by W. Andrews & Co. is this 624-foot Norwegian tanker, *Dalfoen*, shown in Pedro Miguel locks. She was en route from San Pedro to Bergen with a load of fuel oil.

old, as were all young colonial boys, to boarding school in England. Colonial girls stayed in India until they were 12.

He went to sea when he was 17 years old. The first ship on which he sailed was the *Sierra Blanca*, one of a fleet of 12 fine clippers which ran between Liverpool and Rangoon. Captain Payne got his master's license under sail at the end of a harrowing trip aboard another clipper called the *Oread*. The story of that trip would fill a book; its highlights were a shipwreck off the Peruvian coast, a 30-mile trek by burro across the Peruvian desert, and the discovery, in an isolated Peruvian town, of a schoolmate, when an interpreter was needed.

When the *Oread* was finally abandoned, Captain Payne joined the Pacific Steam Navigation Company, serving with PSNC from 1899 until 1910. His last PSNC command was the *Taboga* which ran in Panama's coastwise service with its sister ship, the *Chiriqui*.

In 1910, Panama passed a cabotage law, which banned foreign flag ships from the coastal trade and the *Taboga* and *Chiriqui* were withdrawn. Captain Payne left PSNC and went on the *Almirante-Bocas del Toro* run for the United Fruit Company.

Sent to Europe

The following year he was sent to Europe by a Panamanian firm to order, oversee the building of, and bring to Panama a coastal craft which, appropriately, was christened the *Panama*. Captain Payne was her master until she was sold to the French Government about the time of World War I.

Formation of the shipping company with the late Robert H. Wardlaw, who had been local treasurer of the Panama Railroad, followed soon after the opening of the Canal. Except as a passenger, or as the master of his own fishing boat, the *Pescadora*, Captain Payne has not been to sea since.

W. Andrews & Co. is much older than Payne & Wardlaw. It was founded during the 1890's by William Thomas Andrews who represented the West India Mail Company in Colon. The original offices of the agency were in the Fort DeLesseps area, in an old wooden building which was demolished during the 1920's when the Army wanted room for expansion.

When Mr. Andrews returned to England about 1920, he left his business in Captain Payne's charge and on his death in 1926, he bequeathed the good will of the firm to his old friend and associate.

Agency Managers

At the present time the operation of the organizations is under the general managership of Perowne Francey, who was with the White Star Line in Liverpool before joining Captain Payne in 1925. His office is now located in Cristobal.

The Cristobal office is managed by C. O. Kelly, who has worked on both sides of the Isthmus during the past 26 years. People who may not know him personally are familiar with his fine photographs which have been exhibited in several local shows.

At Balboa, James P. Roberts is in charge. He is well known in local Little Theater circles and has been with Captain Payne since 1927. He was born in England and like Mr. Francey was with White Star Line staff before he joined the shipping agency here.

The Cristobal office is located in the Masonic Temple Building; the office in the Terminal Building at Balboa has been occupied since the building was opened to tenants in July, 1916.

An order was issued in 1913 prohibiting the turning over of seats in any of the Panama Railroad first class coaches south of Gorgona, unless the seats were occupied by at least three passengers.

Forty Years Ago In July

Municipal Engineering Division forces began clearing the site for Miraflores Pump Station No. 1, one of the first steps in the construction of the water works for the southern end of the Canal.

It was planned that water would be taken from the Caimitillo arm of Miraflores Lake, pumped to the purification plant "to be located on the top of the Miraflores Hill immediately above the Miraflores spillway," and from there, by gravity flow, to a pump station at Ancon where electric pumps would force it into mains leading to Panama.

Paraiso was selected as headquarters for all dredging operations for the Canal. A plan approved by the Chairman and Chief Engineer 40 years ago in July provided that repair work on dredges then made at shops at both ends of the Canal would also be centralized in shops at Paraiso after water was turned into Culebra Cut.

Construction work was started on the permanent electrical transmission line across the Isthmus. The system, described in the Canal Record as "simple and straightforward," provided for the transmission of electrical energy from "a source of generation at Gatun" to load centers at Miraflores, Balboa, and Cristobal. The transmission line, which was to parallel the Panama Railroad right-of-way, was to run from Cristobal to Balboa, permitting distribution of energy both ways from Gatun.

Applications were received for the rent of Panama Railroad lots Nos. 1 and 2 on the waterfront at Cristobal. The United Fruit Company planned to build an office on one, the Canal Record stated, and the Hamburg-American Line proposed to erect a two-story building on the other.

The last of the three sluices through the ogee of Gatun Spillway Dam was closed and Gatun Lake started its final rise to its permanent level. A schedule was announced for the transfer of permanent buildings and the Canal shops from the town of Gorgona, one of the sites to be inundated as the lake stretched out to assume its final form.

The concrete penitentiary building at Culebra, intended originally as a laundry, was demolished because slides on the west bank of the Cut had menaced its stability. Convicts had been transferred to a stockade near the Mandingo River on the line of the Empire-Chorrera Road after they were moved from the building in 1911. They had been moved to a stockade at Gamboa for work on the Gamboa-Empire highway in January 1913.

In an attempt to reduce the unofficial use of telephones installed for official business, the Panama Railroad Company installed automatic pay telephones at 16 clubhouses, commissaries, hotels, railroad stations and other points.

The Panama Canal-Panama Railroad Company in 1943 led all United States Government agencies in the purchase of War Bonds, with 95 percent of the employees subscribing an average of about 15 percent of their salaries.

Money Brought Him To Panama; He Counted It For 36 Years

Hundreds of thousands of dollars passed through the hands of Edward Howell in the 47 years he worked for the Canal before he left the organization at the end of July. He had been a clerk and money counter in the Treasurer's Office at Cristobal for 36 of those years.

Unlike most amateur money handlers and self appointed financiers, the long-time clerk believes that he has made very few mistakes.

"If I had made many," he explained realistically during the last month of work, "I probably wouldn't still be around."

His supervisors use such terms as "accurate, honest, responsible, and dependable" to explain the employee and the caliber of his work.

He frequently found around the office money a caller dropped from a billfold, perhaps, in the process of cashing a check. Once he discovered \$50 neatly hidden beneath a blotter near the cashier's cage. In that case, the cashier remembered having paid someone that amount during the day and, with a little detective work, found the rightful owner.

Cashiers in the Canal organization also have had reason for gratitude to the long time money counter. The bags of money that they send to the Treasurer's office sometimes contain a few pennies or a few dollars more or less than they have accounted for. Of course, that's Mr. Howell's job—to catch and rectify such errors.

Like Apples on a Tree

It was money that attracted Mr. Howell to the Canal Zone when he first came in 1906. He heard the stuff was "growing on the trees like apples" and came to see for himself. He was a bellhop in the Marine Hotel at home in Hastings, Barbados, when he made the great decision.

He assumes he missed the money trees; the main things he remembers seeing when he got to the Isthmus were mudholes and mosquitoes "so big that when they stuck you, you saw blood."

He first lived in a tent city labor camp, Otro Lado, on the "other side" of the Canal from Paraiso. He started to work digging holes, first for tower construction at Red Tank, then on a powder gang in the Mining Division, he said, where the holes he dug were filled with dynamite for the charges that blasted away the earth to dig the Panama Canal.

His hands were soft and "peeled up" easily, he said, and he and his bosses decided that he wasn't husky enough for that kind of work. So he became a water boy, lugging big buckets equipped with drinking dippers to and from a spring in Paraiso, up hill and down hill, over the railroad tracks in the Canal prism and on slippery boardwalk "streets" in the towns.

Rain—By Bucketfuls

He explains that the boards used for walkways later were equipped with wooden cleats to make them a little less slippery after tropical rains. And it seemed to him that rain fell in those days continuously for two weeks—at a rate of about a bucket a drop.

That job wasn't easy either, but it had its special compensations. He liked



EDWARD HOWELL

the foreman and the foreman liked liquor and paid the water boy from his pocket to bring Scotch as well as water on his rounds.

On Sundays the men in the labor camps shared their "bathroom" with alligators, making use of the Rio Grande River for baths and weekly laundry.

The old timer also recalls that in those early days the laborers were given lodging checks after a day's work in the Canal. If they didn't work, they didn't get a check and couldn't sleep in the camps. If they weren't in camps, they were picked up by the police and were provided their night's lodging in jail.

Clearances Unnecessary

In 1907, he quit his water-carrying job and decided to try working on the other side of the Isthmus. "Clearances for jobs weren't necessary then," he says. "No one checked up on you."

On the Atlantic side, he went to work for a Health Department sanitary inspector. The inspector condemned old rotten buildings in the town and his helper pulled them down and burned them.

That work wasn't easy either, and one Saturday when his bones ached he stayed home to rest up for Monday. He rested, but had no job when he returned to work.

So he went to work for somebody else, this time the District Quartermaster at Cristobal and served as janitor and night watchman at the old Lincoln House from 1914 to 1917. Working on so-called "scavenger gangs," which cleaned Canal offices and quarters, he also did some of the cleaning work at the Cristobal Treasurer's office. Someone there became acquainted with the janitor and when the office needed a money counter, he was given the job that he held for the next 36 years.

New Paraiso Buildings Near Completion As School Begins In Local Rate Towns

(Continued from page 6) grade three the students have advanced enough to be interested in the problems of simple communities, and fourth graders will learn something of the problems of complex communities like the Canal Zone.

By fifth grade they go farther afield and study "Panama and the Western Hemisphere," and sixth graders will devote their attention to "The Panama Canal and the World."

Only a few changes have been made in the teaching staff for the colored schools. Gilberto Perez, who is well-known in local musical circles, will teach instrumental music this year at La Boca junior and senior high schools. Reginald Prescott, who in past years divided his time between the two colored high schools, will teach at Rainbow City this year.

The most welcome
kind of musical in
years !!

**DAN
DAILEY**

**JUNE
HAVER**

**DENNIS
DAY**

**The
Girl Next
Door**

TECHNICOLOR

**20th
CENTURY-FOX**

Produced by **ROBERT BASSLER**
Directed by **RICHARD SALE**
Screen Play by **ISOBEL LENNART**

Starts
BALBOA THEATRE
August 22, 23, 24

Veteran Employee Completes 42 Years With Panama Railroad

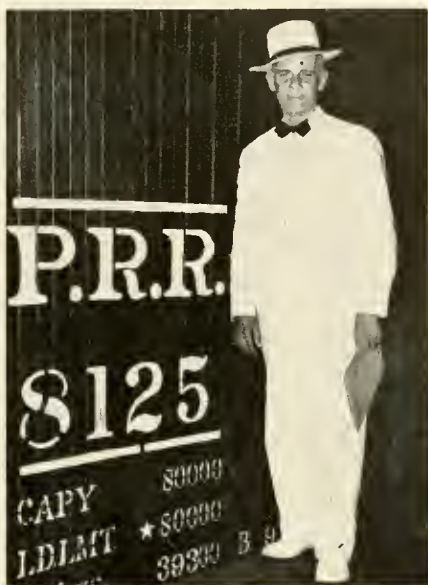
When Enrique de la Ossa entered the service of the Panama Railroad on July 12, 1911, he was assistant freight clerk in the Receiving and Forwarding Agency at the French pier in La Boca (now Balboa).

Now, after 42 busy years in many positions of trust and responsibility, he has been assigned to still another new job. Effective this month he became Special Agent for the Panama Railroad. In this new post his long and thorough knowledge of the Railroad's relations with business activities in Panama can be of great value.

Mr. de la Ossa's service was commended in a recent letter from A. C. Medinger, Railroad and Terminals Director, when he said:

"Effective August 1, 1953, you will be appointed to the position of Special Agent for the Railroad Division. This position has been authorized by the President in recognition of your long and loyal service to the Railroad. The position of Special Agent is also a very important one and while the duties are not so arduous, it is expected that your knowledge of local conditions and railroad freight operations will be of special value to the Railroad Division.

"Please accept my congratulations on your having completed 42 years of service on July 12th, and of course, the best satisfaction we get out of a life-long



ENRIQUE DE LA OSSA

career is the knowledge of a job well done.'

Old Isthmian Family

Enrique de la Ossa's family is well known in the history of the Republic of Panama. Born in Panama City on February 23, 1888, he is the nephew of Dr. Manuel Amador, who became Panama's first president, and son of J. F. de la Ossa, Alcalde of Panama. His

father later became Supreme Court Justice, a post which he held until his death in 1936. In his honor Panama City named one of its busiest streets, J. F. de la Ossa Avenue, which most people know as "Automobile Row."

Although he was very young, the younger de la Ossa fought for his country's independence. Then, with Panama safely a sovereign nation he was sent to complete his education in the United States where he quickly had to learn a language he had never spoken before. After finishing his schooling in 1908, and in order to have a practical knowledge of commercial activities, he worked at the Panama Consulate in New York City and then for two export firms. In 1911 he returned to the Isthmus where he entered the service of the Panama Railroad. He had then, and has since, many opportunities to work elsewhere but he turned down all offers, to continue his railroad service.

Gold Over the Piers

In his first job as way-bill clerk, he was closely in touch with the thousands of tons of cargo which were discharged in Balboa each month from South or Central America or the Far East for transshipment across the Isthmus by rail. For some time he was specie clerk, responsible for gold or other precious material which came in cargo.

Day after day, he took part in the cargo movements on the pier, receiving and forwarding freight as the Canal neared completion. In 1911, 1,871,076 tons of freight crossed the Isthmus by railroad; the following year the figure was well above the two million mark. Shipments from the Pacific side outweighed those southbound.

The year after the Canal was opened, slides blocked it completely for several months. Shipowners hastily arranged for a transfer of bottoms; cargo which had been destined for transit through the Canal was transhipped by rail and reloaded into ships on the other side of the Isthmus. Pier and shipping facilities were strained.

Moved to Pier 18

When Pier 18 was opened, on April 1, 1916, Mr. de la Ossa's office was transferred there and in 1922 he was made cargo clerk in charge of the piers. His job also involved boarding and doing agency work for all lines for which the Panama Railroad was agent.

In 1928 he was promoted to stevedore foreman and in 1934 was made head stevedore foreman. He held this post only a few months when he was made Assistant to the Receiving and Forwarding Agent. Early in 1941 he was transferred to Panama City as Local Agent at a time when the Panama terminal was completely congested. He succeeded in relieving this situation, and maintained it.

"I've been through two wars with the Panama Railroad," Mr. de la Ossa said the other day. "World War I came along while I was at Pier 18; I served the second World War in the Panama freight yards."

Busy years they were too, then and afterward. In 1941, when he was transferred to Panama City, trans-Isthmian revenue freight was 1,073,767 tons in a year, almost double normal shipments.

In all these busy years, Mr. de la Ossa has handled all of this volume of freight. Now, after 42 years, he will have a chance to take things a little easier.

Restrictions On Commutation Of Leave Will Become Effective On September 1

Restrictions on the amount of leave which Canal employees can commute to cash on leaving the service become effective after the last day of this month.

The new rule on commutation of leave was contained in legislation passed by Congress at this session amending the general leave laws applicable to all Federal Government employees.

The new legislation does not affect the method of accruing leave nor the amount of leave which may be accumulated. The restrictions on leave commutation for Company-Government employees are:

1. A maximum which may be commuted of 720 hours for U. S.-rate employees and 416 for local-rate employees.

2. A limitation of 240 hours (30 work days) which may be commuted within the first year of employment.

3. A limitation of 324 hours (40½ work days) for U. S.-rate employees and 208 hours (26 work days) for local-rate employees which may be commuted on leaving the service within two years of employment.

Some examples on how the rule on commuted leave will operate are given below:

Mr. A., a U. S.-rate employee, was employed July 1, 1953. If he leaves the service 12 months later on June 30, 1954, he will have earned 324 hours of leave but only 240 hours of this may be commuted to cash. If he leaves the service 20 months later, February 28, 1955, he

will have earned 540 hours but only 324 hours may be commuted to cash. In both instances, leave earned above the amount which may be commuted can be taken by Mr. A. before leaving the service.

Mr. B., a U. S.-rate employee, was employed January 1, 1950, and had 720 hours of accrued leave at the beginning of this year. If he leaves the service at the end of October of this year, he may take leave earned since last January but it may not be commuted on leaving the service.

The same system will apply to local-rate employees but it will require the establishment of leave service dates which heretofore have not been required.

In the past Canal U. S.-rate employees could commute to cash all accumulated leave up to the accrued maximum of 720 hours plus the amount that might have been earned in the service year following accumulation of the maximum.

Aside from amending the leave rules on commutation, the new legislation also bars the commutation of leave for any employee when transferring to another Government agency. Leave earned by the employee at the time of the transfer will be transferred on an adjusted basis when the leave systems of the two agencies differ.

The new rules also provide for the payment of holiday time when accumulated leave is commuted to cash, a provision not hitherto provided in Canal leave regulations.

AUGUST SAILINGS

From Cristobal

Panama	August 7
Cristobal	August 14
Ancon	August 21
Panama	August 28

From New York

Cristobal	August 4
Ancon	August 11
Panama	August 18
Cristobal	August 25

(Northbound, the ships are in Haiti from 7 a. m. to noon Sunday; southbound, the Haiti stop is Saturday from 7 a. m. to 4 p. m.)

ANNIVERSARIES

Employees who observed important anniversaries during the month of July are listed alphabetically below. The number of years includes all Government service with the Canal or other agencies. Those with continuous service with the Canal are indicated with (*).

45 YEARS

Joseph C. Hannigan, Lockmaster, Atlantic Locks.

42 YEARS

***Enrique de la Ossa**, Local Agent, Panama City, Railroad and Terminals Bureau.

41 YEARS

George H. Cassell, Housing Manager, Balboa.

40 YEARS

***Emmett Zemer**, Safety Inspector, Community Services Bureau.

35 YEARS

Hans P. Pedersen, Foreman, Barge Repair Station, Dredging Division.

30 YEARS

H. Conrad Dodson, Supervising Accounting Clerk, Comptroller's Office.

Frank W. Hohmann, Cash Accounting Clerk, Comptroller's Office.

John R. McLavy, Chemist, Health Bureau.

Alan S. Wallace, Pilot.

25 YEARS

John M. Fahnestock, Captain of Police, Cristobal District.

Beatrice S. Gardner, High School Teacher, Balboa.

Frances M. Griggel, Supply Assistant (Drygoods), Commissary Division.

George A. Halloran, Heavy Labor Foreman, Maintenance Division.

Russel J. Jones, Chief, Cost Accounts Branch.

George O. Lee, Instructor, Jr. College.

William F. Mornhinweg, Jr., Electrical Supervisor, Pacific Locks.

20 YEARS

***Harry F. Butz**, Superintendent, Atlantic Area, Water and Laboratories Branch.

James O. Catron, Policeman.

***Frances A. Hunter**, Clerk, Plant Inventory and Appraisal Staff.

Guy R. Lord, Chief Sr. Engineer (Towboat), Ferry Service.

William G. Rowe, Chief Sr. Engineer (Towboat), Navigation Division.

John P. Smith, Jr., Chief, Division of Sanitation.

15 YEARS

***Elmer G. Abbott**, Assistant Port Captain, Balboa.

Glenn H. Burdick, Clerk, Electrical Division.

Charles E. Chase, Cribtender Foreman and Gauger, Terminals Division.

John W. Dwyer, Jr., Fireman, Fire Division.

Philip A. Hale, Jr., Storekeeper, Pacific Locks.

***J. Rufus Hardy**, Press Representative.

***David W. Hawthorne**, Supervisory Coffee Specialist, Commissary Division.

Anita H. McKeown, Accounting Clerk, Comptroller's Office.

Walter M. Rader, Guard, Pacific Locks.

PROMOTIONS AND TRANSFERS

June 15 through July 15

Employees who were promoted or transferred between June 15 and July 15 are listed below. Regradings and within-grade promotions are not listed.

ADMINISTRATIVE BRANCH

Mrs. Beatrice E. Lee, from Records Administrator, Records Section, to Passenger Traffic Clerk, Transportation Section.

CIVIL AFFAIRS BUREAU

Billy W. Cole, from Property and Supply Clerk, Commissary Division, to Postal Clerk.

Mrs. Eileen M. O'Brien, from Substitute Teacher to Physical Education Teacher.

Earl R. Hatten, from Policeman to Fireman.

Richard B. Hoard, from Guard, Atlantic Locks, to Fireman.

Donald H. Boland, from File Clerk, Personnel Records Division, to Postal Clerk.

Carleton F. Hallett, Frank J. Bartlett, Kenneth T. Daly, James V. Bartlett, from Fireman to Fire Sergeant.

Chester W. Pearson, from Fireman to Policeman.

Jay L. Pittington, from Guard, Pacific Locks, to Policeman.

Sigurd E. Esser, from Director, Secondary Education, to Director of Schools.

Roger W. Collinge, from Director, Elementary Education, to Assistant Superintendent and Director of Elementary Education.

Charles A. Dubbs, from Training Officer, Personnel Bureau, to Director, Secondary Education, Schools Division.

COMMUNITY SERVICES BUREAU

Mrs. Annie R. Rathgeber, from Clerk-Stenographer, Clubhouse Division, to Clerk-Typist, Office of Director.

Beauford J. Hartley, General Operator, from Division of Sanitation to Grounds Maintenance Division.

OFFICE OF COMPTROLLER

Mrs. Marion E. Troup, from Time, Leave, and Payroll Clerk, to Retirement Clerk, Payroll Branch.

John W. D. Collins, from Timekeeper, Pacific Locks Overhaul, to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

Richard M. Coy, from Accounting Clerk, Electrical Division, to Accountant, Internal Audit Staff.

ENGINEERING AND CONSTRUCTION BUREAU

Frank H. Robinson, from Policeman to Engineering Aid, Meteorological and Hydrographic Branch.

John W. Short, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

David V. Kennedy, from Hydraulic Engineer, Meteorological and Hydrographic Branch, to Civil Engineer, Maintenance Division.

Robert Van Wagner, Administrative Assistant, from Maintenance Division to Office of Maintenance Engineer.

Robert F. Ausermer, from Policeman, Police Division, to Apprentice Powerhouse Operator, Electrical Division.

Mrs. Barbara G. Aycock, Clerk-Stenographer, from Division of Schools to Electrical Division.

William G. Mummaw, Anthony J. Kucikas, from Carpenter Leader to Leader, Quarters Maintenance, Maintenance Division.

Mrs. Marian M. Langford, from Clerk-Typist to Accounting Clerk, Electrical Division.

Verna E. Kelly, from Student Assistant to Clerk-Typist, Electrical Division.

William J. Leddy, from Plumbing Inspector, Contract and Inspection Division, to Plumber, Maintenance Division.

HEALTH BUREAU

Mary L. Azcarraga, Clerk-Stenographer, from Administrative Section to Gorgas Hospital.

Mrs. Esther V. Swift, from Medical Technician (chemistry), Board of Health Laboratory, to Medical Technician (general), Colon Hospital.

Maj. Charles G. Kendall, from Pacific Dental Clinics to Gorgas Hospital.

Dr. Michael J. Takos, from Resident to Medical Officer, Gorgas Hospital.

Dr. Virgilio Peralta P., from Intern to Resident, Gorgas Hospital.

Dr. John L. Winkler, Dr. Robert V. Balfour, Dr. Ernest O. Svenson, from Intern to Medical Officer, Pacific Medical Clinics.

Col. Merrill C. Davenport, from Medical Officer to Chief, Medical Service, Gorgas Hospital.

Donald N. Zeese, from Superintendent, Street Cleaning and Refuse Collection, Division of Sanitation, to Medical Equipment Repairman, Ambulance Service.

INDUSTRIAL BUREAU

David A. Hope, from Student Assistant, Dredging Division, to Apprentice Welder, Industrial Bureau.

MARINE BUREAU

George E. Riley, Jr., from Signalman to Supervisory Signalman, Navigation Division.

Kenneth L. Bailey, from Dock Foreman to Shipbuilding Inspector, Navigation Division.

William T. O'Connor, from Supervisory Signalman to Dock Foreman, Navigation Division.

John M. Klasovsky, from Lock Operator Leader Wireman to Control House Operator, Atlantic Locks.

Merrill T. Webster, from Lock Operator Wireman to Lock Operator Leader Wireman, Atlantic Locks.

Ralph W. Henderson, Joseph Quintal, from Machinist, Locks Overhaul, to Lock Operator Machinist, Pacific Locks.

James P. Johnson, Norman R. Hutchinson, from Pilot-in-Training, to Probationary Pilot, Navigation Division.

Henning J. Spilling, from Stevedore Foreman, Terminals Division, to Towboat Master, Navigation Division.

James A. Schofield, from Machinist, Industrial Bureau, to Lock Operator Machinist, Atlantic Locks.

Eugene White, from Gauger and Cribtender Foreman, Terminals Division, to Signalman, Navigation Division.

Everette N. Clouse, Combination Welder, from Maintenance Division to Dredging Division.

William E. Johnson, from Third Assistant Marine Engineer, U. S. *Taboga*, to Chief Towboat Engineer, Navigation Division.

Anthony J. Catanearo, Machinist, from Industrial Bureau to Dredging Division.

Harvey B. Trower, Towboat Master, from Dredging Division to Ferry Service.

John A. Taylor, from Maintenance Mechanic, Colon Hospital, to Guard, Atlantic Locks.

RAILROAD AND TERMINALS BUREAU

Edward H. Bensen, from Junior High School Teacher, Schools Division, to Gauger and Cribtender Foreman, Terminals Division.

Henry C. Freeman, from Public Works Foreman, Maintenance Division, to Stevedore Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Leo J. Krziza, from Accounting Clerk to Administrative Assistant, Motor Transportation Division.

Michael I. Crooks, from Supervisor, Light Equipment, to Supervisor, Motor Transportation Division.

William A. Cawl, from Commissary Assistant, to Storekeeper (Shipping-Receiving), Commissary Division.

George E. Lowery, from Meat Cutter to Meat Cutter-in-charge, Commissary Division.

Charles P. Shay, from Commissary Manager to Assistant to Chief, Retail Stores, Commissary Division.

Ralph A. Nelson, from Lock Overhaul Foreman, Pacific Locks Overhaul, to Gauger, Division of Storehouses.

Stanley M. Hamilton, from Supervisory Clerk, Hotel Tivoli, to Supervisory Administrative Assistant, Hotel Washington.

Bart J. Elich, from Assistant to Chief, Retail Stores, Commissary Division, to Assistant to Supply and Service Director.

Paul H. Friedman, from Assistant to Supply and Service Director to Assistant Director.

Joseph H. White, from Car Loading Foreman, Commissary Division, to Supervisory Storekeeper, Division of Storehouses.

Security Check Of Sensitive Positions Will Require 12-18 Months To Complete

The security review check of all employees of the Canal organization, now being conducted by the Internal Security Branch, is a normal, routine check of all employees of the U. S. Federal Government. It is not a "witch hunt" or something new and menacing.

It is required by a recent Executive Order, establishing security requirements for government employees, and setting up "sensitive" positions in the Federal service. A "full-field investigation," which means that a thorough check is made of sources furnishing background on the employee's activities, must be made of every employee occupying a sensitive position.

The order, dated last April 27 and numbered 10450, is designed to weed out from government positions everywhere all persons not suited for government employment. This would affect not only those who might traffic with or be sympathetic to an unfriendly nation but also those who for such reasons as mental or moral instability are poor security risks.

Between 12 and 18 months will be required to complete the investigation of occupants of "sensitive" positions in the Canal organization, according to word from the Internal Security Branch which is handling the Company-Government's Security Program.

"Sensitive" positions, generally defined, are those whose occupants:

1. May have access to security information classified as "confidential," "secret," or "top secret," or
2. May have the opportunity to commit acts which directly or indirectly could have an adverse effect on national security.

The local action is in accord with that taken in all government organizations, in the United States or overseas, and is required by Executive Order No. 10450.

The somewhat complicated forms which employees in positions considered as "sensitive" are now filling out are similar to those used in the other government agencies.

A sheet of instructions accompanies each form and personnel of the Internal Security Branch stand ready to assist employees by answering special questions which may not have been covered by the general instructions. A large number of employees have already been assisted in filling out their questionnaires.

Every employee of the Canal organization is subject to a security investigation in one form or another. For those in nonsensitive positions, this usually consists only of employee personnel and record files being reviewed and reevaluated.

All investigative reports containing derogatory information on Canal employees are evaluated in the office of the Chief, Internal Security Branch. If the derogatory information is verified, the report is given further administrative review by the Lieutenant Governor to determine if the employee concerned is to be suspended or removed from work of any sort until his case has been finally decided.

Such an employee will be notified in writing of the reasons for the suspension. He has the right to submit, within 30

days, through the Chief, Internal Security Branch, statements and affidavits refuting the charges on which the suspension is based. These statements will be reviewed and a recommendation for disposition of the case will be submitted to the Governor, who may then:

1. Restore the suspended employee to duty; in such case the employee will be compensated for the period of suspension.
2. Transfer the employee to another position within the Company-Government.
3. Terminate the employment of the suspended individual.

In addition to the foregoing protection, which is guaranteed to all Company-Government employees, United States citizens, who have completed the probationary period in permanent or indefinite appointments, are entitled to:

1. A written statement of charges.
2. An opportunity to answer charges.
3. A hearing before an impartial board.
4. A review by the Governor of the board's findings.



WELL DRESSED BABIES no longer wear only pink or blue. Dame Fashion has decreed and the clothing industry has deferred to baby clothes of maize and mint or almost any other light color that appeals to mothers.

Following the little fashion lead, the Commissaries have new infants' dress and slip sets trimmed in maize and mint and colored gripper diaper pants and shirts of yellow.

"Redi-Tea," expected in the stores in August, will eliminate the boiling, steeping, cooling and sugaring involved in serving iced tea. It is a liquid to which you add only water to make this cooling drink. An eight-ounce bottle, White Rose brand, will cost about 23 cents. The directions say "use two or more teaspoonsful to make a glass of iced tea of the desired strength."

"NYLAST," also expected this month, is a new "shampoo" for nylon hose which the manufacturer says will double their wearing time. DuPont makes the vital ingredient in the washing fluid.

An upright barbecue grill, expected soon in the Commissaries, provides not one, but three cooking surfaces, one on top in the conventional style and two vertical cooking surfaces on the sides. Those on the sides keep grease from dripping on the fire and can also be used as a windbreak if it's that kind of a day or night.

The vertical grills, that barbecue, broil, and fry, are of two sizes, 24 x 30 x 12½ and 12 x 30 x 24 inches.

BROWN 'N SERVE SAUSAGE is a new purchase cold storage people are crowding about. It will cook in three minutes without the waste that usually characterizes frying sausage. It is a Swift product, packed in one-half pound packages that will cost about 50 cents, and is expected in the stores in August.

Men's underwear shorts of dacron, one of the new fabric "miracles" that is long wearing and needs no ironing, are expected in the stores late in August. They will cost about \$3.50.

Ten Years Ago In July

Captain George Herman was named Assistant Chief of the Police and Fire Division. The new Police Chief A. O. Meyer, named a month before, was given the rank of Major.

A new regulation was placed in effect providing that persons employed by The Panama Canal in the United States for service on the Isthmus would be required to agree to remain in service for a full year or reimburse the organization for travel expenses.

The new Canal Zone Air Terminal was formally opened. The first plane to use the new airport was a Panagra airliner, southbound for Lima. The terminal building had been completed about a month earlier but the opening had been delayed because of faults in the air conditioning system.

W. M. Whitman, Attorney in the General Counsel's Office, was named Assistant General Counsel of The Panama Canal and Assistant Counsel for the Panama Railroad Company on the Isthmus.

A SEVEN-MINUTE fluffy frosting mix is one of the new kitchen time and labor savers coming to the Commissaries this month. A six-ounce package will cost about 30 cents.

A new shipment of Heywood-Wakefield New furniture, of Monticello cherry and maple, is now in the stores.

GOOD GOLF OVERSHOES with steel spikes are now in the stores. They cost \$4.75.

Aficionados of Italian food—and who isn't?—will be glad to know there is a new pizza mix. It comes in a package that includes the sauce and is expected during August.

A 12½-ounce package will cost about 50 cents.

"WHITE SHOULDERS" perfume and cologne will be in the stores in August.

Car pens for babies, new in the stores, can be used either as the usual baby car seat or, with the seat dropped down, form a pen in which baby can stretch and stand, held securely where he belongs.

LOWRY'S seasoned table salt is another new product that will arrive soon in the grocery sections. It contains spices, sugar, monosodium glutamate, onion, garlic, herbs, cornstarch, and artificial flavoring. A four-ounce tin will cost about 30 cents.

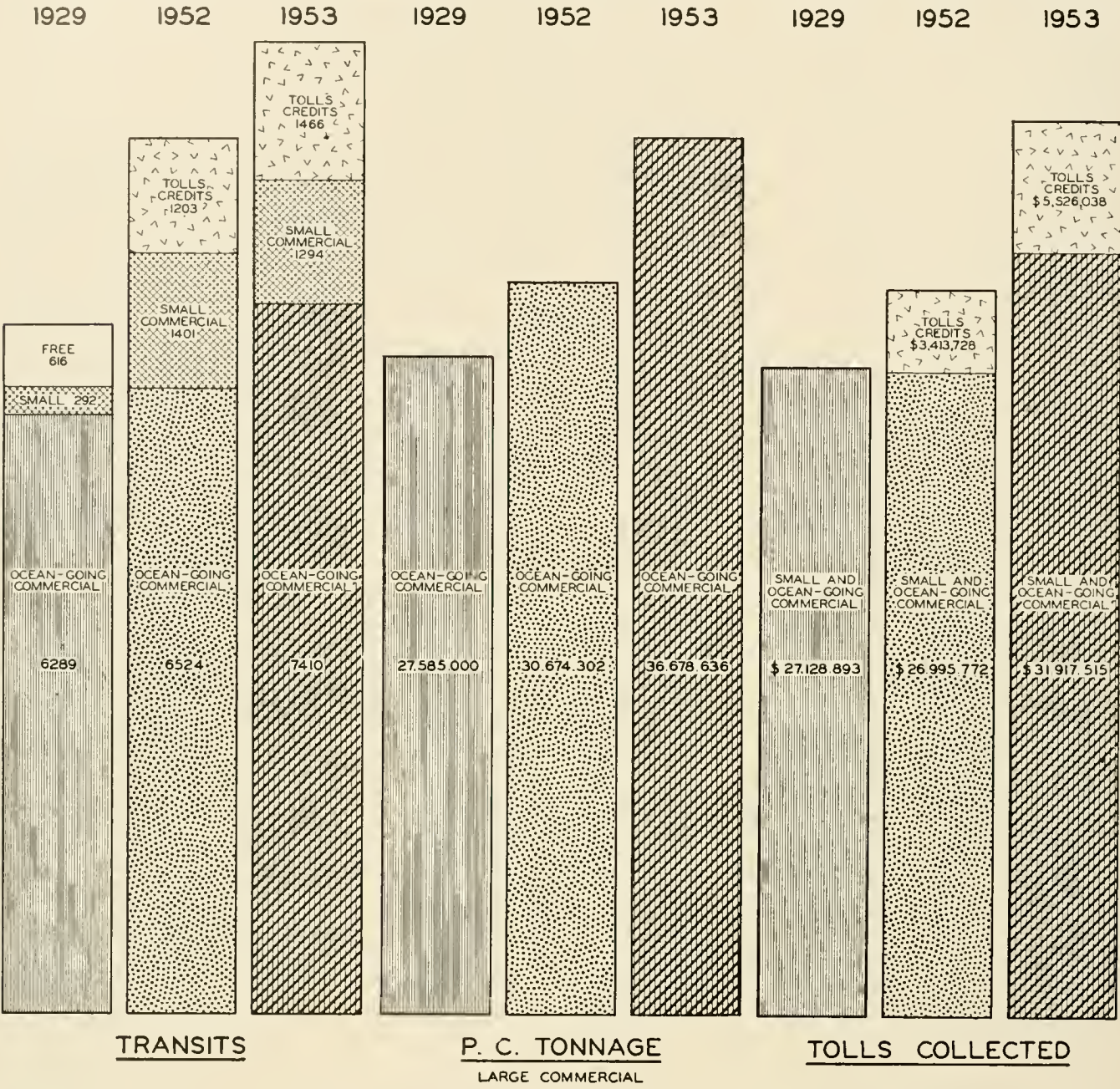
Deductions Authorized For Eye Glass Purchases

The purchase of eye glasses at the Commissaries may now be made by payroll deduction. The plan was recently approved by the Office of the Comptroller.

The purchase of eye glasses by payroll deduction was suggested in a letter to R. L. Sullivan, General Manager of the Commissary Division, from H. W. Rerrie, Second Vice President of Local 900, CIO. Mr. Rerrie called attention in his letter to the desirability of such a plan for local-rate employees.

STATISTICS ON CANAL TRAFFIC

For the purpose of comparison between pre-war and post-war traffic through the Panama Canal, statistics for the fiscal year 1938 are used in this section, as being more nearly normal for peace time than those for 1939.



Transit, Tolls, Tonnage Comparisons Tell Story

A GRAPHIC STORY of the upsurge of shipping through the Panama Canal is told in the chart above showing comparisons of transits, tolls, and net tonnage of vessels for the three peak years in the Canal's 39 years of operation.

The number of ocean-going commercial transits exceeded 600 in ten of the months in the past fiscal year and complete new records were set in both monthly and annual traffic statistics.

The records for Canal traffic and tolls set in 1929 were unbroken until 1952 when the increase in shipping established new high marks in ocean-going commercial transits and net vessel tonnage. A new record in tolls was set in the past fiscal year, exceeding the previous record of \$27,128,000 by more than \$4,750,000.

Tolls and tolls credit for the past fiscal year were approximately \$7,135,000. The fiscal years 1952 and 1953 were the first in which credit for tolls on U. S. Government shipping has been shown in the financial statistics of the Canal.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS
Vessels of 300 tons net or over
By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1953	1952	1938	1953	1952	1938
July	529	463	457	\$2,343	\$1,981	\$2,030
August	533	490	505	2,288	2,103	2,195
September	615	516	444	2,636	2,189	1,936
October	673	544	461	2,910	2,230	1,981
November	620	502	435	2,611	2,053	1,893
December	626	550	439	2,679	2,347	1,845
January	632	522	444	2,690	2,121	1,838
February	616	507	436	2,597	2,082	1,787
March	678	613	506	2,884	2,512	2,016
April	628	601	487	2,733	2,423	1,961
May	650	622	465	2,861	2,481	1,887
June	610	594	445	2,686	2,401	1,801
Totals for fiscal year	7,410	6,524	5,524	\$31,918	\$26,923	\$23,170

CANAL'S BANNER YEAR EXCEEDS FORECASTS MADE BY SEVERAL WELL-KNOWN ANALYSTS

No soothsayer ever had a more troublesome time with his predictions than the many experts for the past half century in forecasting Panama Canal traffic for any appreciable period.

Because of the extreme fluctuations in the number of ships moving through the Canal as reflected by world changes of an economic or political nature, the long-range traffic trends are all but unpredictable. The past fiscal year, however, since the number of transits and total net tonnage figures far exceeded former records, was a banner one for all forecasters except the most optimistic.

The accompanying chart above shows the prediction of Dr. Roland L. Kramer in 1947 on Canal transits for the last half of this century. Dr. Kramer, Professor of Commerce and Transportation at the Wharton School of Finance and Commerce of the University of Pennsylvania, was employed as a traffic consultant for the Isthmian Canal Studies of 1947.

Kramer Estimated Low

As indicated on the chart, the number of ocean-going commercial transits and total transits both exceeded his predictions for the first time. In making his estimate of future traffic trends, Dr. Kramer added 7.4 percent to cover the factor of through or partial transits for Panama Canal equipment. Since the lines indicating traffic from 1947 through 1953 show actual transits, his prediction on total traffic for the past year was well under the actual number.

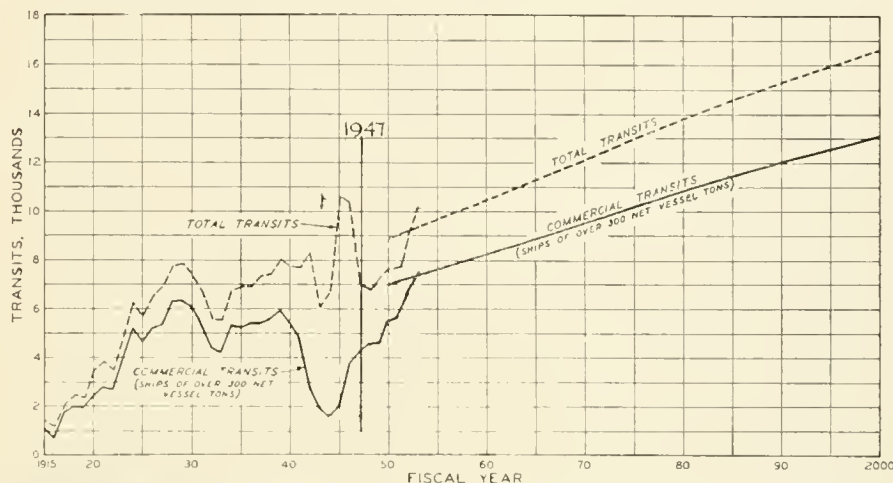
The first of many forecasts of Panama Canal traffic was made about 50 years ago for the first Isthmian Canal Commission by Dr. Emory R. Johnson, also Professor of Transportation and Commerce at the University of Pennsylvania. His estimate was contained in reports prepared on the industrial and commercial value of a canal.

His second forecast, and one which was remarkably accurate, was prepared shortly before the Canal was opened in 1914 while serving as Special Commissioner on Panama Canal Traffic and Tolls.

Suez A Factor

Since the Canal was opened, numerous predictions on traffic have been made which were based on long range studies of world trade trends and other factors known to affect the movement of inter-oceanic shipping. In most cases, the prognosticators took into consideration the movement of traffic through the Suez Canal because the many years of its operation made possible a study of long-range trends in sea-borne commerce.

Most of the predictions dealt with tonnage figures rather than the number of transits. Without a careful analysis of each forecast separately it is difficult to make comparisons between predictions and actual statistics. However, the following summarizes some of the predictions of expert analysts in comparison with figures on traffic during the past fiscal year. All figures are in round numbers and predicted tonnage is approximate, since estimates were made in five-year periods. Dates of the predictions are shown in parentheses.



Net tonnage, commercial vessels over 300 tons, fiscal year 1953	36,500,000
Net tonnage, tolls credit vessels, 1953	6,500,000
Total net tonnage, fiscal year 1953	43,000,000
C. S. Ridley (1923)	41,200,000
Harry Burgess and R. A. Wheeler (1929)	50,000,000
Sydney B. Williamson (1929-31)	51,900,000
Grover G. Huebner (1936)	37,500,000
Roland L. Kramer (1947)	36,600,000

The forecast made by General Ridley, former Panama Canal Governor, was made while serving as Assistant Engineer of Maintenance. His estimate was based on 1924 figures projected to 1925 which failed to materialize and therefore his forecast is somewhat higher than it would have been had he used the actual 1925 traffic figures.

The estimates prepared by Governor Burgess and General Wheeler when the latter was serving as Assistant Engineer of Maintenance were based primarily on a review of traffic statistics for both Suez and Panama Canals. The figures used were based on measurement rules in effect prior to 1938 and therefore the total figure of 50,000,000 net tons is somewhat higher than if the estimate were translated to present rules of measurement.

Mr. Williamson's estimate of future Canal traffic was made while serving as

the Officer-in-Charge of the 1929-31 Nicaraguan Canal Survey. It was based on the interrelation of world shipping, Panama Canal traffic, and Suez Canal traffic over the years 1890 to 1930, inclusive.

Dr. Huebner, another Professor of Commerce and Transportation at the University of Pennsylvania, prepared his estimate while employed by a special committee to report on Canal tolls and rules of measurement. It was based on tonnage of Suez traffic from 1870 to 1935 and Panama Canal general cargo tonnage figures from 1923 to 1936.

When Sea Level Is Not Sea Level And Why The Tides Are Different

(Continued from page 4) gates. The tidal lock would be on a channel by-pass; operated much as are the present locks, it would have a chamber 200 feet wide and 1,500 feet long.

In the normal operation of the tidal regulation structures, the navigable pass would be open when the Pacific tides are near mean sea level, and during these periods traffic would be routed through the pass.

During tidal stages which would produce channel currents over the limited current velocity, the navigable pass would be closed and traffic routed through the tidal lock.

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	Fiscal Year				
	1953			1952	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	3,674	3,736	7,410	6,524	5,524
*Small	656	638	1,294	1,401	931
Total commercial	4,330	4,374	8,704	7,925	6,455
**U. S. Government vessels:					
Ocean-going	698	366	1,064	774	441
*Small	201	201	402	429	
Total commercial and U. S. Government	5,229	4,941	10,170	9,128	6,896

*Vessels under 300 Panama Canal net tons or 500 displacement tons.

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

Governor Receives Letter From Panama Landlords

High praise for the efficiency of the personnel connected with the water management contract and the garbage and trash collection in Panama City has been publicly expressed by the Panama Proprietors Association. Both the water management contract administered by the Maintenance Division and the garbage and trash collection work of the Health Bureau in Panama and Colon terminated at the end of June.

Appreciation for the manner in which the work was done was expressed in a letter to Governor Seybold from Carlos A. Patterson, Secretary of the Panama Proprietors Association, who said in part:

"The Panama Association of Proprietors, in the name of all the landlords in Panama, is pleased to acknowledge publicly in writing the sincere appreciation felt toward the heads and personnel of the Water Office and the Garbage Collection Department, who worked so faithfully and efficiently until June 30.

"The high spirit of justice which beats in every Panamanian breast moves us to make public acknowledgment and, in a very special way, to all Canal Zone resident citizens, of the just recognition of the work of these services as performed by the American personnel for the Republic of Panama over a long period of years."

Plans Proceeding For Conversion Of Zone Electricity To 60-Cycles

(Continued from page 1) proponents of the 60-cycle idea obtained medical opinion that the 25-cycle current would produce eye strain, while 25-cycle advocates held that excessive reading, by any frequency, would be detrimental to eyesight.

The question arose again at the time Madden hydroelectric station was built in the early 1930's, and serious thought has again been given to the matter since about 1950.

Main Routes Gain As Canal Shipping Has Record Year

(Continued from page 1) previous year. Both dry cargo tonnage and tanker traffic increased last year on the United States intercoastal route, with the former making up 81 percent of the total tonnage during 1953.

Mineral oils, coal and coke, and manufactures of iron and steel were the three leading commodities shipped through the Canal last year from the Atlantic to the Pacific.

The three principal commodities in the Pacific to Atlantic trade were various ores, lumber, and wheat.

The gain in commodity shipments through the Canal last year over 1952 fiscal year was principally in the trade moving from the Atlantic to the Pacific. Commodity shipments in this direction totaled 17,329,000 long tons in 1953, an increase of 2,200,000 tons over 1952.

Only a slight gain was shown in the tonnage of commodities shipped through the Canal from the Pacific to the Atlantic, the total amount in 1953 being 18,766,000 tons, as compared with 18,482,000 tons in the previous year.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the cargo shipments in thousands of long tons, of commercial vessels (300 net tons or over) segregated into eight main trade routes:

	FISCAL YEAR		
	1953	1952	1938
United States Intercoastal	4,871	4,279	6,395
East Coast of U. S. and South America	5,176	5,098	2,652
East Coast of U. S. and Central America	552	528	46
East Coast of U. S., Canada, and Far East	7,848	6,283	4,912
U. S./Canada East Coast and Australasia	1,456	1,634	992
Europe and West Coast of U. S./Canada	4,036	5,970	4,237
Europe and South America	1,491	1,706	2,974
Europe and Australasia	2,137	2,478	1,251
All other routes	8,528	5,635	3,927
Total Traffic	36,095	33,611	27,386

Canal commercial traffic by nationality of vessels

Nationality	Fiscal Years					
	1953		1952		1938	
	Num-ber of transits	Tons of cargo	Num-ber of transits	Tons of cargo	Num-ber of transits	Tons of cargo
Argentine	3	13,670	2	18,507		
Belgian	2	10,300				
Brazilian			7	6,319		
British	1,365	7,877,279	1,267	7,967,866	1,281	6,417,016
Chilean	59	322,415	49	209,541	9	28,787
Chinese	37	291,480	24	211,855	2	13,113
Colombian	144	144,654	109	115,389		
Costa Rican	9	57,651	10	36,370		
Cuban					2	
Danish	206	884,888	206	978,969	223	865,235
Ecuadorean	152	88,305	143	98,104		
Estonian					2	4,695
Korean (South)	2	1,000				
Finnish	3	15,177	2	7,680	1	4,021
French	141	566,524	134	559,073	105	567,288
German	230	352,899	30	105,632	357	1,518,593
Greek	92	829,097	89	814,429	94	525,351
Guatemalan	2	1,860	2	3,152		
Honduran	400	570,321	476	575,457	22	8,478
Hungarian					5	24,411
Icelandic			3	746		
Irish	28	21,181	26	13,164		
Iranian	1	9,700	1	9,220		
Italian	141	677,501	86	462,451	52	153,417
Japanese	320	2,113,273	105	696,794	300	1,877,502
Latvian					3	4,900
Liberian	131	930,937	106	337,271		
Mexican	10	34,078	7	19,916		
Moroccan	4	25,672				
Netherlands	112	495,387	106	566,607	285	749,642
Nicaraguan	17	7,571	2	1,027		
Norwegian	877	3,303,373	830	3,067,799	667	3,433,571
Panamanian	444	2,592,208	352	1,858,041	182	415,561
Peruvian	22	50,159	17	13,788	5	7,151
Philippine	25	145,044	27	159,299	3	8,441
Portuguese			5	21,167		
Soviet					5	10,419
Spanish	35	154,251	22	130,992	2	15,280
Swedish	182	735,324	165	761,701	119	763,049
Swiss	6	44,753	11	58,567		
United States	2,165	12,661,041	2,084	13,693,521	1,780	9,892,619
Venezuelan	43	66,376	19	30,095	4	3,971
Yugoslav					14	73,413
Total	7,410	36,095,349	6,524	33,610,509	5,524	27,385,924

CARGO HANDLED OVER PIERS (In Short Tons)

	Fiscal Year 1953			1952	1938
	Cristobal	Balboa	Total	All Piers	All Piers
Local cargo received	282,745	118,349	401,094	425,912	363,699
Local cargo forwarded	43,108	85,612	128,720	158,884	52,081
Transfer cargo received	270,427	12,209	282,636	359,890	555,725
Total incoming cargo handled	596,280	216,170	812,450	944,686	971,505
Rehandled cargo	11,709	1,073	12,782	12,979	8,683
Transfer cargo forwarded	285,053	11,658	296,711	362,451	550,099
Total cargo handled and transferred	893,042	228,901	1,121,943	1,320,116	1,530,287

Hospital Insurance, Quarters Assignments Discussed At July Employee Conference

(Continued from page 3) assignments in Balboa had been so declined.

Other subjects brought up in the conference were:

A change in the swimming pool schedules from that originally announced; Balboa pool will be opened seven days and other pools six days weekly;

Discontinuance of the Diablo rubbish dump and inauguration of a new dump in the hills behind Red Tank;

The expected demolition of all buildings in Red Tank by Christmas, 1953;

Proposed transfer to Margarita of the Atlantic side drivers' license examiner, who is a police officer and whose presence could give Margarita a more personalized service than it has at present as a call station (This proposal was objected to by several Atlantic side conferees, and is being studied further);

Service Credit

A renewed request that part-time or "Silver Roll" service be credited toward U. S.-rate housing assignments; and an estimate that 100 to 150 employees would be affected by this change; the Personnel Director will undertake a study;

Quarters maintenance, to be reported at August conference;

Reduction of hours and cooked food service at the Gamboa Clubhouse, now contemplated instead of closing the clubhouse as originally proposed; this will be discussed further by the Lieutenant Governor with a delegation from Gamboa;

Parking at the Balboa post office, where the number of parking spaces was recently curtailed; accidents in this area have dropped sharply; the administration feels return to angle parking would be a step backward;

Anniversary Stickers

A protest that residents of New Cristobal have to buy Panamanian 50th anniversary stickers before their cars can be given the required semi-annual inspection; the Lieutenant Governor as matter of priority is investigating legality and possible relief;

New regulations on commutation of leave pay when an employee resigns or retires (covered elsewhere in this issue);

And a general round-table discussion, with a basic explanation by Colonel Paxson, of Company-Government financing.

New Representatives

Attending the July conference were: Col. H. O. Paxson, Acting Governor; F. G. Dunsmoor, Administrative Assistant to the Governor; E. A. Doolan, Personnel Director; Norman Johnson, Labor Relations Counsellor; Mr. Donovan, Community Services Director, and Mr. Cassell, of the Housing Division; Sherman Brooks, the Rev. Raymond A. Gray, Sam Roe, Jr., Carl Nix, and Elmer Powell, all from Civic Councils; Chester Luhr, Pacific Locks Employees; H. C. Simpson, Marine Engineers; Robert Daniel, Railroad Conductors; F. L. Wertz, Railroad Engineers; for the Central Labor Union and its affiliates: Walter Wagner, E. J. Husted, Rufus Lovelady, Carl F. Maedl, J. P. Boukalis, Sam Garriel, Henry Chenevert; Mrs. H. T. Longmore, Citizens' Association; Captain Fred M. Weade, Pilots (both of the latter organizations represented for the first time).

Here's Where They Moved

A series of changes in Canal office assignments which began early in May is now nearing completion. The principal changes and new office locations are summarized as follows:

The Treasurer's Office, Claims Branch and Agency Accounts Branch, all of the Comptroller's Office, have moved to Building 5142 in Diablo Heights.

The Supply and Service Director's Office is now in Rooms 262-270 while the Comptroller and his immediate staff, as well as the Accounting Systems Staff, now occupy all offices on the second floor of the west wing of the Administration Building. The Management Staff of the Comptroller's Office has moved to Room 112.

The Locks Division headquarters are now located at Pedro Miguel Locks.

The Wage and Classification Division has moved to Room 102 of the Administration Building with other Personnel Bureau units.

The Internal Security Branch has moved to the former Treasurer's office on the first floor. The rooms vacated by this office on the third floor of the Administration Building are now occupied by the Community Services Director. The Real Estate Unit has been transferred from Diablo Heights to the third floor of the Administration Building. The Survey Branch is now located in the former Diablo Heights Fire Station.

RETIREMENTS IN JULY

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

Mrs. Mary L. Clements, Ohio; Commissary Assistant, Ancon; 32 years, 3 months, 10 days; Lutz, Fla.

Ross H. Hollowell, Ohio; Estimator and Planner, Industrial Bureau; 34 years, 2 months, 16 days; Hendersonville, N. C

Robert W. Hutchings, Mississippi; Assistant Auto Repair Foreman, Motor Transportation Division; 30 years, 8 months, 1 day; San Jose, Calif.

Vard A. Kerruish, Missouri; Steward, Clubhouse Division; 22 years, 10 months, 24 days; St. Petersburg, Fla.

Godfrey B. Pacetti, Florida; Fleet Machinist, Dredging Division; 23 years, 5 months, 13 days; Panama.

Norman E. Rocker, Nebraska; Administrative Assistant, Office of Engineering and Construction Director; 34 years, 6 months, 27 days; California.

Irl R. Sanders, Kentucky; Control House Operator, Atlantic Locks; 25 years, 8 months, 12 days; Glasgow, Ky.

William C. Smith, Kentucky; Control House Supervisor, Atlantic Locks; 30 years, 2 months, 22 days; Miami, Fla.

Frank Turman, Connecticut; Plumbing Inspector, Contract and Inspection Division; 12 years, 10 months, 9 days; Lorain, Ohio.

Principal commodities shipped through the Canal (All figures in thousands of long tons)

Figures in parentheses in 1938 and 1952 columns indicate relative positions in those years

ATLANTIC TO PACIFIC

Commodity	Fiscal Year		
	1953	1952	1938
Mineral oils.....	4,936	3,704 (1)	907 (3)
Coal and coke.....	2,996	2,061 (2)	137 (15)
Manufactures of iron and steel.....	1,501	1,635 (3)	1,859 (1)
Sugar.....	780	476 (5)	57 (31)
Soy beans and products.....	475	181 (16)	-----
Phosphates.....	433	777 (4)	328 (6)
Sulphur.....	387	309 (9)	297 (7)
Paper and paper products.....	354	453 (6)	423 (5)
Cement.....	325	296 (10)	154 (11)
Barley.....	305	(*)	(*)
Machinery.....	300	312 (8)	168 (10)
Automobiles.....	266	345 (7)	208 (9)
Rice.....	257	243 (13)	-----
Tinplate.....	229	246 (12)	238 (8)
Raw cotton.....	207	271 (11)	142 (13)
All others.....	3,578	3,820	4,771
Total.....	17,329	15,129	9,689

(*) Included with miscellaneous grains in 1952 and 1938.

PACIFIC TO ATLANTIC

Commodity	Fiscal Year		
	1953	1952	1938
Ores, various.....	3,472	3,574 (1)	2,127 (3)
Lumber.....	3,307	3,466 (2)	2,851 (2)
Wheat.....	2,228	2,105 (3)	706 (7)
Canned food products.....	1,317	1,127 (5)	991 (6)
Nitrate.....	1,222	1,239 (4)	1,401 (5)
Sugar.....	1,104	955 (6)	1,487 (4)
Metals, various.....	822	659 (8)	698 (8)
Bananas.....	790	758 (7)	53 (29)
Refrigerated food products (except fresh fruit).....	653	612 (9)	335 (10)
Mineral oils.....	326	481 (10)	2,875 (1)
Coffee.....	255	280 (14)	175 (16)
Wool.....	246	227 (12)	123 (21)
Copra.....	241	277 (13)	164 (18)
Iron and steel manufactures.....	233	288 (11)	13 (*)
Dried fruit.....	195	144 (17)	291 (12)
All others.....	2,355	2,290	3,407
Total.....	18,766	18,482	17,697

PICTURES OF THE MONTH



JULY brought a number of new "firsts" to the Canal Zone—first occasions or first visits.

Shirley Million, Governor of Girls' State, said goodbye to Acting Governor H. O. Paxson just before she left on her first visit to Girls' Nation in Washington.

Hundreds of midshipmen, on summer cruises from Annapolis or Naval ROTC units in States colleges, made their first trips to the Panama Canal locks.

Under Secretary of the Army Earl D. Johnson, new chairman of the Panama Canal Company, took his first look at the controls which operate the locks, and

Pete, pet of the piers, was first in line when dog licensing and inoculation of Canal Zone dogs against rabies began here.

