

PANAMA CANAL



REVIEW



Vol. 6 No. 12

BALBOA HEIGHTS, CANAL ZONE, JULY 6, 1956

5 cents

COMMERCIAL TRAFFIC THROUGH PANAMA CANAL TOPS 8,000 MARK TO SET NEW ALL-TIME HIGH RECORD

Rewarding Years Ahead Anticipated By Governor

New Yearly Record Also Established For Tolls, Cargo



A PARTIAL TRIP through the Panama Canal aboard a big ore carrier and a visit to the Locks occupied one of Governor Potter's first days in office. From the Pedro Miguel control house he watched a ship in the chamber.

"I am looking forward to the next four years which I anticipate will be the most interesting and rewarding of my entire career," Gov. W. E. Potter told THE PANAMA CANAL REVIEW in a special message to employees of the Canal organization and their families.

"It was with undeniable pride," he continued, "that I received the appointment to head the Panama Canal organization. The waterway is a key world-structure and the organization which operates it has a worldwide reputation for efficiency, first established a half century ago when the Canal was being built."

Governor Potter, who arrived with his family on June 20 to begin his permanent residence in the Canal Zone, spent much of his first two weeks here in becoming acquainted with Canal operations and with those most closely associated with the enterprise.

He lost little time after his arrival in beginning a series of field trips to make a personal inspection of installations and work. Appropriately, the first of these trips was an inspection of the waterway itself and how ships are put through the Canal.

Accompanied by Capt. Frank A. Mun-

roe, Jr., Marine Director, and his successor, Capt. Warner S. Rodiman, and Col. Hugh M. Arnold, Engineering and Construction Director, the Governor made a partial transit of the Canal on June 26 aboard the ore ship *Aquitanius*. The ship was piloted by Capt. H. L. Wentworth.

The Governor transited with the ship as far as Orchid Island in Gatun Lake where the party left the ore carrier and returned by launch to Gamboa. The afternoon was spent on an inspection trip to the Pedro Miguel Locks. This week the Governor made a field trip to the Atlantic side where he visited a number of Canal units. On Wednesday he attended Independence Day celebrations at Gatun and Margarita.

Governor Potter plans to leave next week for Washington, D. C., to attend the quarterly meeting of the Board of Directors of the Panama Canal Company. This will be his first attendance at a full Board meeting since becoming a Director and President of the Company. Late in May he attended sessions of the Budget Committee of the Board of Directors.

In his message to the employees, Governor Potter called

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The number of transits by ocean-going vessels in the fiscal year 1956 totaled 8,209. This was the fifth consecutive fiscal year in which a new record number of transits was set and it was the first time in the history of the Canal that the number of ocean-going vessels exceeded the 8,000-mark.

Although the final figures on amount of cargo, tolls on commercial shipping, and net tonnage of vessels have not been compiled, new yearly records were established in all these categories.

The following are the totals in ocean-going commercial transits for the five record-breaking years:

1952	6,524
1953	7,410
1954	7,784
1955	7,997
1956	8,209

It was not until the fiscal year 1952 that the old record number of ocean-going commercial transits of 6,279 set in 1929 was surpassed. Since that time the level of commercial traffic has been substantially higher than that of the late 1920's.

The total number of ocean-going transits commercial and U. S. Government vessels last year failed to top the previous record of 8,584 set in the fiscal year 1954. The amount of Government shipping being moved through the Canal in that year was high because of the Korean war, there being 800 transits by ocean-going Government ships. The third high year in total traffic was set in 1953 with a total of 8,474 transits, with 1,064 by Government vessels. The total for the fiscal year just ended was 8,475, the second highest year in the Canal's history.

New Records

Traffic through the Canal last year was highlighted by several new records. In May a new record amount of commercial cargo for one month was recorded with a total of 4,045,416 tons. This was the first time that over four million tons of commercial cargo was moved through the Canal in one month. It was also in May that the largest cargo ship (the ore carrier *Ore Prince*) ever locked through the Canal made its maiden transit with a load of 35,856 tons of iron ore from Peru to the United States.

Other significant trends in the May traffic was the rise in the average tolls per vessel, and the transit of five large tankers loaded with

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Nuclear Burst Over Gatun Will Start July 20 Alert

The Canal Zone will be silenced and stilled for all but ship and vital vehicular traffic for a ten-minute period on Friday morning, July 20, when the Civil Defense organization joins in a test planned for the entire nation by the Federal Civil Defense Administration.

The test, in which the Civil Defense organization plans active participation by all communities, is designated Operation Alert 1956. It is designed not only to give practice to those individuals who are active participants in the civil defense program but to educate the general public in the air raid signals and their meanings, and in the best means of self protection in event of a major disaster in this area.

The extent of participation in Operation Alert 1956 in the Canal Zone will generally be the same as in a similar exercise held in June of last year which was the first time the Civil Defense participated in the nation-wide test.

The standards to be used in the July 20 exercise have been set by the FCDA. They call for a simulated explosion of a nuclear weapon of 100 kilotons, or 100,000 tons of TNT, over the Gatun Locks area. The burst will occur at 10 o'clock in the morning in a surprise attack with the simulated missile being launched from an imaginary submarine.

What To Do

Since test conditions provide for an attack without warning in the Canal Zone, the TAKE COVER signal will sound the alarm on the air-raid warning sirens.

On the sounding of the Take Cover signal the general public will be asked to cooperate in the following manner:

1. All vehicular traffic except emergency vehicles—Civil Defense, fire, and



PHILIP L. DADE
Civil Defense Chief

police equipment will pull to the side of the road and stop.

2. Employees at work will take cover in the designated areas in their buildings.

3. Pedestrians and others in the open when the attack is signaled will seek the nearest available shelter.

4. Residents at home will go to the safest structural shelter in their homes.

The end of the practice for the general public will come ten minutes later and will be indicated by the sounding of the ALERT signal. The exercise will be continued, however, for those units of Civil Defense which will mobilize on the sounding of the alert.

Civil Defense units to be mobilized will include the Main and Alternate Control Center staffs; and the section wardens, first-aid workers, and child-care centers of the Volunteers Corps. It is not planned to mobilize the Control Point Task Forces but the various Control Point Commanders will participate actively by simulating the establishment of control points and communication tests.

Two Signals

The two air-raid signals which were adopted a year ago are:

TAKE COVER: This is a three-minute warbling or oscillating sound on the sirens. This will be sounded first on July 20. It means that everyone should take cover immediately because of an imminent attack.

ALERT: This is a steady, three-minute blast over the sirens. It will be sounded 10 minutes after the Take Cover signal. When sounded first, it means that an attack is expected and everyone should listen to his radio for instructions. For the purpose of the Civil Defense exercises on July 20, it will signal the end of the test for the general public and normal work and traffic movement can be resumed.

Plans for the local participation in the Operation Alert 1956 are being made for the Canal Zone organization under the direction of Philip L. Dade, who was recently appointed Chief of the Civil Defense Section. He replaces in that job William G. Dolan who has been transferred to the Fire Division.

Overall plans for the Isthmus-wide participation in the test are being made in

Former Executive Studying Operation Of Panama Railroad

The study of Panama Railroad operations for the House Merchant Marine and Fisheries Committee covering such phases as equipment and rolling stock, schedules, administration, and business potentials, has been in progress for the past ten days.

The study is being conducted by John T. Ridgely who recently retired as Assistant Vice President of the Pennsylvania Railroad. He is being assisted in his investigations for the House Committee by John D. Hollen, Chief of the Executive Planning Staff.

The study is the result of discussions of Panama Railroad operations over a period of the past three years. Appropriations requested by the Canal administration for the purchase of additional rolling stock for the railroad in fiscal year 1954 were denied and the Governor was requested to submit a plan for abandoning the facility.

A plan to abandon the railway and use motor vehicles for all trans-Isthmian transportation needs was subsequently approved by the Panama Canal Company Board of Directors and submitted with the 1955 budget proposal. Requested at the same time was an appropriation for \$600,000 for the purchase of trucks.

The question of the Panama Canal Company's authority to abandon the railroad was raised by the Appropriations Committee, and the Governor was directed by both Senate and House Committees to seek Congressional approval of the plan. He submitted the plan to the House Merchant Marine and Fisheries Committee last year and public hearings were held at Balboa Heights by the Panama Canal Subcommittee late last year.

In February of this year the Subcommittee, headed by Rep. Edward A. Garmatz, announced that the Committee desired additional information, particularly as to the military value of the railroad, before any final action in the matter is taken.

As a result of this Congressional action, Mr. Ridgely was employed to conduct the independent investigation and will submit his findings to the Merchant Marine and Fisheries Committee at a later date.

Mr. Ridgely, accompanied by his wife, arrived on the Isthmus on the Panama liner *Ancon* on June 27 and has been engaged on his study since his arrival. His lifetime career has been in the operations phase of railroad work. He was graduated in civil engineering by Lehigh University and served until his recent retirement from the Pennsylvania Railroad Company. From 1940 until 1947 he served as General Superintendent of the company's Southern Grand Division, and from 1947 until his retirement as Assistant Vice President.

cooperation with the Disaster Control organization of the Caribbean Command and the Civil Defense organization in the Republic of Panama. Several meetings of the joint Civil Defense Committee have already been held and others are scheduled prior to the test.

The control of vehicular (See page 13)

LONGEST SERVICE ENDS



THE LONGEST continuous service of any Canal employee finally came to an end last month for George N. Engelke, Assistant General Manager of the Commissary Division. On June 30, after having worked for the Canal organization for 44 years, 9 months, and 16 days, Mr. Engelke sailed for the States with his wife, enroute to their new home in Bentonville, Ark. With him he took a letter from Governor Potter, commending him for his years of work on the Selective Service Board, other mementos of his service, and memories of a rousing farewell party attended by close to 200 of his old friends and associates the night before his departure. Mr. Engelke began his Canal service on September 5, 1911, in the Paraiso Commissary and during his years of service worked at practically all of the Division's stores. He was Supervisor of Retail Stores for several years and Assistant General Manager since 1951.

Anti-Rabies Inoculation For Canal Zone's Dogs Will Be Started July 11

Teams which will vaccinate Canal Zone dogs against rabies and license them for the year starting August 1 will begin their rounds of Canal Zone communities July 11. The teams will consist of a veterinarian and his helper and a clerk from the Canal Zone License Section who will register the dogs as soon as they have been vaccinated.

Anti-rabies vaccination and registration of dogs has been compulsory in the Canal Zone since 1953. Last year a total of 2,268 dogs were registered in the Canal Zone, including about 1,039 whose owners live on military posts.

The vaccinating teams will operate one day in six major Canal Zone towns, except Balboa where they will work two successive days. The hours this year will be the same as last year: 10 a. m. to 1 p. m., and 3 to 5 p. m., for each community.

The schedule for the vaccination-registration teams follows:

ATLANTIC SIDE		
Date	Town	Location
July 11	Margarita	North Elem. School
July 12	Rainbow City	Mt. Hope Stadium
July 13	Gatun	Fire Station
PACIFIC SIDE		
July 16	Gamboa	Aids-to-Nav. Bldg.
July 17	Paraiso	Old Elem. School
July 18	Balboa	Stadium
July 19	Balboa	Stadium

A fee of \$2 is charged for the licensing of the dogs. The anti-rabies vaccination is given free.

First Domestic Electrical Appliances In Canal Zone Homes Converted To 60 Cycles

Conversion of the first domestic electrical appliances for 60-cycle use was begun last week for a group of 10 apartments in Margarita. The previously announced schedule for conversion in this Atlantic side community is to be followed, with the contractor working across town from the south side where the first units were converted.

The conversion schedule has been delayed by almost three months by the late delivery of materials needed by Sachse International Corp., contractor for the Atlantic Area conversion. The work had been scheduled to start early in April and be completed in Margarita by the middle of August.

Additional delays are expected until parts and materiel on order have been received. Since the conversion of appliances in the homes must be accomplished at the same time for all quarters supplied by the same transformer, the contractor must have all parts needed for that particular area before the work can begin. Most of the transformers feeding residential areas have dual lines so that either 25- or 60-cycle current can be supplied.

Industrial Division Conversion

The first industrial equipment to be converted on the Atlantic side will be that at the Industrial Division. The contractor plans to begin this work within about three months or as soon as the necessary parts arrive.

Meanwhile, preparations are being made for the conversion of domestic and industrial equipment in the Central and Pacific areas. L. R. Sommer is the contractor for the work in the Central Area.

which includes the towns of Gamboa, Summit, Paraiso, and adjacent areas. Parts and equipment needed for this work have been ordered and some have already been received. The actual conversion-work is not scheduled to begin until the latter part of this calendar year.

The survey of domestic equipment in the Pacific area, comprising all communities south of Paraiso, which is being done by the Electrical-Mechanical Branch of the Engineering Division, is entering its final phases. The survey in Balboa will be completed early this month and the two teams now assigned on this work will move to Ancon immediately afterwards. It is expected that the survey of the equipment in the remaining homes in the Pacific area will be completed by October.

Residents in the areas which have not yet been surveyed have been reminded to give ample notice before leaving on vacation so that arrangements for the survey and listing of their electrical equipment can be made during their absence.

The first 60-cycle current to be used on the Atlantic side under the conversion program is being supplied through a frequency changer at the Agua Clara Diesel Station. The installation of three of the generating units for the Gatun station is nearly complete, but the distribution of 60-cycle current from there will be delayed until the installation of the main transformers and switchgear. The delivery of this equipment has been delayed several months by the recent strike at the Westinghouse Electric Company plants. Delivery of this material is now scheduled to begin this month.

Other Work Progressing

Work is well advanced on two other power-conversion contracts held by Bidon, Inc. This firm has now completed the installation of a power feeder to the Coco Solo Hospital which will supply 60-cycle current during the conversion work there and will later provide emergency electrical service to the hospital.

The other contract is the installation of heavier transmission line conductors from Madden Hydroelectric Station to Miraflores Substation. The contractor has completed the reinforcement of existing towers and the installation of footings for new towers in the Paraiso-Miraflores section and will begin the stringing of new aluminum conductors this month. The replacement of transmission lines from Madden to Summit will be started within the next three months.

Two additional contracts are scheduled to be advertised for bids within the next few weeks. These cover the construction of a new Substation at Summit and the conversion of the Madden Hydroelectric Station operating equipment. Specifications for these projects are now in course of preparation and invitations for bids will be issued within the next few weeks.

Another phase of the power-conversion project—the replacement of towing locomotives for the Locks—is presently under consideration. Bids for the replacement program were opened in March. An agreement has been reached for a 60-day extension for additional study of the proposals received from the International General Electric Company and R. G. LeTourneau, Inc.

They'll Represent The Canal Zone



CANAL ZONE representatives in this year's National Veterans of Foreign Wars Teenage Baseball Tournament to be held in Hershey, Pa., will be this group of boys from Atlantic and Pacific sides of the Isthmus. The Canal Zone team is made up of selected players from the Fastlich Teenage League on the Pacific side and the Atlantic Teenage League on the Atlantic side. Last year, the first time a team was sent from the Canal Zone, the local boys were rated by the United Press as favorites to win the tournament after winning their first game, 14-7. They were not as fortunate in succeeding games but ended up winning two and losing two. They did, however, break tournament records by scoring the most runs in tournament play. Bruce Bateman set the highest batting average ever attained in the tournament play, a healthy .600. Some of the leading baseball men in the Canal Zone felt that the team last year was severely handicapped by not having several days practice in Hershey before the tournament began. This is the reason for the decision to fly the team to Hershey this year, several days before opening day for the tournament. Shown above are: left to right, kneeling: George Barbier, Charles Chase, Corbin McGriff, Peter Corrigan, Jr., Donald Humphrey, Jon McGraw, Charles French; standing, Peter Corrigan, Sr., manager, Joseph Godsey, Morgan Schoch, Luigi Pernigotti, William Gibson, Norman Pedersen, Jr., Frank Ammirati, Theodore Webb, and Joseph Thompson, coach. John Engelke, an outfielder, was in the States when this picture was taken. He will join the team in Hershey.



Zonians Welcome New First Family



There's more to a change of Governors of the Canal Zone than simply moving in behind the big desk in the northwest room of the Administration Building's second floor.

A new Governor is nominated by the President of the United States and the nomination must be approved by the Senate. Once nominated and approved, he is sworn in.

Maj. Gen. William E. Potter, twelfth Governor of the Canal Zone, took the oath of office May 28, in the Pentagon office of Secretary of the Army Wilber M. Brucker. At the top left the oath is administered by Secretary Brucker while Assistant Secretary of the Army, George H. Roderick, watches. Secretary Brucker is Stockholder of the Panama Canal Company and Mr. Roderick, the Chairman of its Board of Directors.

The Governor of the Canal Zone is *ex officio* member of the Board of Directors and President of the Panama Canal Company. One of his first official actions was to meet with the Board's Budget Committee. Members of the Committee and officers of the Company appear at the center left. Seated are Robert P. Burroughs, Maj. Gen. J. L. Schley, Governor Potter, Ralph H. Cake, Budget Committee Members, and Edward A. Bacon, Deputy Assistant Secretary of the Army. Standing are three Company officers: Philip L. Steers, Jr., Comptroller; Lt. Gov. H. W. Schull, Jr., Vice President; and W. M. Whitman, Secretary.

Moving to the Canal Zone is just as much of a problem for a Governor as for any other new employee, albeit it is attended by a bit more ceremony.

Above, Governor and Mrs. Potter leave the gangplank of the SS *Cristobal* to greet a group of welcomers on the dock. Below, left, the Potters and their daughters at home in the roomy old Governor's House, admire the two macaws, Johnny and Duff, who are the latest addition to the family. Suzzie, who will be a senior at Balboa High School in the fall, holds a baby Capuchin monkey which is her particular pet. Jo Ann, who was graduated in June from Brownell Hall in Omaha, will attend Bucknell University in September.



Consolidated Personnel Services Is Job Of Central Labor Offices

The Central Labor Office in Balboa and its Atlantic side branch in Cristobal are now just exactly that—central labor offices.

Anyone who is looking for a job in the Canal Zone, whether the job is that of doctor or cowbarn hand, now starts from the Central Labor Office. There is no more running from pillar to post to make applications, to fill out forms, and to be "processed," which is what personnel people call being photographed and fingerprinted and registered.

To make things even simpler, the address of each of the central labor offices is Roosevelt Avenue. The main labor office is in Building 69, on Balboa's banyan-shaded Roosevelt Avenue. The Cristobal Labor Office is in the basement of the Red Cross Building, on Roosevelt Avenue, of course.

This easy-to-remember state of affairs may not continue much longer, however. As soon as an adequate fireproof concrete building is available, the Pacific side office hopes to leave its Roosevelt Avenue location and assemble in one location, safe from fire and flood, its irreplaceable files and records of all the personnel of the Company-Government organization, as well as those of other agencies in the Canal Zone which participate in the Central Labor Office program.

Consolidation and integration of this type of personnel services for U. S.-citizen applicants and employees, and of applicants and employees who are paid at locality rates was started about a year ago by the Employment and Utilization Division of the Personnel Bureau. And it is this Division which staffs and is responsible for the operations of the central labor offices.

The Division's job is, basically, exactly what its name says: Employment, or hiring, and Utilization, or use, although the Division's Chief, George F. Welsh, says it can't be said as simply as that.

Beside the actual hiring of all Company-Government employees, the Employment part of its duties includes employee recruitment here and in the United States, the restoration to the Canal service of those returning from military service, and the transfer of any employee within the organization or to and from other government agencies.

The men and women who work on this end of things have to know where in the United States and where on the Isthmus they can find qualified new employees to meet the Canal's need to staff the 480 job categories covering more than 1,000 job titles—probably one of the most complex recruiting problems of any private or Government agency in the United States—and they must be familiar to the last dotted *i* or crossed *t* with the government and civil service regulations which govern the majority of Company-Government jobs.

Just as Employment is more complicated than hiring, so Utilization is more than simply the use of an employee, Mr. Welsh says. Utilization, in his words, is an operation to assist both employing units and applicants and employees in obtaining the most benefits, employment-wise, from the exper-



BRANCH HEADS get together frequently with the Chief of the Employment and Utilization Division, George F. Welsh, seated. Standing, left to right, are John H. Terry, U. S. Citizen Records; Charles H. Crawford, Central Labor Office; James A. Yates, Utilization and the Civil Service Unit; Charles Garcia, acting Employment Branch head in the absence of Otto W. Helmerichs; and George V. Daniels, Non-U. S.-Citizen Records and the Disability Relief Section.

ience and qualifications the applicants and employees can bring to the job.

For instance, when John Doe went to work as an engineer on one of the Navigation Division's harbor tugs, he listed his vocation as a marine engineer and his avocation as a licensed radio operator. Suppose one day the radio operator on the sea-going tug *Taboga* becomes ill at a time when the *Taboga* is called out on a rescue or salvage job. John Doe, in such a case, may suddenly find himself temporarily relieved from his harbor tug and on his way to sea aboard the *Taboga*, relieving the ailing radio operator.

There is nothing particularly mysterious about the way the Employment and Utilization Division managed to find him.

The special and unusual talents—of each employee who claims them and who can prove his claim are filed by subjects in a special case at Building 69. On not more than a minute's notice, the Division can locate an employee who speaks Swedish, German, French, or Italian, or any one of a dozen other languages, a physiotherapist who holds a teacher's certificate

and can become a recreation teacher in a pinch, or a boilermaker who is a qualified journeyman in another craft.

These secondary and tertiary skills are being listed not only for United States citizens but also for employees who are paid under the prevailing local wage scale.

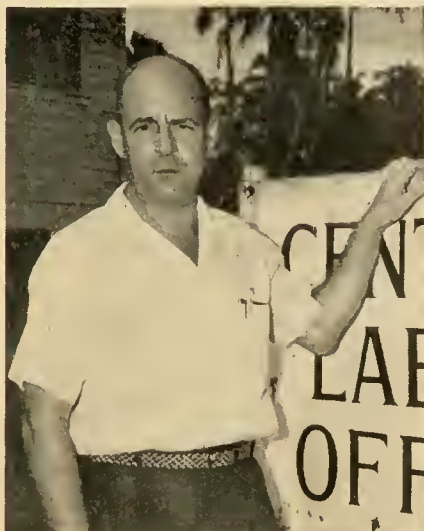
With the consolidation of the Employment and Utilization Division and the old Central Labor Office Division a year ago, employment policies and procedures became the same for all Company-Government employees, regardless of citizenship.

The few differences are those established by law—Public Law 600 and Civil Service retirement, for instance—and legislation now being considered which, if passed, will remove most if not all legal restrictions to a unified personnel program.

Nearly everyone who applies for a job with the Canal organization now fills out an application and everyone is considered alike for any job for which he can qualify through training and experience. In addition to a thorough review of experience and training, in some cases a job applicant is tested as to his clerical, typing, or stenographic skill, mechanical or mental abilities and comprehension. To the same extent employees being transferred, re-assigned, or promoted must meet the qualification standards of the job. All of this is done at the two labor offices.

The application forms for locality-rate employees are new. They are available in either English or Spanish and most of the Division's personnel are bilingual and able to assist an applicant in filling out the forms.

Prospective employees may learn of job openings in a number of ways; one of the simplest is through the Transfer-Vacancy Bulletin which is issued biweekly. In this bulletin available positions are listed for all Company-Government units, regardless of whether the jobs are at United States or locality rates of pay. The only jobs not listed on the biweekly bulletin are those for unskilled or semi-skilled labor. The grapevine is, (See page 11)



CLARENCE H. BROWNE
Manager, Cristobal Labor Office

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

CAUSE AND CURE

FALLS account for a big percentage of all work-injuries. There are certain hazards which account for a large percentage of these falls. Here is a quick, spot reminder about falls to stick on your mental bulletin board -

- FLOORS Clean up wet spots.
- AISLES Keep them clear.
- LADDERS Place them securely.
- LITTER Pick it up.
- STAIRS Walk, use hand-rail.

QUIZ

Yogi Berra, Rocky Marciano, Duke Snider, Nellie Fox, Mickey Mantle—familiar names, aren't they? You probably know all about them too, don't you? But, quick, do you know their *first* names? That's a little puzzler that ought to stop you for a minute or two.

It also illustrates a pretty important point. You probably think you know everything about the hazards of your job and how to protect yourself against them. But take a minute and take a look at your job—every phase of it. Do you

HONOR ROLL

Bureau Award For
BEST RECORD
MAY

HEALTH BUREAU
CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Civil Affairs	4
Health	4
Engineering and Construction	1
Supply and Employee Service	1
Transportation and Terminals	1
Marine	0

Division Award For
NO DISABLING INJURIES
MAY

COMMISSARY DIVISION
HOSPITALS AND CLINICS
SERVICE CENTER DIVISION
DREDGING DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
RAILROAD DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSES DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	5
Motor Transportation	5
Sanitation	5
Service Center	5
Storehouses	5
Commissary	4
Electrical	4
Hospitals and Clinics	4
Industrial	4
Railroad	4
Dredging	3
Maintenance	3
Navigation	2
Housing and Grounds	1
Terminals	1
Locks	0

really know all the hazards? Do you really know all the safe practices? Do you have all the protective clothing and equipment that you need?

If you're still stumped by the question about first names, see bottom of page. If you're not sure of the questions about your job, you may be headed for an accident.

TRUE OR FALSE?

Traffiquiz No. 1

1. All there is to crossing a street correctly is to walk to the corner, wait for the green light, and cross.

Answer—False!

Because . . .

You may cross at the corner, and you may have the light with you, BUT, if you want to stay alive, you have to watch carefully for cars turning the corner!

2. Most pedestrian fatalities are wild kids who pay no attention to safety rules.

Answer—False!

Because . . .

Three out of five pedestrians killed are over 45! Older people should remember that they are not as spry as they once were. They should be extremely careful when crossing, whether they have the right-of-way or not!

3. A great many older people are killed in traffic accidents when crossing streets in familiar neighborhoods, near their own homes.

Answer—True!

Because . . .

The familiar streets seem to make people overconfident, and they act out of habit while daydreaming. These fatalities often happen in early evening and late at night, when traffic isn't especially heavy, but is generally fast.

4. Most youngsters are safe enough in their own residential neighborhoods. It's when they go to business areas that they run into trouble and get hit.

Answer—False!

Because . . .

Most young children are hit in residential areas and in midblock! Parents—watch your children at play!!! Keep them off the streets. Home training is your child's best protection. Drivers—Expect children anywhere!!!

5. Traffic signals at an intersection make it safe for a pedestrian.

Answer—False!

Because . . .

Statistics show half the pedestrians hit at intersections are hit at intersections equipped with traffic signals—many of these were crossing against the signal. Cross only *with* the signal.

6. In the cities, more people are killed while riding in cars than are killed while walking.

Answer—False!

Because . . .

In cities, 5 out of 9 deaths are pedestrians. In addition, injuries to pedestrians are much more likely to be fatal than in the case of car occupants injured.

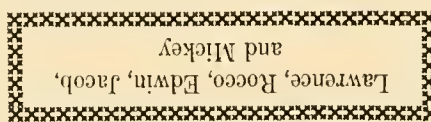
7. The greatest number of pedestrian deaths are caused by walking against a red light?

Answer—False!

Because . . .

Crossing against a red light is extremely dangerous, of course, and causes many deaths. However, the greatest number of pedestrians were killed while crossing streets in mid-block.

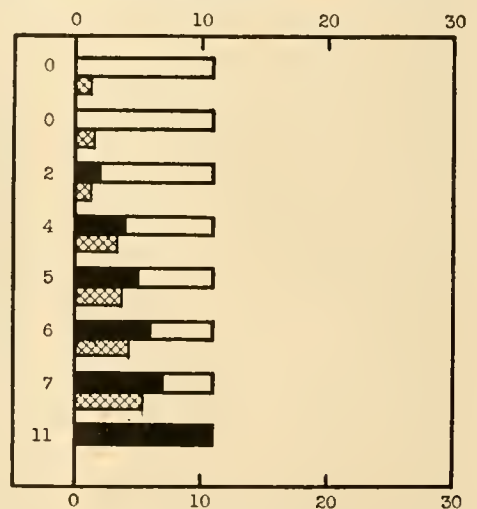
It should have taken you less than five minutes to answer this quickie Traffiquiz . . . But, on the street, the lowest passing grade is 100 percent. If you make one mistake—you could get DEAD!



MAY 1956

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

Health Bureau	0
Civil Affairs Bureau	0
Supply and Employee Service Bureau	2
C. Z. Govt.—Panama Canal Co. (This Month)	4
Transportation and Terminals Bureau	5
Engineering and Construction Bureau	6
C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)	11



Number of Disabling Injuries 10

Man-Hours Worked 2,326,532

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Accumulative Frequency Rate This Year

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REVIEW

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DEPUTY COMPTROLLER



STEPHEN VAN NESS POWELSON, former Controller for the International Cooperation Administration to Austria, was appointed Deputy Comptroller of the Panama Canal Company last month. He is a Certified Public Accountant and holds a Master's Degree in Business Administration. In his spare time—whatever spare time the father of four young children has!—he enjoys water skiing and has done a lot of it. In Austria he did both figure skiing and jumping on water skis, and is interested in getting a similar hobby group started here.

OF CURRENT INTEREST



REPLICAS OF Panama's famed golden frogs will be presented to her sister Rainbow Girls this month by Martha Stevenson, above, of Gamboa. A member of the Balboa Assembly, Order of Rainbow for Girls, and editor of its monthly magazine, *Pot of Gold*, she is now in San Antonio, Tex., to attend the Supreme Session of the Order. She is representing the Cristobal Assembly of the Order as well as her own. Each of the girls attending the Supreme Session brings with her an item typical of the area from which she comes and "swaps" these for items brought by the other girls. Unable to take 150 live golden frogs with her, Martha has made ceramic replicas of the little amphibians from El Valle and has painted and glazed them. The ceramic frogs are mounted with pins so they can be used as lapel ornaments. With each frog will go descriptive material. Martha is 17 and will enter her senior year at Balboa High School in the fall. She is the daughter of Mr. and Mrs. William J. Stevenson.

A five-cent bottle of milk is now available to these children in the Canal Zone schools who eat their lunches in the school cafeterias or in those sections of the Panama Canal Service Centers where school lunches are sold.

Put up in half-pint bottles, it is being sold at the special low price under a program sponsored jointly by the Health Bureau and the Supply and Employee Service Bureau.

The milk was first placed on sale in April in the school lunch section of the Balboa Service Center. It immediately became so popular that the Canal organization decided to place it on sale in all school lunch centers. At present it is available to the children in the Latin American schools, which are now in session. In September, it will again be placed on sale in all Canal Zone school lunch centers.

The five-cent bottles contain reconstituted milk which has the same properties as fresh dairy milk and has the endorsement of the Health Bureau as a nourishing and wholesome product recommended for inclusion in the daily diet of children and adults. It is also available in the Canal Zone Commissaries in quart bottles.

An American flag which has been flown over the Capitol of the United States is the main part of the Fourth of July display set up this week in the ground floor of the Canal Zone Library-Museum in the Civil Affairs Building. The flag was presented to the Canal Zone Government June 14 by the Canal Zone American Legion organizations. It was obtained through Sam Rayburn, Speaker of the House of Representatives, and the American Legion National offices in Washington at the request of the American Legion Department of the Panama Canal Zone.

The flag and the other items in the Independence Day exhibit will remain on display over the week-end.

The Panama Line Ticket Office in Balboa has been transferred from its previous location in the former Dispensary Building on The Prado to Room 243 in the Administra-

tion Building at Balboa Heights. The change and the transfer of the three employees in the ticket office to the Administrative Branch was made last Monday.

The transfer will permit a better coordination of the work involved in the issuance of travel authorization papers, steamship tickets, and stateroom assignments for employees and their families. Payments may also be made in the same office. The new arrangement is expected to be more convenient for these traveling on Panama Line ships.

Money orders can be purchased with speed and dispatch at the local Canal Zone post offices now that the Postal Division has adopted a streamlined method of issuing money orders. The new system went into effect July 1 with the use of a redesigned card money order form similar to that used by the United States Post Office Department at first and second-class post offices.

Instead of the old complicated system under which the purchaser filled out a money order application and the clerk transferred the information to the money order form, the purchaser now indicates the amount wanted to the money order clerk. The clerk writes in the desired amount and validates the money order. The purchaser has only to fill in the name and address of the person or firm to which the money is to be paid, together with his own name and address.

It is expected that the new system will cut down the length of the lines at the money order windows and will save time both for the customer and the money order clerks.

Relief in the heavy traffic congestion at one of the most troublesome spots on the Pacific side came this week with the opening of a new short street connecting Frangipani Street directly with Tivoli Crossing. The flow of traffic from several directions at the Tivoli and Frangipani Street grade crossings is expected to be further improved by the installation of signal lights. The contract for these installations has been awarded and the work will be done when equipment is delivered.

Port Operations In Cristobal Provide Jobs For Majority Of Atlantic Siders



CRISTOBAL PIERS jut out from the mole. They provide more than a mile of berthing space and about 15 acres of covered pier space. Approximately 2,000 of the Canal's employees depend directly on port operations for their livelihood.

Port operations at the Canal's Atlantic terminal far overshadow any other single business activity on the Atlantic side.

Approximately 2,000 of the Canal's employees are directly dependent on Cristobal port operations for their livelihood. Many others, such as employees of shipping agencies, are also directly affected, while the jobs of many thousands of others both on the Atlantic side and elsewhere in the Canal Zone and the Republic of Panama hinge to some degree on the level of port activities.

The Panama Canal Company's payroll for these 2,000 employees is now running at an annual rate in excess of \$5,000,000 and the force employed represents nearly one-fifth of the entire Company payroll.

This dominant position in Panama Canal operations and in the economic life of the Isthmus is easily comprehensible by examining some of the shipping statistics.

For the past three or four years more than 10,000 ships of all categories have gone in and out of the harbor annually. Most of these, naturally, are ships which transit the Canal without docking. However, in the fiscal year 1955 there were 310 ocean-going ships which entered the harbor, but did not transit. These include the large cruise ships with thousands of passengers; freighters which have Cristobal as one of their ports of call in the Caribbean; and such ships as the Panama Line vessels, which have the port as their southern terminus.

Cristobal is not only the principal port of entry for the Canal Zone and the Republic of Panama—it is one of the most important transshipment points in the world. It is estimated that about 90 percent of the cargo for Panama comes through the port. Additionally, all the ships needing repair go to Cristobal and most of those buying fuel tie up there

because of the difference in price there and in Balboa.

The Port of Cristobal dates back to November 1851 when the first two commercial steamers were driven into Limon Bay by bad weather and unloaded several hundred California-bound gold seekers at the wooden piers the Panama Railroad Company had built. Since that time the port has been the principal artery of commerce for the Isthmus.

During the first half century of its existence the port was periodically subjected to violent "northers" which played hob with its facilities and any shipping in the bay. The past half century has been characterized more by economic storms than those of nature.

The first of these economic upheavals occurred during the early Canal construction period when almost every new employee and nearly every ton of freight

were unloaded there. Considering the port facilities then and now, the amount of cargo handled during the early Canal work was staggering.

During the first five years about 23,000,000 tons of general cargo and railroad track material were handled in addition to 1,700,000 board feet of lumber, 190,000 crossies, and over 300,000 feet of piling. The amount of cargo stevedored in the fiscal year 1955 was 772,000 tons, as compared with the average annual rate of nearly 5,000,000 tons from 1904 to 1909.

Another period of high jinks at the Port of Cristobal occurred just before and during World War II. The volume of cargo was well above 2,000,000 tons a year from 1940 through 1943 and the situation was badly complicated by disruptions to shipping by enemy submarines and the subsequent use of the convoy system. This would bring a flood of vessels into port at one time and the amount of cargo to be handled fluctuated wildly from week to week.

It was during this period when the available cargo storage space on the Cristobal piers—normally far in excess of demands—became so badly overcrowded that it became necessary early in 1942 to embargo all ports against the receipt of transshipment cargo. This restriction was lifted after about one month but the movement of shipping and cargo into and out of the port continued at top speed until after the war ended.

Aside from its importance as the Canal's terminal, much of Cristobal's importance derives from transshipped cargo. Located at the junction of some of the principal trade routes of the world, the port is one of the most important in the world for this type of commerce, operating essentially as a free port where cargo may be unloaded and transshipped free of import restrictions.

The relative importance of this trade is directly reflected by tonnage figures. In the fiscal year 1955, approximately one-third of the 465,000 tons of cargo unloaded was reloaded and shipped out to other ports.

While more people are engaged in handling cargo than in any other specific activity at the port—the Terminals Division is the second largest of the Canal organization—cargo handling hinges, like all other direct or related operations, on the efficient handling of shipping in the port. This is a function of the Port Captain's office of the Navigation Division. Seventy-eight of the 114 U. S.-rate employees and 219 of the 478 local-rate employees assigned to this office are directly engaged in port operations. The others are mostly pilots or seamen assigned to transit duty.

A ship entering or leaving the port has its first or last contacts with the Port Captain's Office. The handling of a ship at Cristobal is substantially the same as the procedures at the Port of Balboa which were described in some detail in the March issue of THE REVIEW.

Aside from handling many more ships than at Balboa, there are certain other differences between the two ports. Since the Panama Line is the principal shipping service for the Canal Zone, the hand-



LITTLE THAT goes on in the Port of Cristobal is not known to these two. John T. Glancy, left, is Chief Customs Inspector for Cristobal. Capt. John Andrews, Jr., USN, is Captain of the Port.

ling of these ships involves more work than that of most other vessels. The Port Captain's Office now maintains radio-telephone communications with all three ships for 48 hours out of port. The office also furnishes weather reports for the entire Caribbean area to all vessels leaving port for sea. Hurricane maps are furnished in season. These reports and maps are prepared by the Navy's hydrographic service and are delivered to the ship captains with clearance papers.

The Port of Cristobal has acquired a reputation for its prompt and efficient handling of shipping, surpassing in most respects services provided at other large world ports. Ships are boarded, passed, and docked on a 24-hour schedule. There are two pilots on harbor duty from 6 o'clock in the morning until 10 o'clock at night and one for the remainder of the 24 hours. On busy days the harbor pilots sometimes handle as many as eight ships in one watch.

The Port Captain's office provides pilotage, tug assistance, and similar service for all vessels, except local traffic, docking at Cocolo, and its men board the relatively few small vessels entering Colon waters from countries other than Panama. The Port Captain is also responsible for all marine emergencies in the harbor; has charge of the explosive's dock at Mindi; and assigns pilots upon request to ships outside the breakwater.

A business in Cristobal harbor which has been increasing recently is the handling of large tows. The shipping of bulk cargoes by tug and barge is a relatively new service in Canal waters and is more time-consuming in port than the handling of freighters, since pilotage and tug assistance are provided.

To handle the heavy flow of marine traffic in the harbor, the Navigation Division maintains a sizeable fleet of small vessels of its own. This includes the tugs *Ahajucla* and *Trinidad*, and the sea-going tug *Cardenas*, all equipped for fire fighting; a fire boat and launch in Gatun Lake; seven passenger launches; three launches for passenger and utility service; two work launches; and the police launch *Paja*.

An important function of port operations is the work of the Customs Division. The work-load of the Cristobal Customs Office is several times that in Balboa because of the much greater amount of cargo unloaded and number of passengers disembarking in Cristobal. The office performs the required immigration functions for the port and the Customs Chief is also Shipping Commissioner. The personnel of the office consists of 20 employees who are on duty on a round-the-clock schedule.

The importance of the Port of Cristobal was greatly increased six years ago when all of the ship repair facilities of the Industrial Division were transferred from Balboa. The shops at Mount Hope provide modern equipment and skilled craftsmen for all types of marine repair work. Repairs and other service are provided for more than 1,000 vessels in a normal year's operations.

Although the Navigation, Terminals, Customs, and Industrial Division are the units most directly concerned in port operations, there are few units of the Canal organization which are not indirectly affected and many of these have a part of their personnel assigned on a full-time basis on work at the port.

The physical characteristics of Cris-



CRISTOBAL IS UNIQUE among world ports for its cargo handling since it operates 16 hours a day, seven days a week, while most ports only handle cargo eight hours a day. It is also one of the most important transshipment points of the world. Modern cargo handling facilities are available for most types of freight. Three of the men who direct operations are shown on the pier while unloading operations are in progress. Facing the camera, left to right, are: B. I. Everson, Transportation and Terminals Director; John W. B. Hall, Chief Stevedore Foreman; and A. E. Beck, Superintendent of the Terminals Division.

tobal Harbor are much simpler and the port facilities more concentrated than those of the Canal's Pacific terminal. From a high aerial view or on a map the harbor roughly resembles a deep cup or wineglass faced toward the Caribbean. The wide end of the cup is all but closed by the two long breakwaters which stretch from Toro Point on the west and Margarita Point on the east.

The harbor covers several square miles with safe anchorage for many more vessels than are ever expected at one time. The explosives anchorage is to the west of the breakwater entrance, while other large dredged anchorages are provided on either side of the Canal channel. These have a minimum depth of 42 feet, so that the harbor is capable of accommodating the largest ships afloat.

During the past war as many as 85 ships were anchored in the harbor at one time, and port authorities estimated that

200 vessels, including small ones, could be accommodated.

The principal port facilities, except for the Industrial Division and Oil Handling Plant, are clustered along and near Cristobal Mole. This is a long finger of filled land projecting from Cristobal Point at right angles to the shoreline. Here are located all of the principal cargo and passenger piers. They are Nos. 6, 7, 8, 9, and 10, each being about 1,000 feet long except No. 10 which is on the shore of Cristobal Point. They provide 545,900 square feet, or nearly 15 acres, of covered area in transit sheds.

The general cargo piers have more than a mile of berthing space, sufficient to accommodate as many as 14 average-sized freighters at one time. The piers are of masonry construction and are equipped with all modern facilities for handling cargo, including cranes, elevating forklift trucks, conveyors, stackers, tow trucks, and cargo dollies.

The efficient handling of cargo is a source of great pride to all connected with the operation. Cristobal is one of the few ports in the world where cargo handling is done more than eight hours a day. Cargo handling services are available there 16 hours a day for seven days a week. Cargo can be handled at the rate of 20 to 22 tons an hour, and the rate of discharge from ships compares favorably with that of any port in the United States.

Planning for the present-day port facilities in Cristobal began 50 years ago, but only the construction of the breakwaters was begun during the early Canal construction period. Because of the storms which had beset the harbor in the preceding half century, the Board of Consulting Engineers on the Canal construction recommended in 1906 the construction of the two breakwaters. Another plan was recommended two years later by Maj. William L. Sibert, Division Engineer. A board composed of Col. H. F. Hodges, Col. D. D. Gaillard, and Adm. H. H. Rousseau was appointed to study the problem and in 1908 sub- (See page 10)



MARINE BUNKERING operations are a vital port function. During fiscal year 1955, 2,002 vessels were bunkered at Cristobal. Above is Walter G. Laurie, Foreman for the Oil Handling Plant at Cristobal.

C. Z. School Children Have Average Teeth, First Survey Shows

The dental health of the children in the Canal Zone's United States schools is average or better than average, Dr. Lewis E. Fontaine reported in a detailed summary of the first dental survey ever made of Canal Zone children. Dr. Fontaine, Chief of Dental Services for the Health Bureau, was in charge of the survey which began in January and was completed in April.

His report covered only the children in the United States schools since the Latin American schools were in recess for the long dry-season vacation during most of the time the dental survey was underway.

A similar dental survey for the children in the Latin American schools was begun late in May and was completed about the end of June; statistics from that survey had not been compiled at the time this issue of THE REVIEW went to press.

Parents of all of the children who have been found in need of dental attention have been notified by the school nurses.

A total of 4,955 children, from kindergarten through sixth grade, were examined during the dental survey of the United States schools. The survey teams found that 38 percent of the children either had no dental defects, which meant that they have been receiving regular dental treatment, or had never had a dental problem.

Kindergartens and fourth-grade pupils had the highest percentage of good teeth, with 56 and 55 percent respectively.

The children in the United States schools averaged two fillings apiece, and there was an average of 1.5 decayed teeth among those in need of dental treatment.

Dr. Fontaine's report stated that the children's dental health will be even better in the future, with continued fluoridation of the water and with periodic dental examinations and treatments.

Port Operations In Cristobal Provide Jobs For Majority Of Atlantic Siders

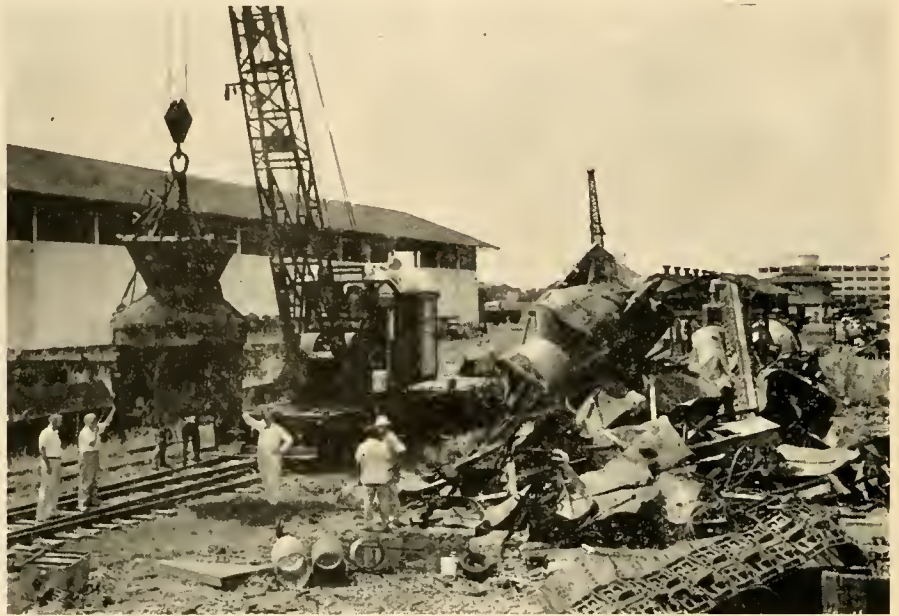
(Continued from page 9) mitted a recommendation which was adopted and followed.

There has been one change in this characteristic feature of Cristobal Harbor since. The east breakwater was originally only 6,200 feet long, leaving a gap of some 6,500 feet on the shore side. This gap was closed during the early part of World War II by the U. S. Navy to provide calmer water for planes landing at the Coco Solo Naval Station.

Both breakwaters now stretch more than two miles from shore with an entrance 2,000 feet wide directly in front of the pier area.

Final plans for the Cristobal terminal facilities were not completed and approved until 1910. During the early planning stages of the Atlantic terminal it was proposed to have a large anchorage basin for the port just south of Gatun Locks. This plan was changed and the 1910 proposal provided for a mooring basin one-half mile wide fronting the piers. This also was later changed and this area has never been used as a commercial anchorage.

Concrete Mixers From Madden Dam, Old Generators, Junked For Scrap



SALVAGED from the spot where they have been lying for the past 20 years, concrete mixers that were used during the construction of Madden Dam are broken up to swell the Canal Zone scrap collection.

Over three and a half million pounds of scrap, including some items discarded over 20 years ago, were collected in the Canal Zone between January 1 and the early part of June.

The scrap collection was the result of an intensified drive started at the beginning of the present calendar year to take advantage of the current high prices offered in the scrap market.

As usual, the bulk of the scrap collected was what the Division of Storehouses calls ferrous—or having an iron base—as differentiated from non-ferrous scrap, which is primarily non-iron.

Between January 1 and June 12, the scrap collection brought in 1,650 tons, or 3,300,000 pounds of ferrous and 225,000 pounds of non-ferrous scrap. This was well above the average for some time.

In their search for scrap, employees of a number of Panama Canal Company Divisions turned up some long-forgotten items. These included several old concrete mixers and the dollies on which they were hauled. The mixers and the dollies had been used during the construction of Madden Dam in the early part of the 1930's. After the dam was completed, the concrete mixers were abandoned near the junction of Madden and Gamboa roads.

When the scrap drive started several months ago, some of the Maintenance Division employees remembered the abandoned mixers and found them where they had been left 20 years or so ago.

From the former Gamboa gravel plant, scrap hunters salvaged pipes and beams to swell the ferrous scrap collection, while discarded and damaged forms, in which huge concrete blocks had been cast at Gamboa to armor Cristobal breakwater, provided more tonnage for the scrap heap.

A good part of the non-ferrous scrap came from the Armed Services, but some of that from the Canal organization were electric motors which had been scrapped in anticipation of the power conversion, together with the old generators from the Gatun hydroelectric station.

According to Storehouse officials, the scrap drive will be continued for some time. Last month they issued a memo-

randum "to all concerned" asking that they be notified of any equipment or articles which could be scrapped economically.

Failure To Yield Road To Emergency Vehicles Violates Traffic Rules

Failure to yield the right-of-way to an emergency vehicle, such as a piece of fire equipment enroute to answer an alarm, is a violation of the Canal Zone traffic regulations which is punishable by a maximum sentence of 30 days in jail or a \$100 fine, or both, officials of the Canal Zone Fire Division reminded the public last month.

The requirement that other drivers must yield the right-of-way is contained in section 5.62(a) of the Traffic Regulations, which provides:

"Upon the immediate approach of an emergency vehicle equipped with at least one lighted lamp exhibiting red light visible under normal atmospheric conditions from a distance of 500 feet to the front of such vehicle other than a police vehicle when operated as an emergency vehicle and when the driver is giving audible signal by siren, exhaust whistle, or bell, the driver of every other vehicle shall immediately drive to a position parallel to, and as close as possible to the right-hand edge or curb of the roadway clear of any intersection and shall stop and remain in such position until the emergency vehicle has passed, except when otherwise directed by a police officer."

An incident of this sort occurred early in June when the big pumper from the Balboa station was enroute to answer an alarm in Los Rios. The driver of a private car failed to yield the right-of-way at Corozo Crossing. The pumper was forced to pull almost to a complete stop to avoid running into the rear of the other car. The driver was later taken to Balboa Magistrate's Court and fined \$15.

Medical Tariff Changes Were Effective July 1

Several modifications in the Canal Zone Medical Tariff became effective July 1. Among these was the discontinuance of charges for visits to the first-aid stations.

Other principal changes were revision of daily rates at Gorgas and Coco Solo Hospitals to include laboratory services with no separate charges; establishment of separate rates for Corozal Hospital; revision of funeral charges; and discontinuance of charges for laboratory tests, such as blood chemistry tests and gastric analyses, for out-patients attending the various clinics.

Simultaneous with the announcement of the changes in the medical tariff, Col. Charles O. Bruce, Health Director, announced that the Red Cross Blood Bank program had been so successful at both hospitals that it would no longer be necessary to charge \$25 per pint for fresh blood used in transfusions.

Consolidated Personnel Services Is Job Of Central Labor Offices

(Continued from page 5) of course, not discounted as a source of information about available jobs although its reliability is sometimes questionable.

In the bygone days, personnel-wise, eligibility cards were issued to all local-area employees seeking jobs in the Canal. Now the use of the cards is being limited with the Canal organization to semi-skilled occupations, unskilled laborers, and "mass referrals,"—when a dozen or more men of this occupational type are sent out to a large construction or maintenance job.

Prospective employees of the Armed Forces, other government agencies, or of contractors working in the Canal Zone are given eligibility cards by the Division's Central Labor Office Branch before they report to the employment office of the agency concerned.

Under its present organization, the Employment and Utilization Division is made up of the Employment Branch, which also includes the Civil Service unit which performs its special functions for the Canal Zone Board of Civil Service Examiners for all government agencies in the Canal Zone; the Central Labor Office Branch; the non-United States Citizen Records Section, which includes Disability Relief Section; and the United States Citizen Records Section which also includes Civil Service Retirement and Government Employees Insurance.

All of these are now under one roof with two exceptions. These are the Cristobal Labor Office and the United States Citizens Records Section which remains in the Administration Building until there is room for its 4,700 in- and out-of-service files in a larger home for the Division.

"Since the reorganization of the Employment and Utilization Division last July," Mr. Welsh says, "much progress has been made toward standardizing and extending uniform personnel regulations, procedures, and practices to both U. S. citizen and locality-rate employees.

"In view of the continuing nature of this expanded personnel program and the emphasis being given to the application of the most advanced and comprehensive techniques available, it is anticipated that much more progress will be made as the program continues."

Foreseeing What's Ahead Is Job Of Economist For Canal Company



HUGH A. NORRIS
As Economist, he looks ahead

The crystal-ball department of the Panama Canal Company is located in an ordinary-looking office on the third floor of the Administration Building at Balboa Heights.

Unlike its carnival counterparts, there isn't a dim light, black cat, or astrologer's chart in the place.

Soothsayer-in-charge of this headquarters for prophecies is Hugh A. Norris who qualifies for THE REVIEW's singleton series because he is the Economist for the Canal Company.

A major part of his job has to do with forecasting trends in Canal traffic but occasionally he is called on to make what he calls an "educated guess" on every phase of the Company's activities—from the number of housing units which will be needed in 1960 to the volume of freight the Panama Line will carry to and from Haiti five years from now.

Like his office, the implements of his trade are prosaic enough. They are shelf after shelf of books and pamphlets and government reports, and stack upon stack of newspapers and magazines.

Here's an example of what he runs into in his day-by-day study of trends: Several years ago a new and productive iron ore field was opened in Peru. Canal traffic swelled as shipment after shipment of the ore went north to steel plants in the United States. But how long will this flow of ore continue? Will Venezuela replace Peru as a major source of ore, provided the Orinoco River is dredged to accommodate big ore carriers? Will the development of new ore fields in Labrador detract from the South American sources?

As Economist, Mr. Norris attempts to predict Canal traffic with some exactness two years in advance, for budget purposes. But frequently he is asked to make long-range predictions for long-range planning. Recently he was asked to predict the number of ships likely to transit the Panama Canal in the year 2000. He came up with a figure of approximately 13,000.

In his probings into the field of world economics, Mr. Norris concentrates on the probable movement of and demand for the 11 commodity groups which make up approximately 75 percent of the cargoes carried through the Panama Canal. These are: metal ores, mineral oils, lum-

ber, coal and coke, wheat, iron and steel products, nitrates, phosphates, canned foods, sugar, and bananas.

At the moment, he is attempting to determine how long the present heavy shipments of scrap metal from the United States east coast to Japan, via the Canal, are likely to continue. Scrap shipments now are building up to the record levels of the days just before the beginning of World War II.

Trade through the Canal to the Far East increased gradually after the end of the war until 1954, when it dropped off suddenly. It is again rising, largely because of the traffic in scrap.

Economics, Mr. Norris says, is not the exact science that chemistry is, for instance. There are too many "ifs" involved. From the Canal's comprehensive records it is fairly simple to determine what has happened in the past, but it is not so easy to tell what will happen in the future.

Mr. Norris was born in what is now Gorgas Hospital and graduated from Balboa High School with the Class of 1940 and from the Canal Zone Junior College in 1942. He began an apprenticeship as a wireman but the war and his service in the Air Force interrupted this.

After the war ended, he began to lead a double life. Nine months of the year he attended Bradley University in Peoria, Ill., and during the summers he worked here as a wireman. After several years of this, he earned his Bachelor's degree in Business Administration and his Master's in Economics. He has been the Canal Company's Economist since March 1954.

Like all of the Canal singletons to date, he thinks his job is the most interesting in the Canal organization (They're all wrong; working on THE PANAMA CANAL REVIEW is!) And he even hopes that his four-year-old son will follow him into the field of economics.

FELLOW GRADUATES



MRS. KEITH LANE and her son, Guy, of New Cristobal, are the first mother-and-son pair ever to graduate together from a Canal Zone High School. They received their diplomas last month at graduation ceremonies at Cristobal High School. Guy, 17, will go on to the Canal Zone Junior College next year. Another Lane, David, has just finished his first year at the University of Utah. With the two boys in college and other young Lanes still in school, Mrs. Lane says she'll just have to wait her turn for college.

70 New Firemen Start Intensive Training As Zone Fire Fighting Is Consolidated

An intensive program of training began this week for 70 locality-rate firemen who will staff the consolidated fire stations in the Canal Zone. The firemen were selected from over 1,000 men who applied for the jobs. When their two-month training period is completed, the firemen will be assigned to the 14 Canal Zone stations under the direction of United States citizen officers.

Before they were appointed as firemen-trainees, the 70 new employees were screened carefully by the Employment and Utilization Division of the Personnel Bureau and then interviewed by the Chief of the fire district to which they were assigned.

The training program planned for the new firemen will be directed by Chief W. H. Casswell in the Cristobal District, and Chief W. E. Jones in the Balboa District. Capt. W. G. Dolan, who occupies the newly-created post of Supervisory Drillmaster, will coordinate and monitor the training program in both districts. Captain Dolan has just returned to the Fire Division after several years as Chief of Civil Defense for the Canal Zone Government.

The firemen trainees will spend their first six weeks undergoing a basic fire-fighting course. This will include instruction as to how to handle everything from grass fires through grease fires in kitchens to ship fires. The 17 firemen who are to be stationed on the Atlantic side are being trained there, while the 53 Pacific side firemen are getting their training at the Balboa station.

Know Their Towns

After this basic training, the locality-rate firemen will be given some instruction in how to drive and operate the division's pumping equipment. This course will be followed by a week in which each locality-rate firemen will familiarize himself with the town, post, or base to which he is assigned. He will learn the streets, main buildings by type and location, the whereabouts of fire alarm boxes, and such potentially hazardous locations as shop areas, paint storage sheds, and oil handling areas.

After they have finished the intensive training, the locality-rate firemen will be given further in-service training during their probationary period which will last until they have completed a full year with the Fire Division. At the end of the first six months, they will take a written examination and thereafter will take part in the continuing training given by the Fire Division to all of its members. This training consists of classes and drills.

Employment of the locality-rate firemen and their training program are part of the consolidation of all fire-fighting activities in the Canal Zone. The consolidation, which was effective this week, will ultimately bring under the Canal Zone Government a total of 14 stations, eight of which were formerly operated by the armed services. Each of the military services for which the Canal Zone Government performs fire fighting duties will reimburse the Canal Zone Government for this service.

The consolidated fire-fighting activities



WILLIAM G. DOLAN
Fire Drillmaster

are headed by two district chiefs, W. E. Jones in Balboa and W. H. Casswell in Cristobal. Four former Fire Division lieutenants have been promoted to captains

and two of them will be assigned to each district. The new captains are P. F. Graham, A. J. Mathon, J. A. Taber, and E. L. Cotton. New lieutenants are C. F. Hallett, K. R. Coleman, and S. L. Churchill from the Canal organization, and D. W. Lowe and R. J. Douglas, transferred from the Navy fire organization.

Rodman, Cocoli, Coco Solo

The first armed-services fire stations transferred to the Canal Zone Government were the Navy stations at Rodman, Cocoli, and Coco Solo. This transfer of operations also involved the transfer to the Canal Zone organization of 36 locality rate firemen and five U. S.-citizen firemen who had been on the Navy rolls. Also effective on July 1 was the manning of the Gatun fire station with U. S.-citizen officers and locality-rate firemen.

When the training of the new firemen is completed, the Canal Zone Government's Fire Division will absorb the remaining Army and Air Force fire stations. The Navy and Air Force will retain responsibility for crash fire-fighting in connection with their aircraft, the Navy will continue to handle fires on its own vessels and all of the armed services will do fire-preventive and inspection work in their own areas.

Crowd Attends Paraiso High School Dedication



KEYS TO THE new Paraiso High School, latest of the buildings incorporated into the Latin American school system, were presented last month at a short impressive dedication ceremony in the school library.

In his presentation speech, Lt. Gov. H. W. Schull, Jr., pointed out that more than \$3,000,000 had been devoted to education in the Canal Zone during the fiscal year.

"Health and education together," he said, "consume 60 percent of the Canal Zone Government budget."

The building and its facilities, Colonel Schull said, "represent progress and opportunity," but moreover they represent the "determination of the Canal Zone Government to maintain strong scholastic institutions which offer the student a proper basic education for his future."

At the conclusion of his talk, Colonel Schull handed the keys to the new high school building to its principal, Ellis L. Fawcett. Mr. Fawcett accepted them on behalf of the school while Cyril Atherley, Vice President of the Paraiso Civic Council, made the acceptance for the community.

At the left, Colonel Schull presents the keys to Mr. Fawcett. Above, is part of the crowd which overflowed the library and listened to the dedication from outside.

Bound Sets Of REVIEW May Now Be Obtained

Bound sets of the first five volumes of THE PANAMA CANAL REVIEW may now be obtained on order. These five volumes include all issues from the first in May 1950 through that of July 1955.

Because of the limited number available, orders will be filled first for Company-Government offices or units, and secondly for individuals or other outside agencies. Requests for bound sets from individuals will be filled in the order received.

THE REVIEWS are bound in attractive fabricoid with THE REVIEW flag, volume numbers, and dates impressed in gold-leaf on the front cover and face.

The first set includes Vols. 1 through 3, and the second set includes Vols. 3 and 4. These bound sets cost \$11.50 each, or \$23.00 for the two sets.

Individuals who so desire may have all five volumes bound in a single cover for \$17.00. Individuals may specify covers in red, green, or black, with the latter being furnished unless otherwise ordered.

Company-Government units placing orders should do so by written memorandums, giving charge account numbers.

Other orders should be mailed direct to the Editor, THE PANAMA CANAL REVIEW, Balboa Heights, C. Z., accompanied by money orders made payable to the Panama Canal Company. Individuals placing orders should indicate if they desire all volumes bound in a single cover, since all other orders will be accepted only for volumes bound in two sets.

Canal Oldtimer Presents Rare Magazines To Library

More than a dozen magazines—some of them more than a half century old—were added recently to the Panama Collection of the Canal Zone Library through the kindness of a Canal oldtimer.

The magazines, and two old pictures, are the gift of Frank E. Greene of Detroit, Mich. He joined the Canal force in 1905 and was a clerk in the old Accounting Department when he resigned in 1918.

During a visit to the Isthmus for the dedication of the Goethals Memorial in March 1954, he looked over the library's collection of books and magazine articles on the history of the Canal Zone and the construction of the Panama Canal.

"Since his return to Detroit," according to Mrs. L. B. Burnham, Librarian, "Mr. Greene has been most helpful in sending us valuable magazines and clippings covering construction days and also in attempting to influence other members of the Canal Zone groups in the States to send material or to make us 'heirs' to such material if and when it should no longer be needed."

His latest gifts were the May 1906 issue of *Everybody's Magazine*; eight issues of *The Independent*, dated from 1905 to 1909; and four issues of *Outlook* for 1905 and 1906. In addition, he sent the library two small pictures of the Colon railroad station and the Hotel Washington. These had been given to him by John C. De La Vergne of Long Island, whose grandfather had worked on the Railroad during the 1850's.

Long Range Plan To Move Air Force Activities To Howard Is Announced

Announcement of a long-range plan to transfer Air Force activities from Albrook to Howard Field with a maximum interim use of the latter for air craft operations was made last month.

The plan was outlined in a letter from George H. Roderick, Assistant Secretary of the Army and Chairman of the Board of the Panama Canal Company. Excerpts from the letter were read to the Civic Council representatives at their June meeting with Acting Governor H. W. Schull, Jr.

The removal of aircraft operations from Albrook Air Force Base has been urged for the past several years by the Civic Councils and other groups as a safety

measure since the flight pattern for planes leaving or landing at the field is over the Balboa schools and the most densely populated area of the town. The move has also been urged by the Board of Directors of the Panama Canal Company for the past two years.

The plan outlined in Secretary Roderick's letter was developed on studies made by components of the Caribbean Command and was presented to the Secretary of Defense by the Department of the Army as the executive agency of the command. He said the Department of the Air Force considers the ultimate relocation of the Air Force activities from Albrook to Howard Field a desirable long-range objective to meet future military aviation needs in the Canal Zone.

No exact schedule of dates for any changes in the long-range plan has been announced. Secretary Roderick did say in his letter, however, that "the Air Force is able to consider funding only for minimum rehabilitation of existing airfield facilities at Howard Field as necessary to provide a capability to support current and emergency U. S. Air Force operations on an austere basis."

Nuclear Burst Over Gatun

(Continued from page 2)

traffic in the civilian communities of the Canal Zone during the test will be handled by Canal Zone Police. The Civil Defense Chief has requested that the public cooperate fully in the forthcoming test.

Although vehicular traffic will be halted during the test, the exercise will not affect the movement of shipping in Canal waters, the movement of Panama Railroad trains, nor that of emergency vehicular equipment on streets and roads.

Plant Appraisal Functions Transferred To Accounting

The Plant Inventory and Appraisal Staff of the Office of the Comptroller was abolished as of June 30 and the remaining functions transferred to the Accounting Division under the supervision of the Assistant Comptroller—Accounting.

The continuing functions will be performed by two units—the Plant Accounting Branch with Albert M. Jenkins as Chief, and the Plant Evaluation and Transfer Staff, of which Frank A. Baldwin is Chief.

The latter is a small staff responsible for developing the accounting for all transfers of properties between Government agencies, the inventorying of properties involved, appraisals as necessary, periodic analysis of the adequacy of depreciation reserves, and the handling of any questions on details pertaining to the valuation study presently under review by the Bureau of the Budget.

George Green Park



BACKED BY a slender waterfall which tumbles down a steep rock face, George Green Park is dedicated to the memory of the man who was the Canal's Municipal Engineer for over 25 years. It is located on Madden Road; the little park was one of his favorite spots. The monument itself is made from stone from Sosa Hill Quarry and was designed by Leo C. Page of the Architectural Branch. Funds to build it were contributed by Mr. Green's friends and associates. The memorial was dedicated in January 1951.

PROMOTIONS AND TRANSFERS

May 15 through June 15

Employees who were promoted or transferred between May 15 and June 15 are listed below. Within-grade promotions are not listed.

ADMINISTRATIVE BRANCH

George K. Hudgins, Jr., from File Clerk to Mail Clerk.

Sidney Temple, from Passenger Traffic Clerk, Transportation Section, to File Clerk, Records Section.

CIVIL AFFAIRS BUREAU

Mrs. Dorothy W. Cotton, from Clerk-Stenographer to Secretary (Stenography), Office of the Director.

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

Gerald F. Fox, from Student Aide to Recreation Assistant, Division of Schools.

OFFICE OF THE COMPTROLLER

Charles A. McArthur, from Accountant to Auditor, Internal Audit Branch.

ENGINEERING AND CONSTRUCTION BUREAU

Milford K. Bailey, from Foreman to Lead Foreman, Plant Engineer, Maintenance Division.

James A. Hoverson, from Foreman to Lead Foreman, Refrigeration and Air Conditioning, Maintenance Division.

Walter A. Marek, from Pipefitter and Plant Engineer to Plumber, Maintenance Division.

John L. Dougan, from Machinist and Plant Engineer to Refrigeration and Air Conditioning Mechanic and Plant Engineer, Maintenance Division.

Herschel N. Johnson, Jr., from Service Mechanic to Refrigeration and Air Conditioning Mechanic, Maintenance Division.

Jack A. Muller, Electrical Engineer, from Plant Inventory and Appraisal Staff to Engineering Division.

Ocus S. Kleinfelder, from Contract Officer to General Engineer (Specifications), Engineering Division.

John E. Davis, from Civil Engineer to General Engineer, Engineering Division.

Leon M. Warren, from Architectural Engineer to General Engineer, Engineering Division.

George T. Darnall, Jr., General Engineer, from Plant Inventory and Appraisal Staff to Engineering Division.

Richard O. Egger, from Apprentice Wireman to Wireman, Electrical Division.

Ira M. Payne, from Machinist, Locks Overhaul, to Construction Inspector, Contract and Inspection Division.

James F. Hood, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Austin E. Salter, from Wireman to Lead Foreman Wireman, Electrical Division.

Robert H. Stewart, from Civil Engineer to Geologist, Engineering Division.

Walter W. Carlson, from Relief Dredging Foreman to Lead Foreman, Barge Service Station, Dredging Division.

Lisle E. Gorham, Richard H. Evans, Russell W. Schmidt, Harlan P. Crouch, Julian P. Hackett, from Telephone Maintainer to Automatic Telephone Communication Equipment Maintenance, Electrical Division.

John E. Winklosky, from Safety Inspector, Director's Office, to Construction Inspector (General), Contract and Inspection Division.

OFFICE OF GENERAL COUNSEL

Mrs. Irene S. Walling, from Stenographer to Clerk (Stenography), Office of General Counsel.

HEALTH BUREAU

Dr. Evganie P. Shirokov, from Chief, General Surgical Section, to Chief, Surgical Service, Gorgas Hospital.

Maj. John M. Kohl, from Assistant Chief to Chief, Radiology Service, Gorgas Hospital.

Dr. Jose A. Filos-Diaz, from Resident, Gorgas Hospital to Medical Officer, Coco Solo Hospital.

Mrs. Susan S. Smith, from Medical Technician (General) to Medical Technician

(General-Supervisory), Coco Solo Hospital.

Dr. Dwayne L. Sargent, from Intern to Resident, Gorgas Hospital.

MARINE BUREAU

Lionel L. Ewing, from General Engineer, Plant Inventory and Appraisal Staff, to Admeasurer, Navigation Division.

Joseph J. Zambito, from Machinist, Lock Overhaul, to Towing Locomotive Operator, Pacific Locks.

Harold H. Fahrubel, from Electric Welder, Locks Overhaul, to Towing Locomotive Operator, Pacific Locks.

Alfred V. Simonsson, from Boilermaker, Locks Overhaul, to Towing Locomotive Operator, Pacific Locks.

SUPPLY AND EMPLOYEE SERVICE BUREAU

Gilbert A. Sollas, from Storekeeper (Receiving and Shipping), to Commissary Supply Assistant (Stock Control), Commissary Division.

Mrs. Dorothy C. Rose, from Clerk-Typist to Clerk (Typing), Housing and Grounds Division.

Mrs. Janet M. Bienz, from Steward to Supervisory Steward, Service Center Division.

TRANSPORTATION AND TERMINALS BUREAU

Frederick J. Wainio, from Supervisory Business Accountant to Supervisory Accountant, Terminals Division.

James A. Brooks, Merlin B. Yocum, from Supervisory Cargo Checker to Supervisory Cargo Officer, Terminals Division.

Mrs. Cecile G. Marceau, from Cargo Clerk to Cargo Clerk (Typing), Terminals Division.

James A. Barrett, from Supervisory Cargo Assistant to Supervisory Cargo Operations Assistant, Terminals Division.

Lynn T. Hornaday, from Supervisory Cargo Clerk to Supervisory Cargo Assistant, Terminals Division.

Arthur B. Rigby, from Yard and Road Locomotive Engineer to Yard and Road Conductor, Railroad Division.

JULY SAILINGS

From Cristobal

Panama	July 7
Cristobal	July 14
Ancon	July 21
Panama	July 28

From New York

Cristobal	July 5
Ancon	July 12
Panama	July 19
Cristobal	July 26

(North- and south-bound ships are in Haiti Mondays).

RETIREMENTS

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

Carl G. Brown, New York; Supervisory Sanitation Inspector, Sanitation Division; 35 years, 11 months, 21 days; St. Petersburg, Fla.

George N. Engelke, Georgia; Assistant General Manager, Commissary Division; 44 years, 9 months, 26 days; Bentonville, Ark.

Harvey W. Green, Missouri; Food Inspector, Division of Veterinary Medicine; 29 years, 2 months, 26 days; Panama, for the present.

Joseph H. Michaud, Maine; Supervisory Freight Traffic Officer, Railroad Division; 33 years, 6 months, 2 days; address undecided.

Mrs. Reva Starke, Kentucky; Cash Accounting Clerk, Commissary Division; 30 years and 21 days; St. Petersburg, Fla.

ANNIVERSARIES

Capt. Henry G. Ferri, one of the Atlantic Side's senior Canal pilots, wins top spot on the June list of anniversaries, by three days. One of seven employees who rounded out 30 years of government service in June, his service date of June 7, 1926, puts him three days ahead of the next three—Leonard H. Scranton, Mrs. Reva Starke, and Capt. Walter H. Kuhrt who share June 10 as their mutual 30-year anniversary.

A native New Yorker, Captain Ferri first went to sea with the Navy just before and during World War I. Then came years aboard Shipping Board vessels, and with the United Fruit Company and the Nosa and Waterman Lines. His first commands were with the Nosa Line, whose routes between the Gulf Coast and South America took him through the Panama Canal. He joined the Canal organization in May 1935. After the preliminary training assignments on docks and tugs which were part of pilot training in those days, he began his actual pilot work in 1936.

Off duty, Captain Ferri is an avid rummy fan. He plays, his friends say, whenever he can get a group together.

Captain Kuhrt, a Canal pilot, Mr. Scranton, Lead Foreman for Crane Operation and Rigging for the Industrial Division, and Mrs. Starke, Cash Accounting Clerk in the Commissary Division, have unbroken service not only with the Canal organization but also with their respective divisions.

Mr. Scranton, who comes from Madison, Conn., went to work with the old Mechanical Division as a rigger the same day that Mrs. Starke began work as a commissary saleswoman. This year's anniversary is Mrs. Starke's last; she retired the end of June and will live in Florida. Captain Kuhrt, who was born in Tomkinsville, N. Y., entered the Canal service as a third mate in the Marine Division. He began his pilot training in 1934.

George Washington Parker—his birthday is February 22 which may have something to do with his first two names—is next, chronologically, on the 30-year list. Now a Control House Operator at Pedro Miguel Locks, he began his Canal career on the police force. He has been with the Locks Division for the past 11 years.

Mrs. Mildred Stone, who completed 30 years of government service on June 16, has been a telephone operator throughout most of her service, although for brief periods she inspected commissary coupon books and worked as an Accounting Division operative. She is now assigned to the Cristobal telephone exchange.

Last, by dates, of the June 30-year employees is Henry L. Donovan, Director of the Civil Affairs Bureau and one of the few to have directed two Bureaus. He moved to Civil Affairs in 1953 from the Community Services Bureau which he had headed since its formation in 1950. Born in Brookline, Mass., he still has his Boston accent. He began his Canal career in what is now the Engineering Division and has demonstrated his versatility by serving in such widely different posts as lead of Civil Defense during World War II and as the Canal's liaison man with the military during the latter part of and just after the war.

25 YEARS

June brought Silver Anniversaries—for completion of a quarter of a century of government service—to two women and two men in the Canal organization.

Miss Rebecca Kendall, known to all her friends as Becky, has been on the Gorgas Hospital nursing staff for 25 years; she is now a Nurse Supervisor. The other woman who completed 25 years of service was Mrs. Isabelle C. Wolford, a Clerk-Stenographer with the Executive Planning Staff. She has had prior service with the Storehouses, Gorgas Hospital, and the Finance Bureau.

The two 25-year men are Joseph M. Cooke who, as Designing Engineer, heads the Engineering Division, and Melvin E. Walker, Manager of the Diablo Heights Service Center. Mr. Cooke is a comparative newcomer to the Canal service. The bulk of his government service has been with the Army Engineers. Mr. Walker began his Canal career with the Canal Zone

RP Roasted Ground Coffee Available In Commissaries

Coffee which is roasted and ground in Panama is now being procured by the Commissary Division from three local supply sources and is available in all U. S.- and local-rate commissaries.

This is the first time that ground roasted coffee has been purchased here for retail sale. Heretofore the Commissary Division has bought green coffee and roasted and blended it.

The Commissary's own packaged blend, such as Tivoli and Mocha, are also available.

Police; he has been with the Service Centers since 1945.

20 YEARS

Nine of the twelve employees who completed 20 years of Government service last month have worked with the same Canal unit during their entire service and seven of the dozen have unbroken Canal service.

Those with continuous Canal service and, coincidentally service in one division only, are: **Shirley E. Clymer**, Clerk-Stenographer with the Housing and Grounds Division; **Fred A. Dube**, Orthopedic Technician at Gorgas Hospital; **Alton J. Hayward**, Machinist, Industrial Division; **Irl R. Sanders, Jr.**, Head Foreman for the Terminal Division's dock and pier maintenance; **Gordon A. Updyke**, like Mr. Hayward a Machinist in the Industrial Division; **William Wall**, Canal pilot; and **Aloysius S. Zon**, Policeman with the Balboa District.

Other 20-year employees are: **John T. Burns**, Chief Towboat Engineer with the Navigation Division; **Gordon Graham**, Supply Requirements Officer with the Storehouses; **Rufus C. O'Neal**, Traffic Controller in Cristobal; **Jack Pearson**, Machinist, Gatun Locks; and **Agnes T. Wilkinson**, Cash Accounting Clerk, Commissary Division. Mr. Burns, Mr. Graham, and Mr. O'Neal have worked only with their respective divisions.

15 YEARS

The increase in employment just before World War II when The Panama Canal-Panama Railroad force (in June, 1941) totaled 33,254 compared to today's total of 14,077, is reflected by the number of employees who completed 15 years of Government service last month.

Of the 25 15-year employees, 13 have unbroken Canal service. Some of the remainder interrupted their Canal careers to serve in the military forces during the war.

Those with unbroken Canal service are: **Samuel D. Brinkley**, Machinist, Miraflores Locks; **Margaret C. Brenneman**, Staff Nurse, Gorgas Hospital; **Benjamin R. Brundage**, Chief Towboat Engineer, Navigation Division; **Rufus L. Carey**, Wireman, Pedro Miguel Locks; **Horace E. Coleson**, Machinist, Miraflores Locks; **James C. Cross**, Commissary Supervisor, Commissary Division; **John M. Klasovsky**, Control House Operator, Gatun Locks; **Edgar H. Light**, Quarantine Inspector, Navigation Division; **C. J. O'Sullivan**, Commissary Supervisor, Commissary Division; **William G. Slaughter**, Auto Repair Machinist, Motor Transportation Division; **Robert C. Walker**, Chief, Internal Security Branch; **Wilfred R. Waldrip**, Commissary Supervisor, Commissary Division; **Margaret C. Yerkes**, Procurement Clerk, Gorgas Hospital.

Those whose service with the Canal organization has been broken are: **Gerald Brennan**, Chief Towboat Engineer, Dredging Division; **James A. Cruz**, Signalman, Navigation Division; **James C. Cullen**, Mechanical Engineer, Engineering Division; **Thomas J. Egger**, Customs Guard, Customs Division; **William D. Goodwin**, Yardmaster, Railroad Division; **Robert W. King**, Machinist, Pedro Miguel Locks; **Leo J. Krziza**, Supervisory Administrative Assistant, Motor Transportation Division; **Robert W. Lawyer**, Policeman and Motorcycle Officer, Police Division; **Ralph D. Robinson**, Restaurant Manager, Diablo Service Center; **Spencer B. Smith**, Signal Maintainer, Railroad Division; **Howard L. Wentworth**, Pilot; and **Anthony G. Winkes**, Electric Welder, Industrial Division.

Rewarding Days Ahead, Governor Anticipates



ONE OF THE first groups to meet with the new Governor was made up of representatives of organized labor in the Canal Zone. Left to right, above, are: John F. Rice, a fireman and second vice president of the Central Labor Union; Fred H. Hodges, First Engineer of the Brotherhood of Locomotive Engineers; Louis S. Damiani, Secretary of the Operating Engineers, and first vice president of the Central Labor Union; Curtis L. Coate, Labor Representative on the Wage Board; Rufus Lovelady, president of the local American Federation of Government Employees and national vice president of the AFGE; George T. Fitzgerald, president of the Marine Engineers; Lt. Gov. H. W. Schull, Jr.; Edward W. Hattchett, president of the Central Labor Union; and Gov. W. E. Potter.

(Continued from page 1) special attention to the diversity of the Canal operations and the importance of employees functioning as a team in accomplishing the principal mission of the Canal—that of transiting ships from ocean to ocean.

"The men and women who make up the Panama Canal organization perform a function of highest priority to our Government and of highest service to world commerce," he stated. "The complexities involved in this important operation cover highly technical work and the entire range of normal community living.

"For many obvious reasons it is essential that this group work with precision and efficiency. This teamwork hinges heavily on that very human factor we call morale. I hope to center much of my efforts to the end that the morale of all our employees and that of their families will be sustained at a high level.

"The Canal organization has been put to some rather severe stresses during recent years—the war period and the subsequent readjustment to peacetime operations, and since then the reorganization which has affected the living and working conditions of most of the employees.

"I foresee that further adjustments will be necessary in the near future as commitments of our nation under its treaty with the Republic of Panama become effective. To the extent possible the required changes will be made with minimum of disarrangement possible to the lives of our employees.

"One of the principal objectives of my administration will be to keep you fully informed in advance of any changes to be made.

"It has been a great pleasure to meet many of you personally during the relatively short time I have been on the Isthmus. I shall continue to extend my personal acquaintance, particularly among the people of the Canal organization.

"As I face my four-year term as ad-

ministrator of this important organization, I look forward to serving with you and for you. I hope each of you will give me your confidence in all matters affecting your jobs and your living conditions. And, I pledge you my best efforts to your welfare and to the continued success of the Panama Canal and its allied operations."

Employee-Purchased Bonds Now Show Date Of Payment

Information indicating when payment for a government bond was made or completed is now shown on the face of bonds purchased by Company-Government employees under the payroll deduction plan. The additional data made its first appearance on the bonds last month.

The plan was suggested by Bertha I. Frensey of the Comptroller's Office. Authority to include the additional information on the face of the bond was obtained from the Federal Reserve Bank of New York.

The ending date of the pay period in which the bond was purchased or during which payment was completed, in the case of bonds purchased by installments, appears directly above the Issue Agent number and date of actual issue, like this:

Pay period ending 6-2-56
U. S. Savings Bond
June 15, 1956
Issue Agent 2-83

This example shows that payment for this particular bond was made or completed from the employee's salary for the pay period ending June 2, 1956, even though the bond was not actually processed and issued until June 15.

No change has been made in the issue date of the bonds. This is a separate imprint and determines the redemption date.

SHIPS AND SHIPPING

Transits By Ocean-Going Vessels In May

	1956	1955
Commercial	703	698
U. S. Government	25	24
Total	728	722

Tolls*

Commercial	\$3,215,786	\$3,080,281
U. S. Government	115,389	73,345

Total \$3,331,175 \$3,153,626

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

A U. S. Coast Guard Cadet Practice Squadron with 325 Coast Guard Cadets on board made its first visit to the Canal Zone during the past week as part of its annual summer training cruise to international waters. The squadron arrived here July 2 from San Juan, Puerto Rico, and will leave today for Havana, Cuba, the final port of call during the first phase of the Cadet's cruise. The entire squadron is under the command of Capt. Fred P. Veterick, Assistant Superintendent of the Coast Guard Academy. Capt. C. C. Knapp is Deputy Squadron Commander.

Enough birds and animals to more than stock a zoo or a circus were passengers through the Canal late last month, en route from Australia to Charleston and New York. The animals were aboard the SS *Pioneer Glen*.

The shipment included 40 camels, 100 wallabies, nine crates of swans, three crates of ostriches, and one case of echidnas—the remarkable, nocturnal, burrowing mammals which live “Down Under,” have spines mixed with their hair, and eat ants.

The animal shipment was only one of several unusual cargoes carried through the Canal in June. Listed as part of gen-



OPERATIONS of the Canal itself were the subject of long discussions last month between incoming and outgoing Marine Directors of the Panama Canal Company. Capt. Frank A. Munroe, Jr., left, Marine Director since May 1953, is leaving July 10 for his new post as Administrative Officer of the Puget Sound Naval Shipyard in Bremerton, Wash. His successor, Capt. Warner Scott Rodimon, came to the Isthmus from command of Destroyer Squadron 8 of the United States Atlantic Fleet.

eral cargo manifests on several ships were these items: Three-and-a-half tons of horseradish, three tons of crayons, 21 tons of “lacker” ware from Japan, 60 tons of bones, and—out of season as it may seem—16 tons of Christmas decorations from Holland en route to Los Angeles, and 25 tons of the same item from Japan to New York.

A first visitor to Isthmian waters last month was a Cuban naval training ship, the 2,300-ton frigate *Máximo Gomez*. The

training craft arrived in Cristobal harbor June 25 and left June 28. She was under the command of Comdr. Humberto Cancio, and had aboard a complement of 227.

Approximately 10,000 visitors took advantage of open house aboard the huge aircraft carrier *Franklin D. Roosevelt* last week when the carrier docked at Balboa for its second Isthmian visit.

New Yearly Record Also Established

(Continued from page 1) barley. The large number of tankers and ore ships moving through the Canal in May was principally responsible for the record amount of cargo and the average of over \$4,500 per ship in tolls. This average was considerably higher than that for the fiscal year.

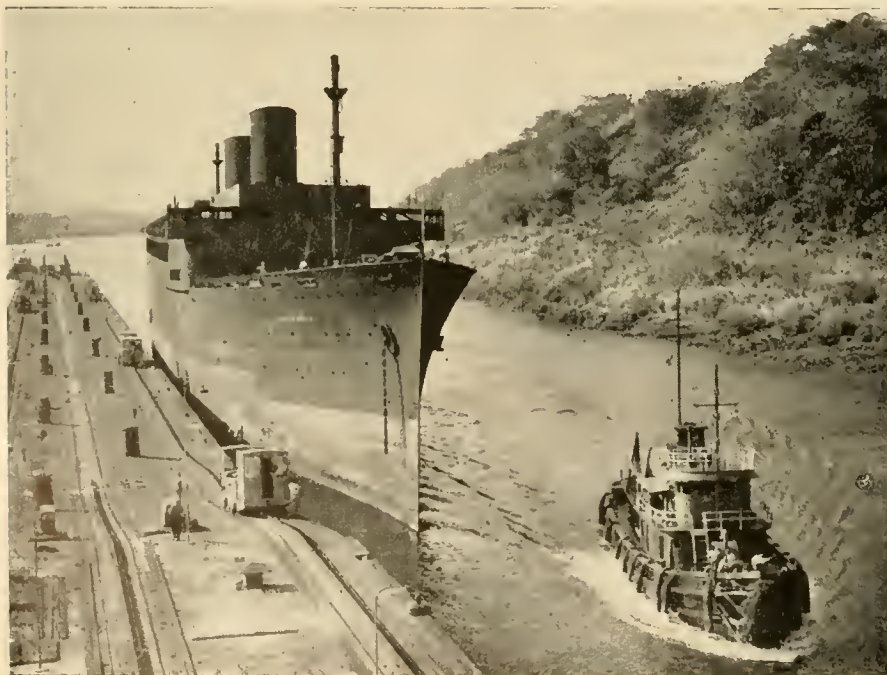
While there have been occasional shipments of dry cargo in tankers through the Canal in past years, the movement of five large tankers in such trade in one month was unusual. The shipments, averaging well above 15,000 tons of barley, were enroute from Canada or the United States to north European ports.

Oils, Ores Up

The heavy shipment of oil, metals, and ores reached the highest levels of any year in the postwar period in the fiscal year 1956. The 12-month average tonnage of petroleum and petroleum products of 600,000 tons was over twice that of four years previous. A similar increase has been shown in the amount of iron ore and metals, with tonnage in these commodities being more than doubled in a four-year period.

The most significant trend in the movement of shipping over the various trade routes in recent years has been the increase in the tonnage of vessels in the route between Europe and South American west coast ports. The net tonnage for the past fiscal year reached nearly 300,000 a month as compared with an average of less than 175,000 tons a month in the fiscal years 1952 and 1953.

Big Tow



HEADED for rejuvenation in a Norfolk, Va., shipyard, the venerable (24-year-old) *Matsonia* was towed through the Canal recently. She was one of the largest “dead” tows ever to be taken through the Canal. Transit of the 24,762-ton, 605-foot vessel was coordinated by the Marine Controllers who checked her passage through Locks, Cut, and Lake. The dead ship had three Canal pilots aboard and was assisted, altogether, by five Canal tugs although at no time were more than three tugs alongside her. The tug *Arraijan* took her from the outer anchorage at Balboa to Miraflores Locks, the *Gatun* from the outer anchorage to Gamboa, the *San Pablo* from the outer anchorage to Cristobal, the *Culebra* from the north end of Miraflores Locks to the south end of Gatun, and the *Alhajueta* from Gamboa to Cristobal. The ship, which ran during the war as the transport *Monterey*, is to be refitted on the east coast and returned to the Pacific to serve on the San Francisco-Hawaii run.