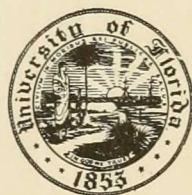


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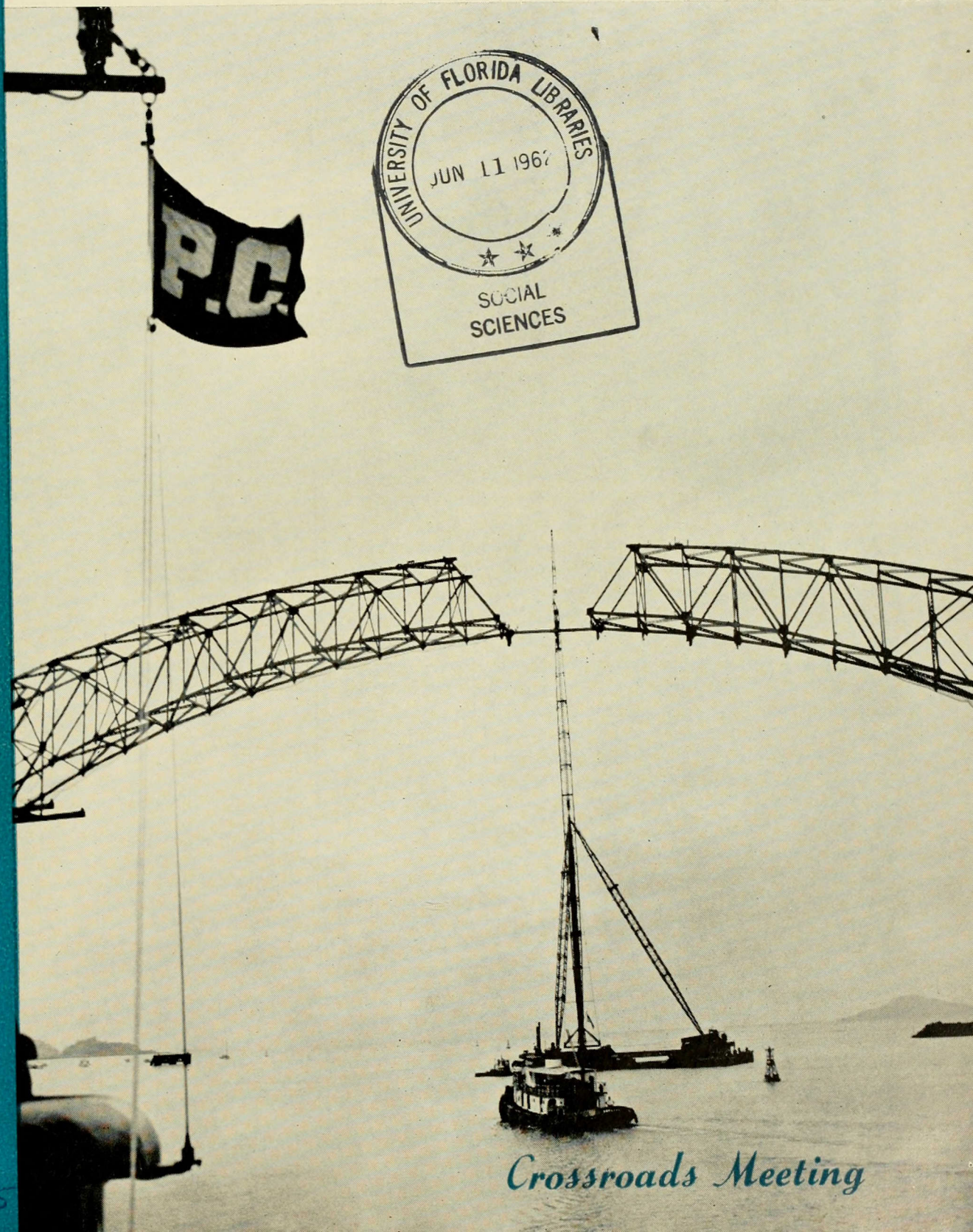


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THE
PANAMA CANAL
REVIEW

IN THIS ISSUE

Rules About Your Employment
A Seat Belt Safe Vacation
Your Election Rights
Stage Revival in Cristobal



Vol. 12, No. 11

June 1, 1962

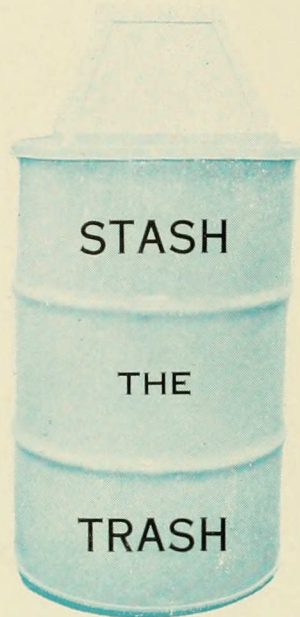
Crossroads Meeting

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ROBERT J. FLEMING, JR., Governor-President
W. P. LEBER, Lieutenant Governor
WILL AREY
Panama Canal Information Officer

N. D. CHRISTENSEN, Press Officer
JOSEPH CONNOR, Publications Editor
Editorial Assistants:
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Have You Noticed?

THE CANAL ZONE has declared war on litterbugs.

Enactment of the recent regulation which provides up to a \$100 fine and 30 days in jail for anyone convicted of littering any highway or street gives teeth to the attack, but success of the anti-litter effort still depends on the willing cooperation of all Zone residents.

A. I. Bauman, Superintendent of the Grounds Branch, says much littering in the Zone is done thoughtlessly. Anyone who ever has discarded a chewing gum wrapper or cigarette butt, tossed away an advertising leaflet, napkin, empty beer can, or paper cup, has contributed to the accumulation of litter.

And there's no reason for anyone to be a litterbug. There are more than 6,500 50-gallon steel drums at strategic locations throughout the Canal Zone—and new ones will be placed upon request. All that's necessary is a telephone call to Balboa 1308 or 2121, or Cristobal 2373. In addition to these steel drums, every house and apartment in the Canal Zone is supplied with a garbage can. And individuals and organizations are being urged to ask for extra disposal units when planning large gatherings which will generate a lot of trash in a public area.

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Solution of the problem is an individual responsibility. Littering, after all, is done by individuals, and only individuals can control it. They can do so by taking personal responsibility to avoid littering and never discarding anything except in proper receptacles.

Only you can keep the Canal Zone clean. Will you?

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The first meeting between the Personnel Bureau and employees' organization representatives was held May 14 at Balboa Heights. Attending were, from left: E. H. Womble, President, Local 463, International Association of Boilermakers, Iron Ship Builders and Helpers; A. J. Graham, Locks Security Force 1780, American Federation of Government Employees; J. C. Dyer, Wage and Grievance Representative of Central Labor Union-Metal Trades Council; L. F. Braden, Assistant Business Manager, Local 397, International Brotherhood of Electrical Workers; J. H. Elliott, President, Central Labor Union-Metal Trades Council; R. S. Jeffrey, Personnel Director's Office; D. J. Paolucci, Assistant to Personnel Director; Lloyd Anderson, Personnel Director's Office; N. R. Talbot, J. S. Catanzaro, Local 96, Marine Engineers Beneficial Association; D. P. Bender, Vice President, Local 595, International Union of Operating Engineers; R. F. Hesch, Local 811, International Association of Machinists.

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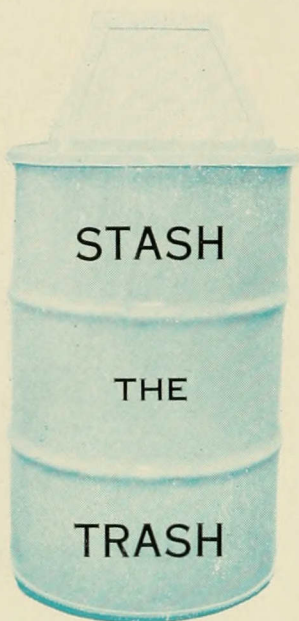
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cannot contain propaganda attacks upon agencies, individuals, or activities of the Federal Government.

For the purposes of recognition, units will be established on any reasonable basis which will assure a clear and identifiable community of interest among the employees involved concerning employment conditions, personnel matters, and other items appropriate for formal consultation.

Employee organizations, when requesting formal consultations, will be required to state specifically the proposed agenda items and include information necessary to facilitate preparation for the consultation. Requests for informal meetings for information purposes may be made orally, however.

The Personnel Director is to ensure that all employees are informed of their rights under the regulations and Executive Order 10988. He also is to take any steps necessary to ensure that no interference, restraint, coercion, or discrimination is practiced to either encourage or discourage membership in any employee organization. Provision also will be made by the Personnel Director for the instruction of management and supervisory personnel on their rights and responsibilities under the new regulations.



Officials of Local 900, American Federation of State, County, and Municipal Employees, discussed the proposed regulations with D. J. Paolucci, Assistant to Personnel Director, and, from left: Lloyd Anderson and R. S. Jeffrey of the Personnel Director's Office; R. A. Dean, Field Representative of Local 900; Reginald Callender, Executive Secretary; D. J. Paolucci; A. C. Bushell, Pacific-side Vice President; W. H. Sinclair, International Representative; H. W. Williams, Legislative Representative; and Peter Alexis, Acting President of Local 900.

included in the regulations are the following:

Employees have a right to form, join, and assist an employee organization having as a primary purpose the improvement of working conditions among Federal employees, or to refrain from any such activity, and to exercise such rights without fear of penalty or reprisal.

Recognition accorded employee organizations will not affect the special relationships of management officials with veteran, religious, civic, and social organizations on matters of special interest to such groups.

Consultations with recognized employee organizations will include policies affecting working conditions, but will not include such areas as the mission of the Company/Government, its budget, organization, assignment of personnel, or technology in performing work.

Employee representatives and individual employees are expected to deal with the management officials who have primary responsibility over the matter to be discussed, but suggestions, recommendations, or grievances may be carried through several levels of authority if necessary to obtain a final decision.

Within reasonable limits, employee representatives designated by recognized employee organizations will be permitted to attend meetings and consultations without charge to leave.

Activities concerned with the internal

operations of employee organizations, including meetings, solicitation of membership, and election campaigning are to be conducted outside of regular working hours, but will be permitted on Company/Government premises under specified conditions. Employee organizations also will be permitted to distribute and post notices and bulletins in designated areas, but such materials



Representing independent employee groups, at the meeting with D. J. Paolucci, Assistant to Personnel Director, and Lloyd Anderson of Personnel Director's Office at left were: Capt. F. M. Poore, Jr., Local 30, Masters, Mates, and Pilots; F. J. Busch, Division 690, Order of Railway Conductors; D. J. Paolucci; Capt. I. G. Hay, Local 30, Masters, Mates, and Pilots; P. M. Trim, Jr., Marine Traffic Controllers, Lodge 1559; and Herschel Gandy, Lodge 14, American Federation of Government Employees.

Meanwhile . . .

APPEAL REGULATIONS BEING READIED



WHILE THE MEETINGS and discussions concerning the Canal organization's plans for implementing Executive Order 10988 on Employee-Management Relations in the Federal Service were being held last month, the Personnel Bureau also was preparing the necessary regulations for implementing Executive Order 10987, which is concerned with employee appeals from adverse personnel actions.

Copies of the proposed regulations on appeals were to be mailed to labor organizations representing Canal employees late last month, with requests for comments to be submitted in writing to the Personnel Bureau. The comments received will be carefully evaluated and, where indicated, revisions will be made before the regulations are put into final form and put into effect simultaneously with those discussed in last month's meetings. Both are scheduled to be effective on July 1.

The purpose of the new appeals system being devised to implement the Executive Order is to provide employees with certain basic rights for a management review and reconsideration of adverse actions taken at a lower level. A major aim of the Executive Order on "Agency Systems for Appeals from Adverse Actions" is settlement of disputes as near to the level of disagreement as possible.

Actions which may be appealed under the system will be: Discharges, suspensions for more than 30 days, furloughs without pay, and reductions in rank and compensation.

Specific procedures and rights stipulated in Civil Service Commission guidelines and regulations about the new appeals system include:

The agency must notify the employee of the proposed adverse action and provide him with an opportunity to reply before making any decision to proceed with the adverse action. If a decision is made to proceed with the action, the employee must be sent a decision notice to that effect.

The decision notice will give the reasons for the action, the action decided upon, and the effective date. It also must notify the employee of his right of appeal, specifying to whom the appeal is to be directed, where it is to be filed, what the time limits are, and where he can get more information.

If the employee decides to appeal, he must do so in writing and must tell why he thinks that the adverse action is unwarranted.

An employee may appeal any time after he is notified of the decision and action taken, but not later than 10 calendar days after the effective date. This time limit may be extended by the agency, but only if the employee was not notified of the time limit, if circumstances beyond the employee's control prevented him from appealing within the time limit, or for other reasons thought sufficient by the agency.

In making an appeal, an employee is entitled to enlist the assistance of a representative of his own choosing. Both the employee and his representative are assured freedom from restraint,

interference, coercion, discrimination, or reprisal, and a reasonable amount of official time to present the appeal.

The system requires that an official at a higher administrative level than the one who decided upon taking the adverse action must consider the appeal from that decision and decide on the appeal. The official who hears the appeal will consider issues of fact, compliance with procedural requirements, and any other appropriate matters, such as equity or humanitarianism.

An employee is entitled to a hearing in making an appeal within the agency. The hearing may be held by one person or by a committee, and members are required to be fair, impartial, and objective. No one can be a member of the hearing committee who acted on or reviewed the proposed adverse action or the adverse decision, or who will review or act upon the report of the hearing committee.

Witnesses are permitted at a hearing and the agency is to make the witnesses available, if practicable, on a duty status. Like the affected employee and his representative, witnesses are assured freedom from restraint, interference, coercion, discrimination, and reprisal.

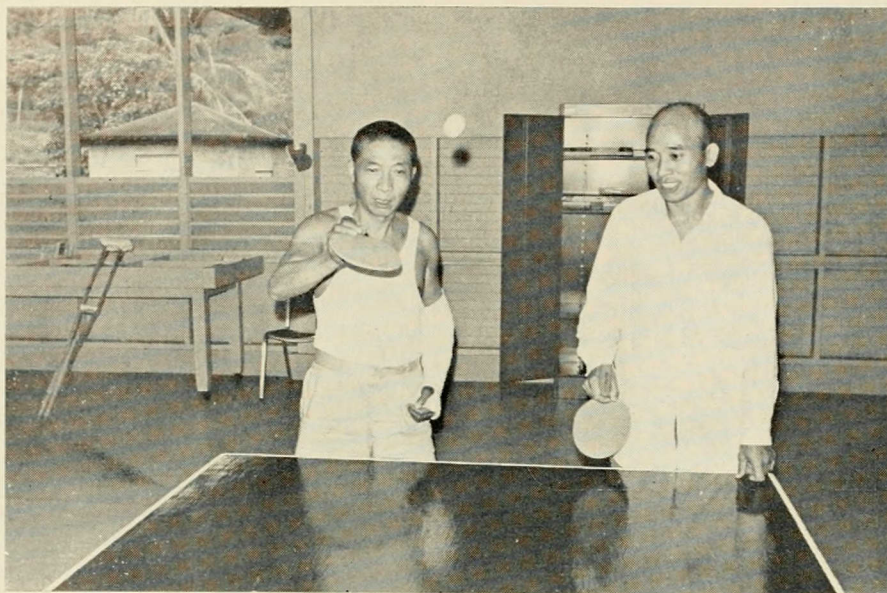
A record, in either transcript or summary form, must be made of the hearing. If it is a summary, it must be signed by both parties, with any exceptions to it stated in writing. The employee involved is given a copy of the transcript or summary.

The individual or committee hearing the appeal must make a written report to the appropriate official. The report may contain either findings of fact alone, or findings and recommendations. A copy of the report is given to the employee and to his representative. The agency official responsible makes the final decision after receiving the report.

In arriving at his decision, the official responsible will consider the entire appellate record. His decision may sustain or reverse the previous decision, or it may substitute a less severe action.

The employee is to be notified promptly of the final decision on the appeal and informed of any remaining appeal rights he may have. A copy of the notice must be sent to the employee's representative.

When the Canal organization's regulations on appeals have been put in final form and placed in effect, copies are to be made available to every employee of the Company/Government, so all employees will have an opportunity to know what their rights are under the system.



An injured arm doesn't keep one from enjoying a fast game of table tennis.

FUN and GAMES

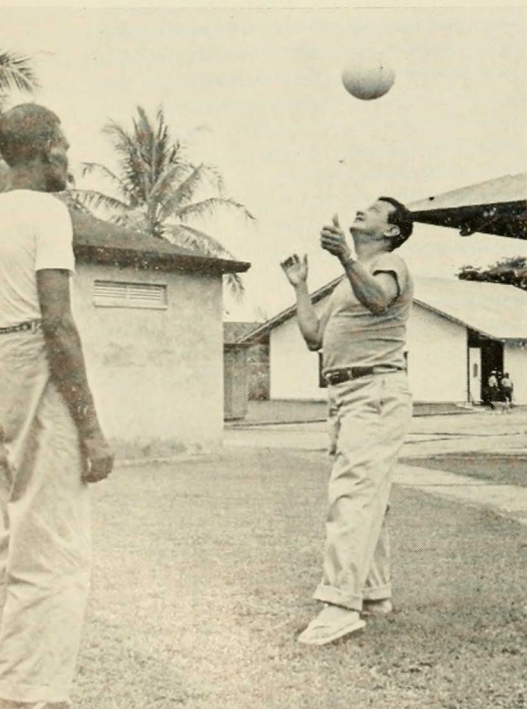
THE PING-PONG BALL flashed across the table as a pleasant looking young man returned his opponent's serve. "Sehr gut," he said, smiling broadly.

"Not bad at all," his opponent replied.

In another corner of the bright sunny room, two youths were engaged in a solemn game of chess. Although neither spoke the other's language, no words were necessary. Chess was, obviously, international.

The setting was not a United Nations Club Room in New York. It was the new recreation room in the Canal Zone

Soccer in that footgear?



Immigration Station at Corozal and the scene is a common one there these days.

The young men were merchant seamen staying at the Immigration Station waiting for new assignments to ships. Their nationality and the languages they spoke were as varied as the flags which fly from the vessels which pass through the Canal.

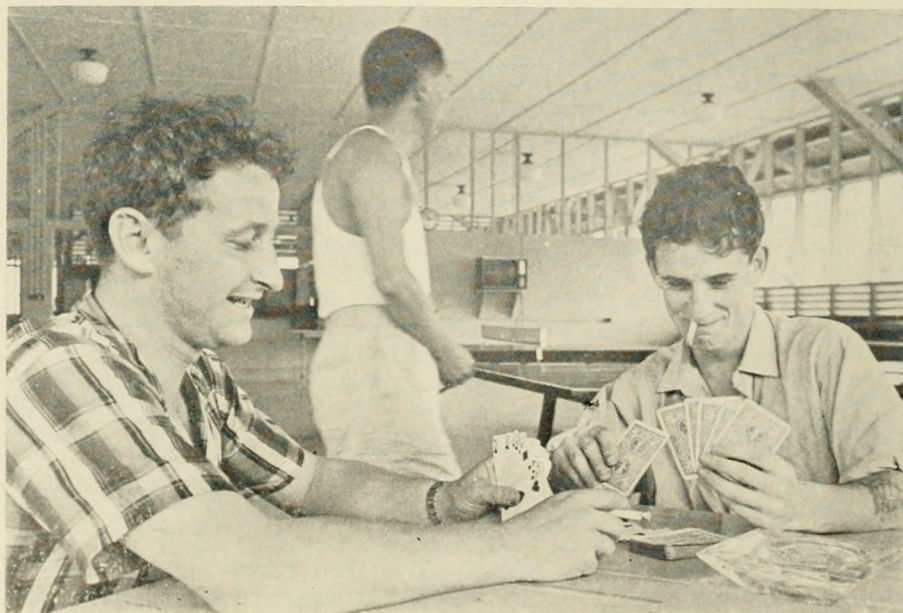
On the day when the spirited table tennis game was in progress, representatives of seven nations were residing at the Immigration Station. They included Italian, Greek, Danish, Chinese, British, and East Indian seamen, a majority of them recently discharged after emergency hospitalization in the Canal Zone.

All of them apparently were enjoying the leisure forced upon them by circumstances beyond their control.

The new look at the Immigration Station was brought about recently after Governor Fleming decided that merchant seamen and officers who have to stay in the Canal Zone Immigration Station should have better recreation facilities than in their rooms or the drab mess hall, part of which now has been changed into a recreation area.

The transformation included installation of new floor tiling, a few coats of paint, the addition of several potted plants plus a television set, ping-pong tables, card tables, games, and a radio.

And this ancient pastime is just as absorbing, no matter who's playing.



To come soon will be a selection of books and novels in the various languages spoken by the men who stay at the station.

The Immigration Station, which, Canal Zone authorities point out, is not a quarantine station, takes care of an average of more than 1,000 persons each year—most of them seamen and ships' officers who are being transferred to other ships or who have been in the hospital or otherwise delayed here while waiting for another assignment. Generally, all those at the Station are free to come and go as they please, so long as they check in at the Station each day.

In addition to the new recreation room, the facilities consist of barracks for officers and seamen, an office building, and a small mess hall where residents are served three meals a day from the Tivoli Guest House. The buildings are located on 1 1/3 acres of land.

Immigration facilities at one time did include a quarantine service, which was originally established in the Canal Zone during construction days at Culebra Island to protect public health. Because of the prevalence in those days of plague, yellow fever, and smallpox, the Quarantine Station did a rushing business. Old records show that between 1907 and 1920 there were 61,649 persons, mostly passengers in transit, held for medical quarantine purposes and only 1,833 for immigration.

After 1920, the number of quarantine cases steadily declined and the station, which had been moved to Balboa after the completion of the Canal, was used almost exclusively for immigration purposes.

The new station at Corozal was opened in 1943 and during the war years was used to house refugees from Europe who were unable to proceed to their destination or return to their homelands; seamen and passengers from ships which had been torpedoed and sunk; enemy aliens and aliens picked up for illegal entry. The station also provided shelter for a large number of contract laborers who were held for repatriation after the completion of defense projects in the Canal Zone.

At present, the Immigration Station is administered by the Canal Zone Customs Division, because Canal Zone Customs inspectors also enforce immigration regulations and act as Deputy Shipping Commissioners in the Zone.

B. E. Lowande, Chief of Customs, is also Shipping Commissioner. He and his deputies sign seamen on and off ships, see that they get their wages, and take care of other problems while they are staying at the Station.

... and at Gamboa School



Ballerina Deborah Danziger leads grades 1 and 2 ballet dancers Sharon Mills, Becky Jones, Kelly Farrell, Becky Mytinger, Marilyn Welborn, and Virginia Ray.

A DELIGHT to the eye as well as the ear was the "Maytime" program in which the Gamboa Elementary School last month combined the annual Music Week program with Physical Fitness Week, climaxed with the crowning of the May Festival Queen, Shelley Headrick.

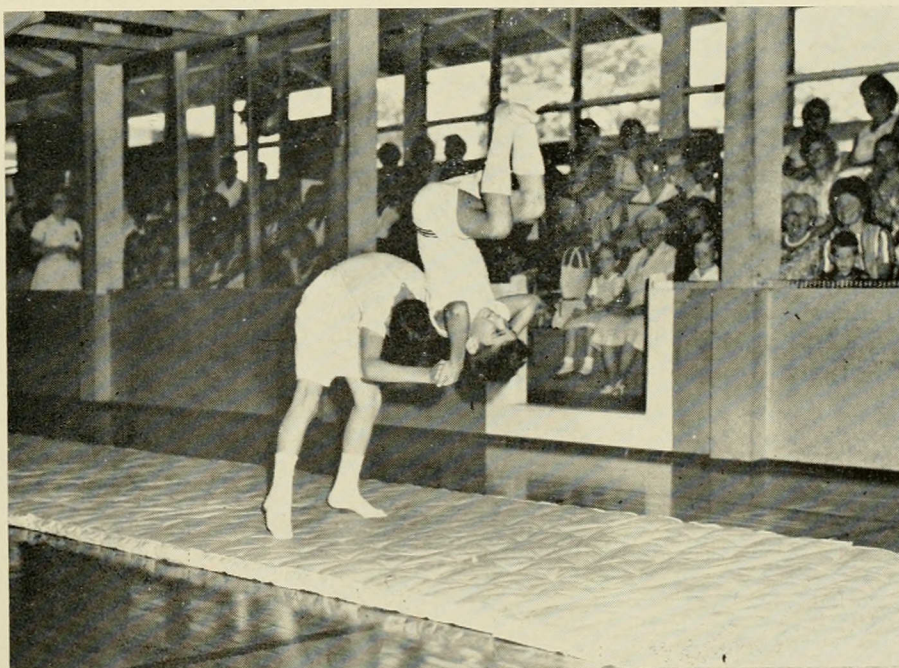
The Festival program opened with songs that are part of Music Week programs in English-language schools throughout the world. Then came the intermingling with Physical Fitness Week, with tumblers tumbling, clowns clowning, ballet dancers tripping lightly, gypsies dancing, maypole dancers

winding their ribbons in and out in the traditional pattern, and Robin Hood and his Merry Men, complete with bows and arrows.

In between the colorfully costumed, animated performances, vocal groups from grades 1 through 6 provided the sustaining thread of the musical program.

Laurence Senzer was narrator, Mrs. Ruth Banton served as program chairman, and Mrs. Mary Ellwood was pianist. Directors for the performances were Mrs. Banton and Mrs. Elizabeth Duff, while Don Connor was in charge of the tumbling act.

Tumblers Steve Nehring and Buddy Mills demonstrate their physical fitness and skill.



Gorgas Trains Medical Technologists

Students from four countries have attended Zone-operated School.

MEET a medical technologist anywhere in the Republic of Panama, or the Canal Zone, and chances are fair that he or she was trained at the school for laboratory technologists operated by the Gorgas Hospital Laboratory Service.

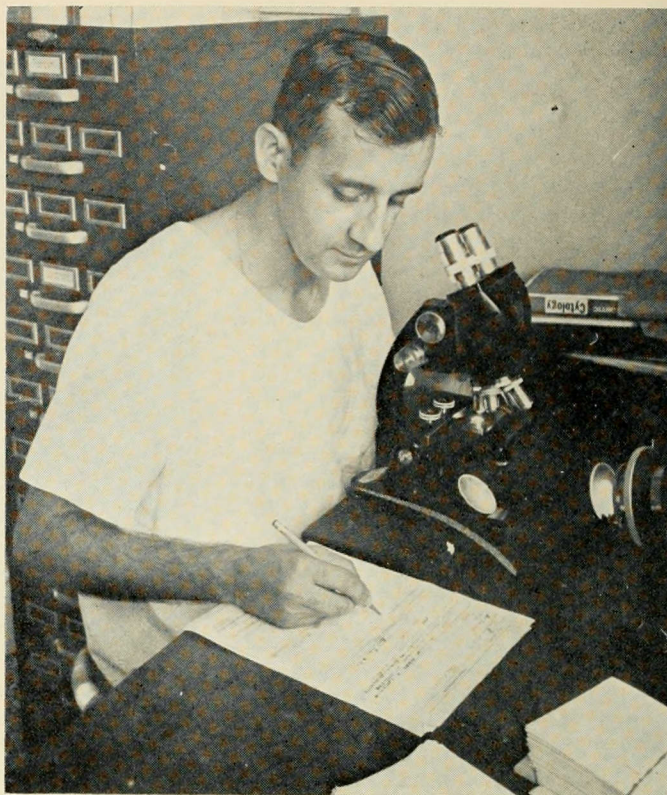
Twenty-eight medical technologists from Panama, Colombia, the United States, and even Lebanon, have been enrolled in the Gorgas Hospital school during the 14 years it has been in existence. The majority of the students have been Panamanian citizens, who now are working for the Republic of Panama

Health Services, Gorgas Memorial Laboratory in Panama, or Panama hospitals. Two of the most recent graduates, who received their certificates in May, will work at Panama's new Social Security Hospital.

The Gorgas Hospital school was started in 1948 by Col. Norman W. Elton, Chief of the hospital laboratory at that time. A major purpose was to train persons having the necessary college or university background so they could be recruited to work in Gorgas Hospital and could fill the need for such

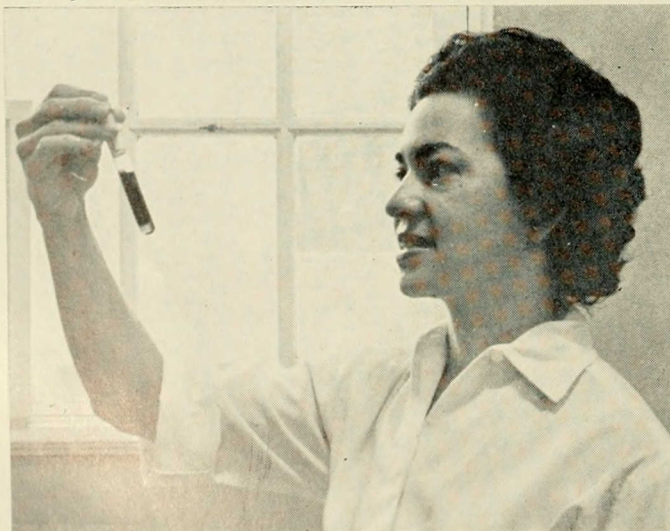
service in the Republic of Panama.

Dr. Carl M. Johnson, now director of Gorgas Memorial Laboratory in Panama, was one of the doctors who worked with Colonel Elton and the first class of medical technologists at Gorgas Hospital. He joined the Gorgas Hospital staff in June 1949, shortly after the school for technologists was started, and remained in Canal Zone service until June 1954, when he filled the position at Gorgas Memorial Laboratory left vacant by the retirement of Dr. Herbert C. Clark.

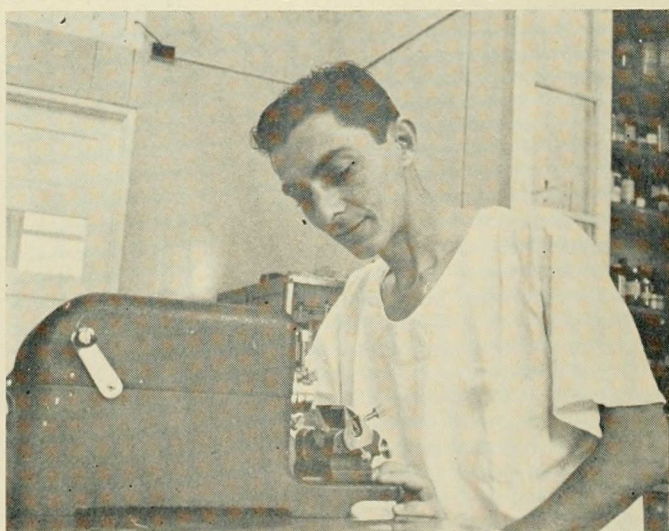


Jesús Figueroa makes notes on test smears in a pre-cancer diagnosis.

Judith Abello examines bacterial culture in test tube.



José Torres is shown using microtome to prepare tissue slides.



All the clinical laboratory work necessary in clinical investigations at Gorgas Memorial Laboratory is accomplished by Miss Berta Alvarado, one of the graduates of the Gorgas Hospital technologists' school. She was given a year's leave of absence to take the course, which she completed last year.

Another graduate is Dr. Ligia Sánchez, who now is with the Republic of Panama Health Service. She was graduated from the Gorgas school, then studied at the University of Panama School of Medicine, where she received her Doctor of Medicine degree. For the past 2 years she has been in charge of one of the Public Health dispensaries in Panama City.

A medical technologist in the Out-patient Laboratory of Gorgas Hospital, Kerima de Dormoi, obtained her Master's degree in the United States, then returned to the Isthmus and worked for Panama Health Services for a time before joining the Gorgas staff of technologists.

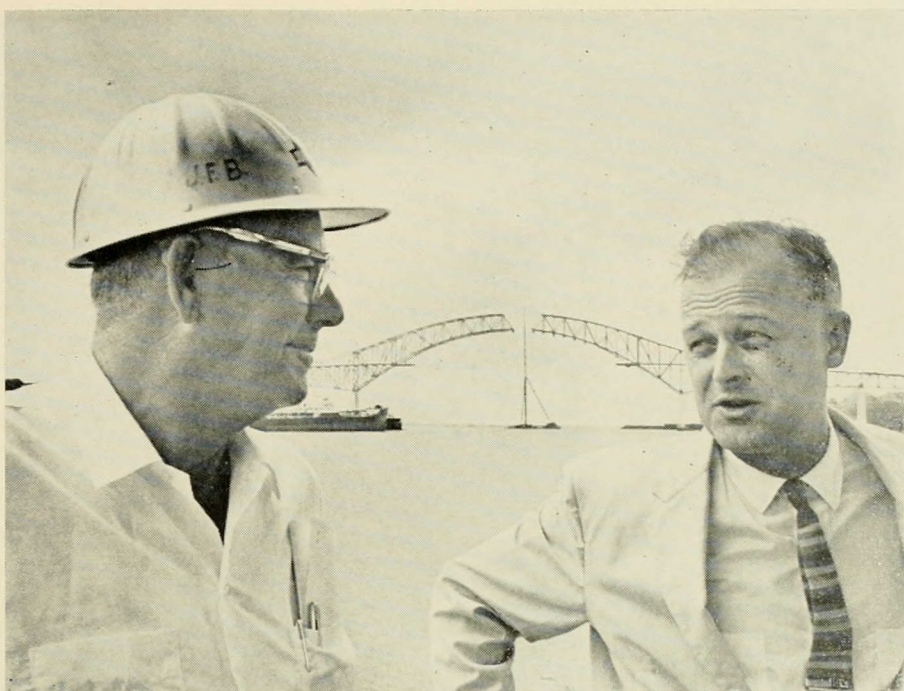
The latest two graduates as medical technologists from Gorgas, now preparing to join Panama's new Social Security Hospital, are Eneida Siu and Dolores Barreto, both of Panama.

Dr. Harold Mondragon, Chief of Laboratory Service at Gorgas Hospital, is the present director of the school for laboratory technologists. The 12-month session of the school will start in July.

No tuition is required for admission to the school for laboratory technologists, nor are there any other expenses. Students are selected on the basis of their college credits, which are evaluated by the office of the registrar of the American Society of Clinical Pathologists. The two top candidates receive a scholarship of about \$1,600 a year.

Admission requirements for the school are a minimum of 3 years of college, with 16 semester hours of biology, 16 semester hours of chemistry, and 3 semester hours of mathematics.

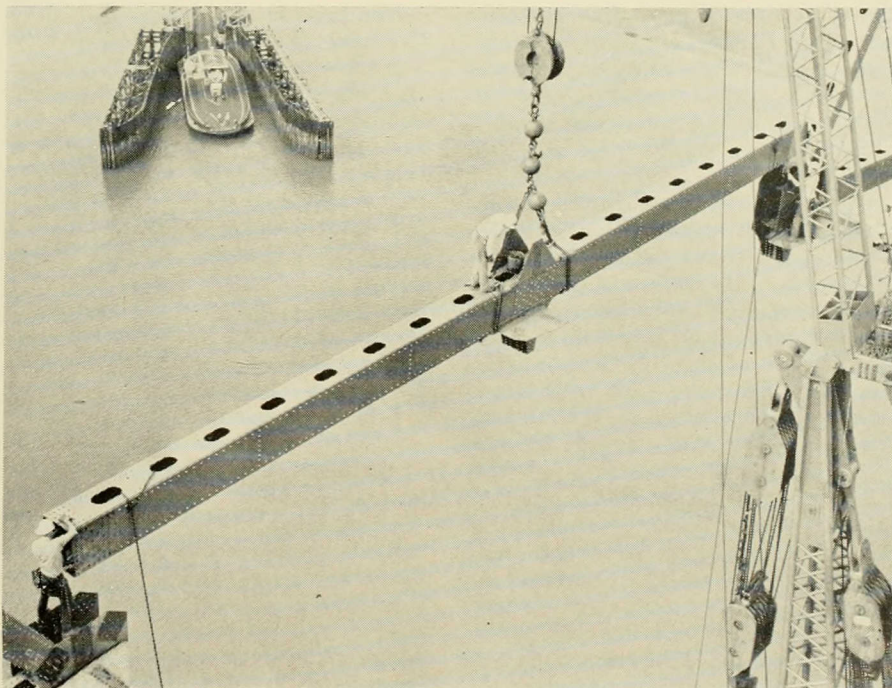
Graduates of the Gorgas Hospital School for Laboratory Technologists are José Torres, Judith Abello, Fita Campodonico de Márquez, Cándida Correa de Echeverría, Kerima de Dormoi, Dr. César Bernal, Telva de Olivares, Agnes Correa, Dr. Hedley Lennan, Dr. Ligia Sánchez, Berta Alvarado, Eneida Siu, Dolores Barreto, and Carlota Arguelles, all of Panama; Charles Luthas, Kay Fowler, Dr. John Wong, Kati Lewis, Ursula Steinberg, and Betty Davis of the United States; Camile Christopher of the Canal Zone; Jesús Figueroa of Colombia; and Rosemary Dominguez of Lebanon.

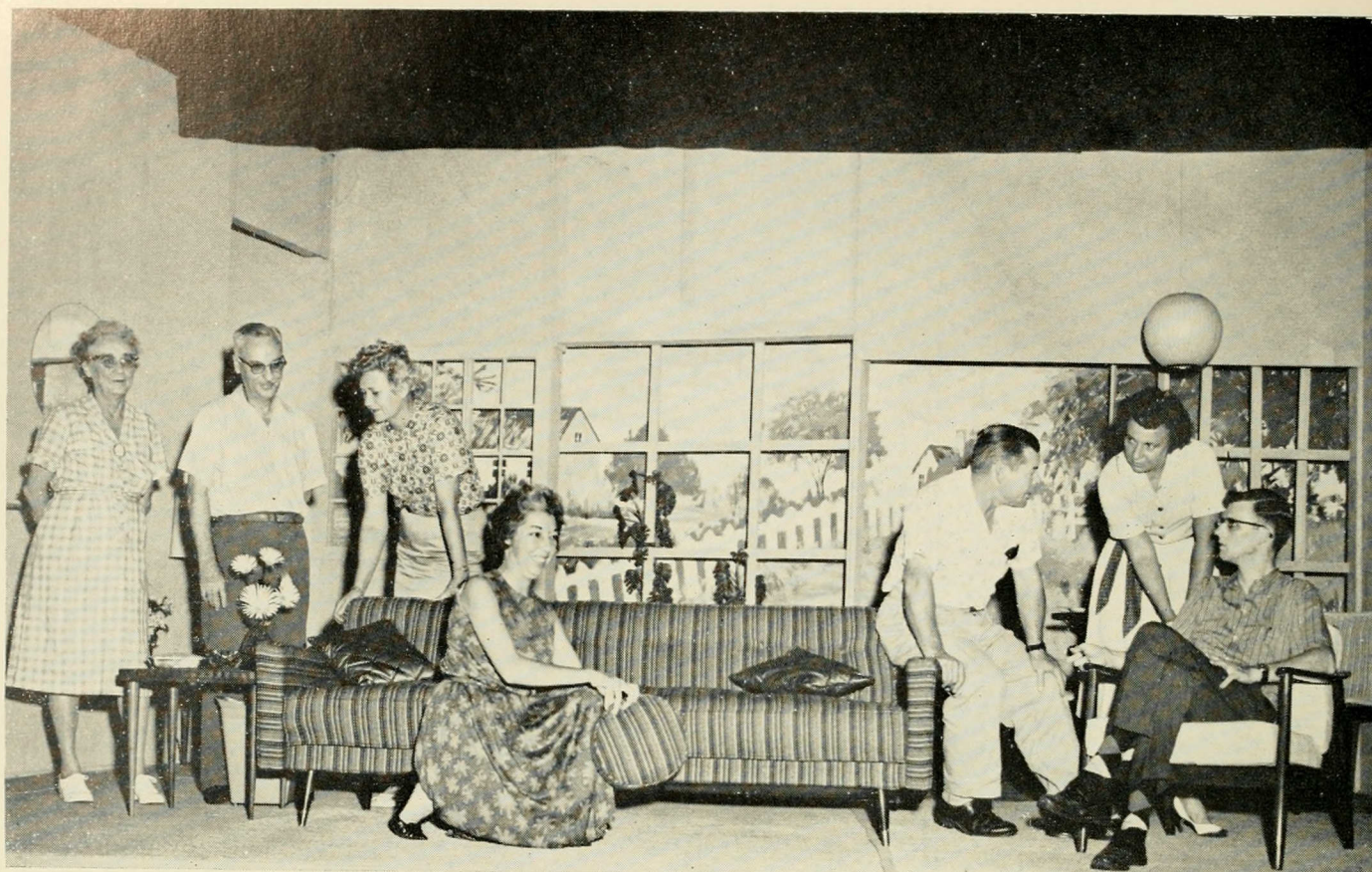


Soaring Bridge Arches Joined

THATCHER FERRY BRIDGE loomed in the background the morning of May 16, as Col. Mathew C. Harrison, at right in photo, Engineering and Construction Director of the Canal organization, discussed the bridge work with John F. Beasley, head of the firm erecting the superstructure. The two men, accompanied by Gov. Robert J. Fleming, Jr., various other Canal officials, and a group of newsmen and photographers from the Republic of Panama were aboard the tug *San Pablo* on their

way to watch the steel beam placed which would join the two arches of the soaring structure. The 70-foot beam, shown being lowered into place in the dramatic photograph below, taken from the top of the bridge arch by Richard Hebenstreit resident project engineer for Sverdrup, Parcel & Associates, designers of the structure, was released by the crane at 8:52 a.m., thus making a continuous unit of the bridge which will be carrying cars across the Canal before the end of this year.





On stage of Cristobal Little Theater, from left: Mrs. Miriam McDaid; Cristobal Junior-Senior High School Principal Paul L. Beck; Mrs. Agnes Allan; Mrs. Jo Maxwell, who appeared in "Send Me No Flowers"; Robert Thomas, Cristobal Little Theater President; Mrs. Hilda Baas of the Production Staff; and Surse Pierpoint, Actor-Director.

THE LITTLE THEATER THAT WOULDN'T DIE

A LITTLE THEATER which was active throughout World War II but almost became a peacetime casualty last month proved its restoration to rugged health and vitality as the Cristobal Little Theater presented *Send Me No Flowers*, a stage presentation with a title peculiarly applicable to the group presenting it.

What is now the Cristobal Little Theater had its beginnings in the 1930's in the basement of the Albert Motta residence on 10th Street in Colon, with formation of what is believed to have been one of the very first little theater groups south of the Río Grande. The principle behind the movement then, as now, was "to increase interest in drama and provide a vehicle for preserving dramatic talent."

Sparkplug in the reactivation of the Cristobal Little Theater was John L. (Pop) Williams, a retired Canal Zone employee, who was district wireman in Cristobal for many years. An original member and actor with the initial little theater group, Mr. Williams made many of the personal contacts necessary to

rekindle the sparks of interest which had never died.

The building which now houses the Cristobal Little Theater at France Field was a mere shell of what had once been an Army film theater. The building had not been used for a number of years and had been severely vandalized, with window screens gone, movable objects long since carted away, and the interior populated with rats, bats, and snakes.

But the Cristobal Little Theater group, in search of a stage for more than 6 years, wrapped the building in dreams, then spent many hours of effort, determination, and craft skills to make the dreams come true.

Robert Thomas of Gatun, an electrician in the Locks Division, a member of the Gatun Civic Theater group and now president of the Cristobal Little Theater, joined Simon Theriot of the building committee, Mr. Williams, and many volunteer workers to give the France Field Theater a facelifting and general rehabilitation. Mr. Theriot designed the stage and helped with its construction.

Timbers of the proscenium arch came from the old Gatun bridge, while the stage is made of wood obtained from the firm which salvaged the old Coco Solito buildings. The house lights were contributed by the former Superintendent of Gatun Locks, the late Hugh Thomas, father of the Cristobal Little Theater president.

While all the work was being planned and carried out, a benefit play, *Champagne Complex*, was presented at the Fort Gulick Theater in March 1961, followed by *Dial M for Murder* in May 1961, with income from both being used for modernization of the theater.

The original little theater group started out by presenting groups of one-act plays, but spread its wings and opened the heyday of the Atlantic-side little theater operations after moving from its basement headquarters to the Boy Scout Shack in New Cristobal.

First three-act play given by the group was *The Torchbearers*, presented in 1940 as war clouds gathered over much of the world. Encouraged and ambitious, the players went on to bigger

and better productions, specializing in hit shows. One play was still on Broadway when Isthmian theatergoers saw the Atlantic-side version. This was *My Sister Eileen*, which was presented on September 16, 1941, while the play was still on Broadway and before the movie release.

An outstanding highlight of "the good old days" was presentation of *Golden Boy*, which was directed by a professional theatrical producer stationed in the Canal Zone with the U.S. Army. The play required 12 changes of scenery, which was unusual in itself. But even more unusual was the gala opening night, when attendance at the performance was by invitation only, with tuxedos the stipulated dress for the men and evening gowns for the women.

The theater group could be serious, but could laugh just as easily as it could go formal—and it did so in uproarious style with the joyous productions of Gay Nineties' dramas such as *No Mother to Guide Her*, *Ten Nights in a Barroom* and *Pure as the Driven Snow*.

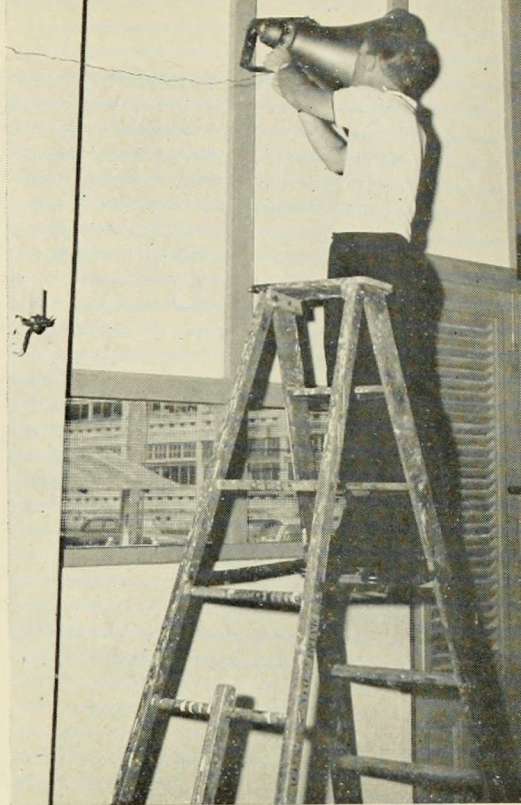
Membership in the Atlantic-side little theater always has been cosmopolitan in nature, with Canal Zone employees, diplomats, Colon Free Zone, steamship company officials and representatives, teachers, Colon businessmen, and home-

makers all lending their talents behind the scenes or as performers. And even non-members are welcome at the tryouts for new plays.

Peak membership of more than 300 was reached during the war years, when plays were given for the entertainment of more than 12,000 servicemen in the Zone, and the servicemen in turn joined the theater group to lend a hand in the entertainment field.

Then came the day when the Boy Scout Shack, along with other Panama Canal buildings in New Cristobal, were transferred to the Republic of Panama and the Cristobal Little Theater was left with willing actors but no stage. The Gatun Civic Theater, which had come into being and was producing plays in the Gatun Theater, also became homeless at the same time. The two groups united last year, then faced the problem of finding a suitable building, which they soon solved by obtaining the France Field Theater.

Some of the members of the original Atlantic-side little theater group still are active in the present organization. Paul L. Beck, Principal of the Cristobal Junior-Senior High School, one of the very first members, has appeared as an actor and also has served as a director of productions. Miss Grace Williams, now treasurer of the Cristobal Little



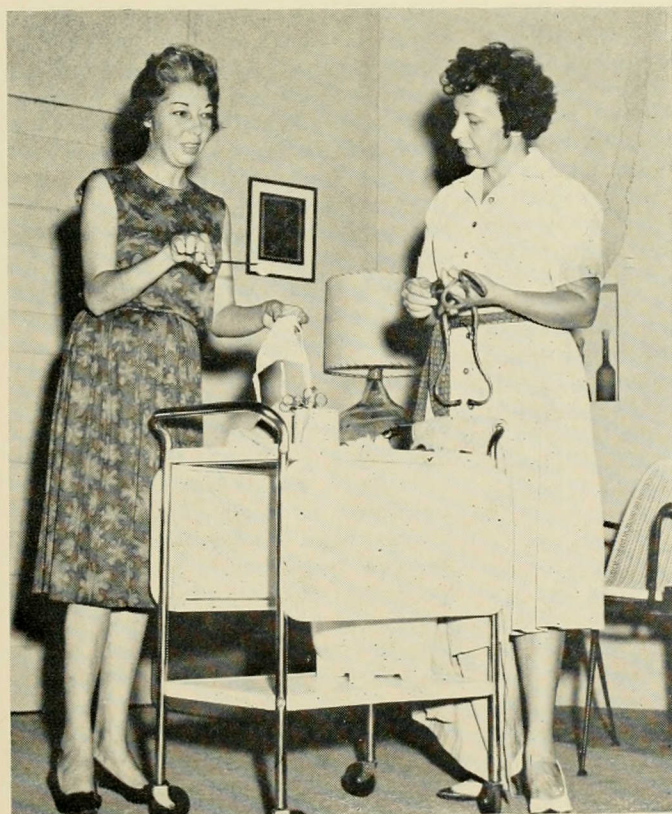
Jan J. Breebaart, foreign accounts manager of Motta International Free Zone operations, plays offstage role of electrician.

Theater, Mrs. Miriam McDaid, chairman of the present board of directors, and Mrs. Agnes Allan are among the many who take an active part in the theater group's activities.

Surse Pierpoint, who directed *Send Me No Flowers*, as well as playing a major role in it, is a nephew of the late Dr. Surse Taylor, who was a prominent member of the original Atlantic-side theater group.

Officers of the rejuvenated and newly housed Cristobal Little Theater are, in addition to President Thomas: John Blennerhassett, British Consul in Colon, vice president; Mrs. Thelma Lewis, a U.S. Navy employee, secretary; and Miss Williams, treasurer.

In the past, excess funds of the Atlantic-side little theater group were used for charity work and the Cristobal Little Theater hopes to continue the policy. The largest amount contributed by the original Atlantic-side theater group was \$4,000 to the Masonic Crippled Children's Home. Benefit performances were given during the war years for the Dutch East Indies Ambulance Appeal, the Children of Liberated France, and for the Red Cross. Locally, the Atlantic group also contributed to the Old People's Home in Puerto Pilón, Republic of Panama, and sponsored Boy Scout Troop No. 6 in the days when the Little Theater was housed in the Boy Scout Shack.

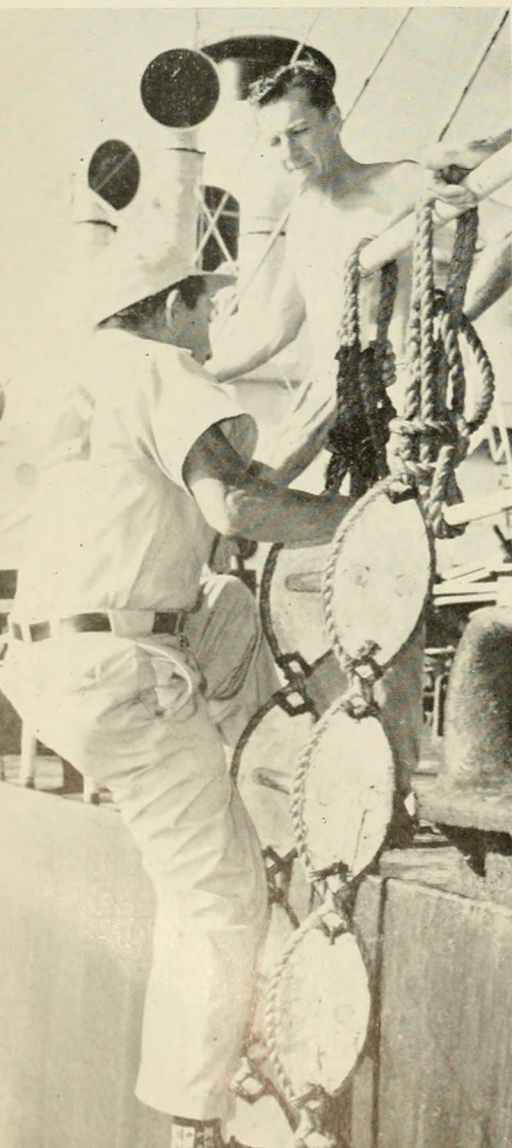


Mrs. Jo Maxwell, at left, production assistant, property mistress, and member of cast, discusses point in theatrics with Mrs. Hilda Baas, publicity director and prompter.

Improve- ments for Deckhands

Changes in use of Canal workers aboard transiting ships bring additional employee benefits.

Deckhand in new uniform boards ship.



U.S. Ray is one of four new launches to be used in new plan of operations.

THE U.S. *Ray* and U.S. *Sailfish*, first of four new passenger crew launches built for the Marine Bureau of the Panama Canal Company by Blount Marine Corp. of Warren, R.I., were to arrive at Cristobal the last week in May, after making their way across the Caribbean under their own power.

The two 53-foot craft were expected to complete the sea voyage without difficulty in about 7 days after leaving Key West. The entire trip from Rhode Island to the Zone was to take 2 weeks.

As soon as possible after arrival, the *Ray* and *Sailfish* are to be put into operation with the Navigation Division launch fleet on the Pacific side. With other launches, they will be used to carry Panama Canal deckhands who now are working aboard transiting ships under a new and improved operational procedure and pay plan.

Under the new plan, which began operation April 15, deckhands board ships a short time before the vessels enter the locks and remain aboard while the vessels go through the locks. They then debark and transfer to another ship. Formerly the deckhands made the entire transit from ocean to ocean.

Instead of being paid a set rate of \$8.16 for each complete transit of the Canal, the deckhands presently employed are being paid 90 cents an hour on a retained rate basis for the first 40 hours of work in any week and \$1.35 an hour for overtime. They also are eligible for night differential pay and an assigned day off each week. Other improvements provided for deckhands under the new plan include new khaki

work clothes with the Marine Division insignia on the back and on the breast pocket of the shirt, improved leave and retirement benefits, lockers for clothing, and shower facilities.

The change to the new system created approximately 50 new positions in the Marine Bureau requiring higher skills than those required of deckhands. These positions, a number of which have been filled by former deckhands, include those of launch operator, launch seaman, timekeeper, and supervisory personnel. Operation of the new system also resulted in 11 additional chauffeur positions being created in the Motor Transportation Division.

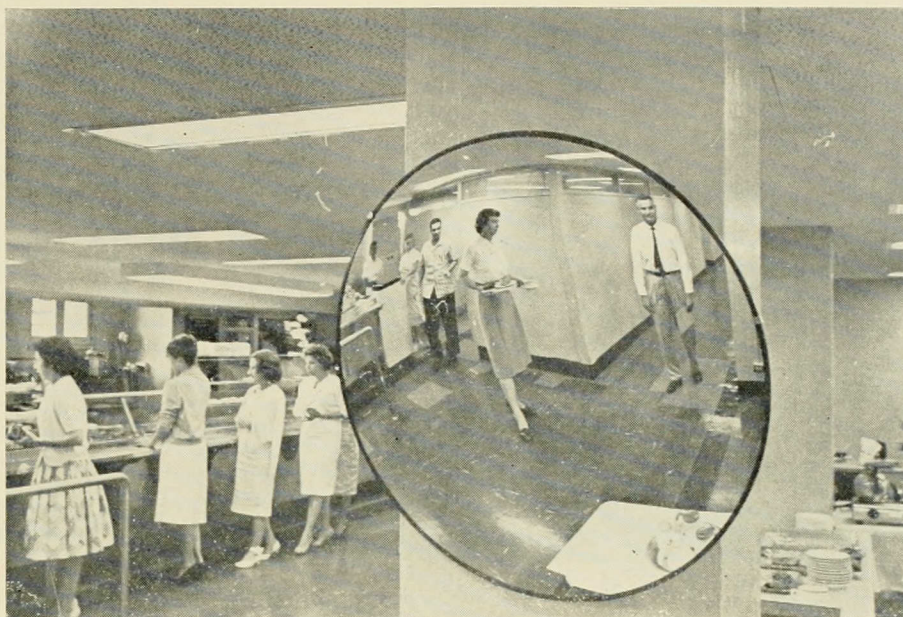
In addition to shower and locker facilities, the deckhands also are to be provided with check-in facilities which include space in which to eat their lunches and to relax between duty sessions aboard transiting ships.

The new operational plan was developed after a lengthy study of all factors, including the efficiency of the former linehandling system and past complaints by the deckhands. Officials in charge of the program say it has worked "very well" during the first several weeks of operation.

In addition to the *Ray* and the *Sailfish*, the two other launches for the Navigation Division fleet are due to arrive in the Canal Zone this month. They are the *Flying Fish* and *Tern*, also constructed by Blount Marine Corp., and scheduled for service on the Atlantic side. They, too, will make the trip to the Zone under their own power.

Confusing? It's not, really.

In fact, this mirror
helps individuals avoid
blind-corner collisions at
Balboa Heights cafeteria.



Incentive Awards

Where *small items* Make Money for You

WRITE about what you know best. That is the most basic and common advice given aspiring writers by successful authors. But the advice applies to award-winning employee suggestions just as much as it does to writing.

In other words, make suggestions about those things with which you are most familiar; things you know and understand.

Another bit of advice which applies equally to writing and making suggestions is: Don't overlook little things.

Beginning writers frequently believe the only potential markets are the few big, nationally-circulated magazines. Professionals, however, know that writing for the more numerous, but less well known magazines often will bring them more total income than they can make writing a few items for the big magazines.

Like beginning writers, many employees frequently fail to submit suggestions about some of their best ideas because "it's such a little thing."

But the "little things" are considered. Just as carefully as the "big things," in fact. Those in charge of the Employee Suggestion Program know that a lot of "little things" can add up to important and sizable totals. In fact, the "little things" normally are more valuable, when totaled, than the few big suggestions which are approved.

There are many opportunities for suggestions involving these "little things." It often takes no more than

5 minutes to explain your idea—and it may earn you \$20 or more. That's \$4 a minute, but many "little" ideas have earned their originators that much or more.

Like what, you ask?

Well, like the suggestion made by Alfredo Archibald that Panama Railroad and Maintenance Division employees wear Glo-colored vests for ready identification and safety. Mr. Archibald received \$20.

Or like the suggestion for a postal box rent record card that can be used for 10 years instead of 6, and which earned \$20 for Joseph L. Sestito.

And the suggestion that hooks be fastened to the underside of cafeteria tables to provide ladies with a convenient place for their handbags, an idea which earned Paul Badonsky a cash award of \$15.

Then there was the suggestion that earned Calvin Shepherd \$20 and resulted in flashlights being installed in each Fire Division dormitory to provide emergency illumination in case a power failure and fire alarm occur at the same time.

Or take the suggestion that earned Ralph A. Morales a cash award of \$35. It consists of an inexpensive aluminum guide for use in burning through or cutting vertical or overhead metal surfaces. Simple enough, perhaps, but valuable, nevertheless.

You may be thinking, from the above examples, that all the good ideas come from men. Not true.

Mrs. Betty J. Slaughter was awarded \$30 for suggesting that discarded boxes be collected and pre-wrapped prior to Christmas shopping season, thus saving time during the busy 6-week buying period.

And Mrs. Nina J. Jenkins received \$20 because she noticed—and suggested—that the policeman responsible for lowering and storing the flag at the Administration Building needed some assistance to do the job properly.

Mrs. Catherine I. Oliver received an award of \$50 because she pointed out that secretarial time could be saved by using a verifax machine to reproduce high school transcripts requested by colleges, other schools, and business firms.

There are only a few simple guidelines to keep in mind, when considering a possible suggestion:

1. Will it save time, and, therefore, reduce expenses?
2. Will it provide an additional convenience for those to be served?
3. Will it improve safety or health conditions?
4. Will it simplify a job or procedure?

If the idea will result in any of these things, chances are fair that you may be on your way to making \$15 or \$20, or more, for a few minutes of effort. All you have to do is describe the proposal and send it to the Incentive Awards Committee. Big or little, major or minor, the Committee will give it every consideration.

YOUR ELECTION RIGHTS

UNDER THE HATCH ACT, Federal employees generally are barred from rendering political service—that is, taking an active part in political management or political campaigns.

There are a number of activities which are permissible, however.

You may vote as you choose. Political-activity restrictions do not relieve a Federal employee of his obligation as a citizen to inform himself of the issues and to register and vote. All employees are encouraged to vote by being given time off, where necessary, without charge to leave in order to register and to vote—up to 1 day in States where absentee voting is not permitted.

You may express your opinions on all political subjects and candidates as long as you do not do so in such a manner as to take an active part in political management or political campaigns of a partisan nature.

You may make a voluntary campaign contribution to any regularly constituted political organization, within certain limitations.

You may display a political sticker on your private automobile, but you should not do so while on duty conducting the public business.

You may wear a political badge or button, but here again you should not do so while on duty performing the public business.

You may accept appointment to such positions as member of boards of education, school committees, and boards of public libraries if your agency decides the holding of these local offices will not conflict or interfere with the efficient discharge of your Federal duties. If these offices are elective, you may

not participate in a partisan political election.

You may participate in a non-partisan local election in which party designation, nomination, and sponsorship are completely absent. You may be a candidate for office in such an election and you may hold the office after election if the head of your agency decides that your holding it will not interfere with your Federal employment.

You may petition Congress or any Member of Congress. For example, you may write to your Congressman and tell him how you think he should vote on any issue.

You may sign petitions, including nominating petitions, but may not initiate them or canvass for the signature of others if they are identified with partisan political management or campaigns.

You may attend political rallies and join political clubs, but you cannot take an active part in the conduct of the rally or the operation of the club or act as chairman, officer, committee member, or delegate. You may vote on issues, but you may not speak for or against them.

You may address a political group but not on political party matters.

The general prohibition on Federal employees is that they may not take an active part in political management or in political campaigns of a partisan character.

You may not be a candidate for nomination or for election to a national or State office.

You may not solicit others to become candidates for nomination or election to partisan offices.

MOST PRIMARY ELECTIONS have been held in the United States, but the fall general election still is to come, with Congressmen, Senators, Governors, and many other officials to be named.

D. J. Paolucci, Assistant to the Director of the Personnel Bureau and Voting Officer for the Canal organization, reminds all U. S. citizens planning to vacation in the States this summer that they should check on their voting eligibility while in their home communities and be sure they are eligible to cast absentee ballots in the fall elections.

Regulations differ from one State to another, but by spending a few minutes visiting the Board of Elections office in your home community you may assure yourself of later exercise of your voting rights.

For those in doubt about just what election participation rights they have as Federal employees, the Civil Service Commission recently issued the accompanying rundown on “mays” and “may nots.”

You may not campaign for or against a political party or candidate.

You may not use your automobile to transport voters, except members of your immediate family, to the polls. However, riders in regularly scheduled carpools can stop at the polls on the way to or from work.

You may not distribute campaign material.

You may not march in a political parade.

You may not sell tickets for or otherwise actively promote such activities as political dinners.

You may not write for publication or publish any article or letter soliciting votes for or against any political party or candidate.

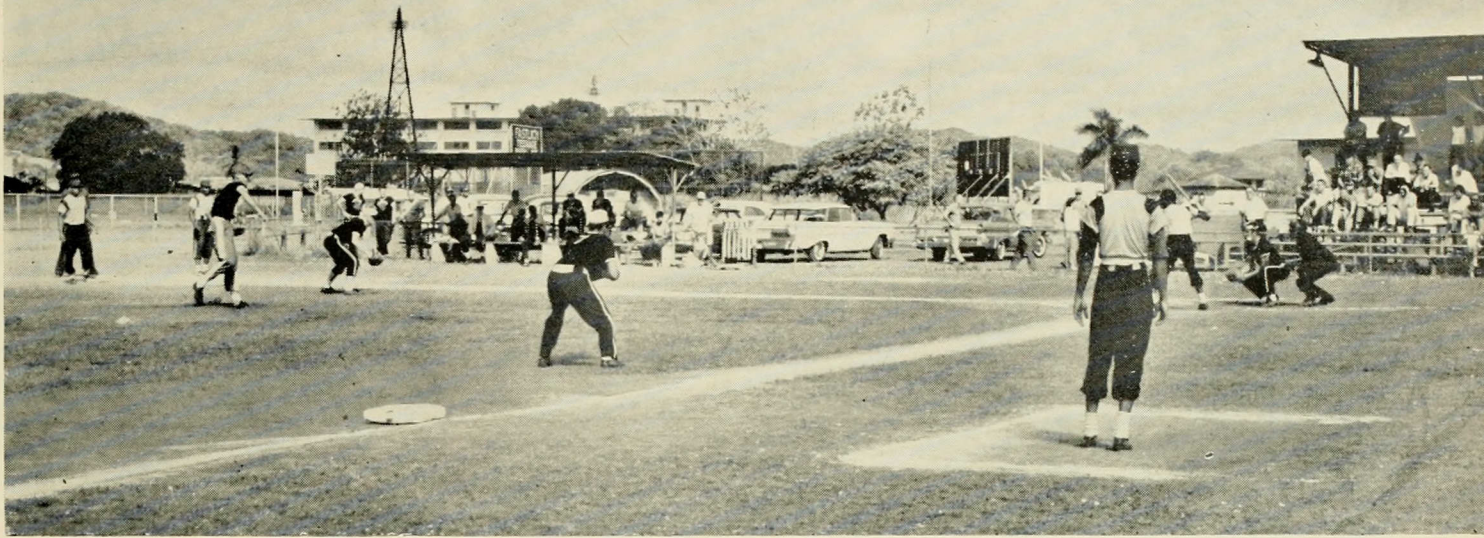
You may not solicit or receive any assessment or contribution for any political purpose.

You may not make a political contribution in a Federal building or to some other Federal employee.

The most severe penalty for violation of political-activity restrictions is removal and the minimum penalty is suspension without pay for 90 days.

In cases where removal is ordered, the employee may not be reemployed in any position the salary of which is paid from the same appropriation as the job from which he was removed.

If you are uncertain whether a certain action would violate political-activity rules, you should present the matter in writing to the Civil Service Commission, Washington 25, D.C. You should get a ruling on the matter before engaging in the action, since ignorance of provisions of the law will not excuse you from penalties for violation.



SOFTBALL TEAMS from both Costa Rica and Colombia will be invited to participate in next year's International Invitational Softball Tournament in the Canal Zone, if present plans of the Pacific Softball League sponsored by Abernathy, S. A., materialize.

William De La Mater, President of the Pacific Softball League and a member of the Executive Planning Staff of the Canal organization, said plans for next year's event already are far advanced, having started soon after this year's 2-day tournament on April 28 and 29.

Fourteen teams participated in this year's event, eight of them from the Canal Zone and six from the Republic of Panama. Final playoff was between the Agewood team of Panama and the Fort Clayton team of the Pacific Softball League, with the Fort Clayton unit taking the honors.

Mr. De La Mater said next year's tournament will be scheduled for an earlier weekend in April, probably the 13th and 14th, to avoid any interference by rainy weather, the threat of which worried this year's tournament officials, although the 2 days of play were

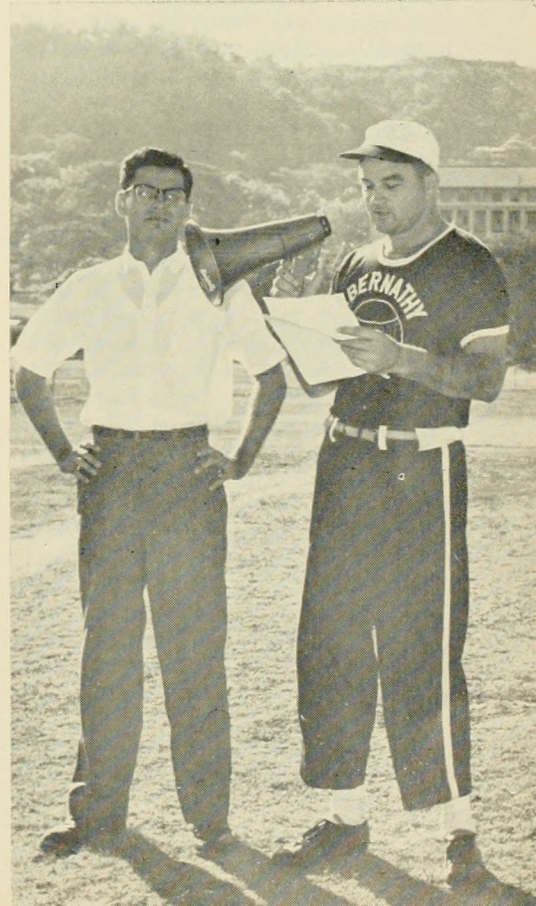
rainless. Next year's play also will be scheduled to avoid any necessity for a team to play more than two games in 1 day, he said.

At the opening of the tournament on Saturday, April 28, the National Anthems of both the United States and Panama were played by the 79th Army Band. Officials of the Canal Zone and Panama participated in a shortlived exhibition game to start the play, with B. I. Everson, Director of the Civil Affairs Bureau, being the top Canal Zone official present, and Col. Bolívar Vallarino, Commander in Chief of the Panama National Guard, the top Panama official. Both participated in the exhibition game.

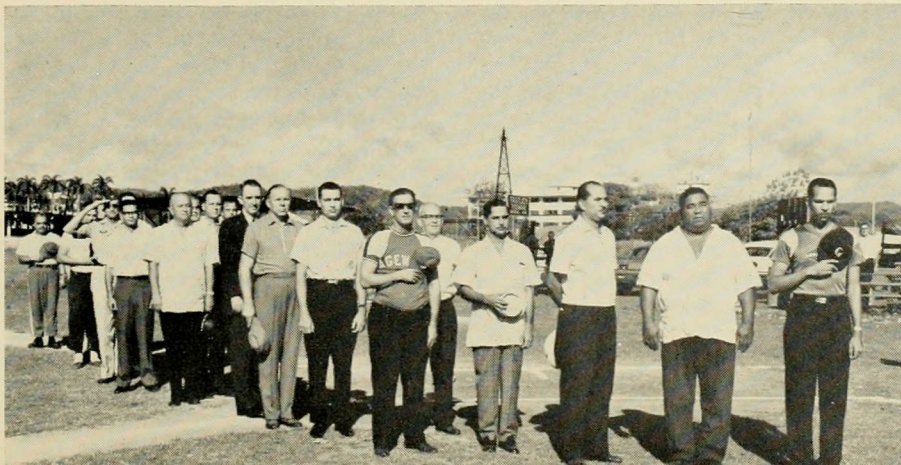
Teams participating in this year's tournament, first ever held under auspices of the Pacific Softball League, were: Agewood, Belmont, Guardia Nacional, Mauricio, Chitre All Stars, and Autodist All Stars, all of Panama; Powell's Garage, composed of players from Cristobal and Colon; Abernathy, Chevrolet, Fort Clayton, Pan Líquido, and White Horse teams of the Pacific Softball League; Fort Kobbe Regulars of the Army; and the Albrook Jets of the Air Force.

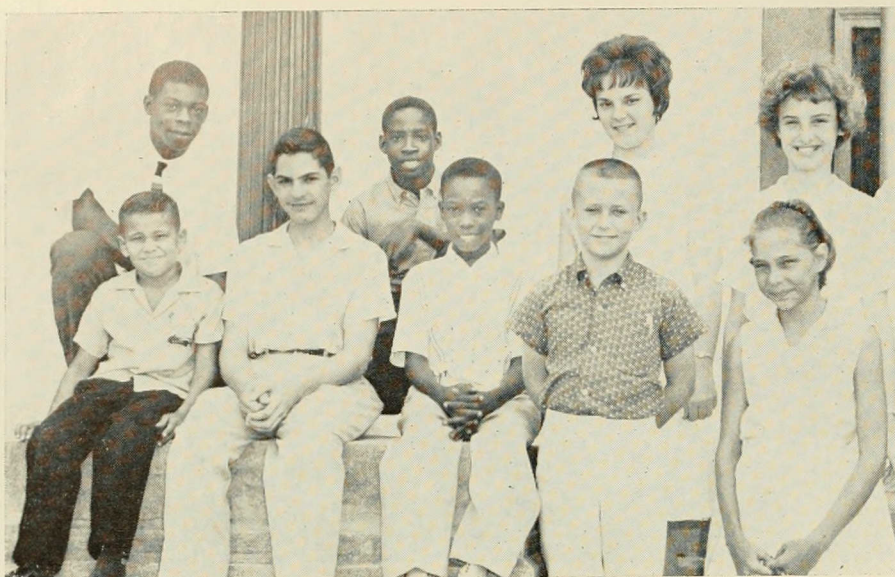
Play Ball!!

Bill De La Mater, assisted by George McArthur, announces softball program.



Heads were bared while 79th Army Band played anthems of United States and Panama.





Pacific side winners in the poster contest were, front row, from left: Carlos Solís, Grade 3, Paraiso Elementary School, first prize; Gabriel Hernández, Grade 8, Diablo Heights Junior High School, third prize; Alfonso Cox, Grade 5, Pedro Miguel Elementary School, first prize; Charles Johnston, Grade 5, Balboa Elementary School, third prize; Kathryn Burns, Grade 5, Ancon Elementary School, second prize. Back row, from left: Mervin Blenham, Grade 8, Paraiso Junior High School and Gilbert Mannings, Grade 8, Santa Cruz Junior High School, fourth prizes; Suzanne Brigman, Grade 11, Balboa High School, fourth prize in group for the three upper grades in high schools; and Doris Marchuck, Grade 6, Diablo Elementary School, second prize.

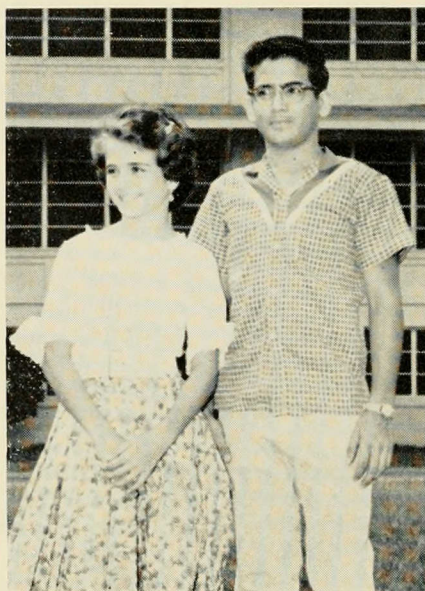
STUDENTS of Canal Zone schools again this year placed high in the International Latham Foundation poster contest, with 11 Canal Zone contestants winning cash awards and 114 receiving certificates of merit.

This year's contest, the 37th International Latham Foundation contest, surpassed all previous ones in number of entries and countries represented. More than 31,000 posters were entered by contestants from 21 countries, an increase of 2,000 over last year.

The Canal Zone schools have participated for a number of years in this contest, which is intended "to inculcate the higher principles of humaneness upon which the unity and happiness of the world depend; to emphasize the spiritual fundamentals that lead to world friendship; to promote the character building of the child by an understanding of universal kinship; and to foster a deeper understanding of and sympathy with man's relations—the animals—who cannot speak for themselves."

The Canal Zone winners represented each of the four groups which include the following grades: Group 1, grades 1, 2, and 3; Group 2, grades 4, 5, and 6; Group 3, grades 7, 8, and 9; and Group 4, grades 10, 11, and 12.

The most outstanding posters entered in the contest each year are circulated for exhibition in schools, libraries, convention centers, and other locations to further promote Humane Education and World Friendship. More than 600 such



Atlantic side winners were: William Hanly of Grade 7, Cristobal Junior High School, first prize and highest cash award. His sister, Maria, a pupil in Grade 5, Margarita Elementary School, was a fourth prize winner. This was the second year William was a prize winner in the contest.

collections of posters are currently being exhibited in 17 countries.

The Schools Division in the Canal Zone requested and received a collection of posters made in other countries, and these are now being exhibited in the schools. The winning posters entered by Canal Zone children will be sent to other countries for similar displays.

AN EMPLOYEE of the Locks Security Branch was presented a Superior Service Award and 21 other Panama Canal Company/Canal Zone Government employees received Outstanding Performance Ratings, with commendation from Gov. Robert J. Fleming, Jr., on May 17. Recipients were as follows:

Superior Service Award

Robert J. Byrne, Tour Leader Interpreter, Locks Security Branch.

Outstanding Performance Ratings

Mrs. Joyce H. Boatwright, Secretary, Executive Planning Staff.

Mrs. Ethel W. Brown, Office of the Marine Director.

Mrs. Thelma H. Bull, Statistical Assistant, Executive Planning Staff.

Thomas E. Burrow, Assistant Chief, Executive Planning Staff.

William R. Graham, Administrative Assistant, Railroad Division, Cristobal.

Mrs. Dorothy M. Hall, Secretary to the Chief, Dredging Division.

Mrs. Josephine E. Hilty, Police Division, Cristobal District.

Dr. William M. Jackson, Coco Solo Hospital.

Mrs. Nina J. Jenkins, Budget Analyst, Personnel Bureau.

Mrs. Bernhilda F. Jensen, Supervisor, Paraiso Community Health Center.

Mrs. Lorraine C. Loga, Secretary, Office of the Personnel Director.

Mrs. Kathyleen R. Miller, Employment and Utilization Division, Personnel Bureau.

Hugh A. Norris, Economist, Executive Planning Staff.

Martin L. Richards, Chef-Steward, Tivoli Guest House.

Mrs. Gracerose Z. Roach, Canal Zone Civilian Personnel Policy Coordinating Board.

Damián Sánchez, Leader Laborer, Railroad Division.

Mrs. Mary N. Sanders, Coco Solo Hospital.

Mrs. Susan S. Smith, Coco Solo Hospital.

Cecil A. Springer, Coco Solo Hospital.

Roy O. Thomas, Catering Service, Tivoli Guest House.

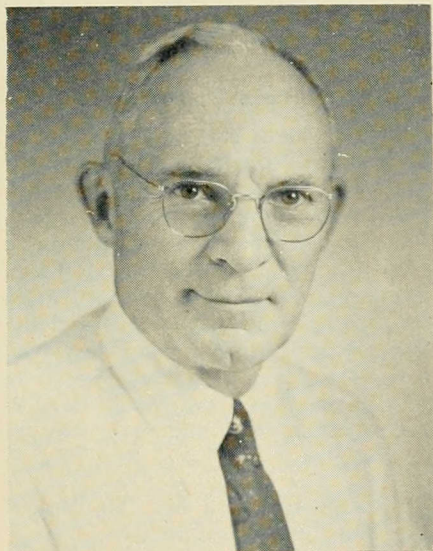
Hugh H. Thompson, Catering Service, Tivoli Guest House.

AN ARTICLE in the April-June issue of the Civil Service Journal, written by Thomas W. Nelson, Chief of the Pay Branch, Directorate of Civilian Personnel, U. S. Air Force Headquarters, draws heavily on a report prepared by William D. Young, Panama Canal Company classification specialist, while a management intern assigned to Air Force Headquarters. The article deals with a classification program being used by the Air Force under which the supervisor who assigns responsibilities to a job also has the authority, within limits, to classify the job.

Knowing

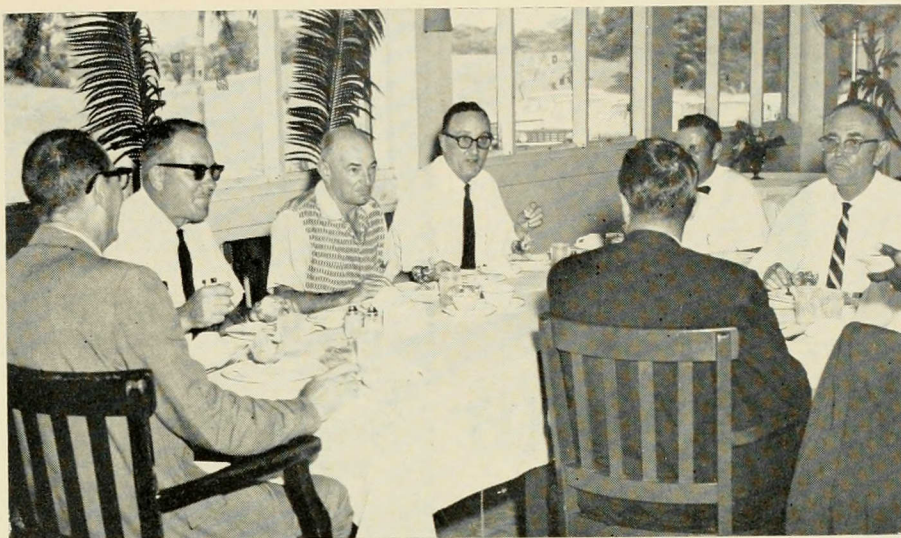
ELMER B. STEVENS, Resident Engineer of the Thatcher Ferry Bridge Project, was awarded the Engineer of the Year Award of the Canal Zone Society of Professional Engineers at the organization's annual meeting May 11 in the Tivoli Guest House.

Previous recipients of the award have been Col. Hugh Arnold, who received it in 1958, and L. B. Sartain, who was honored in 1960. The award is made annually, if an eligible candidate can be selected. Recipients must be practicing professional engineers of recognized standing in the Canal Zone. Eligibility is restricted to engineers who are citizens of the United States or the Republic of Panama. Selection is made on the basis of service to the public, efforts in the advancement of the engineering profession, and professional achievements.



Mr. Stevens, a native of DeLand, Fla., was graduated from the University of Vermont in 1924, then spent 12 years on various bridge jobs before coming to the Canal Zone in 1936. He remained in the Zone through World War II then left for a brief period, returning in 1946. He has been associated with the Thatcher Ferry Bridge Project since 1955, when he made the budget estimate and preliminary studies.

In accepting the Engineer of the Year Award, Mr. Stevens commented that he should be considered as a symbol of the efforts of many people and not as an individual. He noted the part played by the designers, builders, and the workmen themselves, saying much of the credit for the bridge construction must go to them.



Something different in the way of a visit to the Atlantic side of the Isthmus was made during May by Governor and Mrs. Robert J. Fleming, Jr., who spent 4 days in temporary residence at Coco Solo. Shown with Governor Fleming during a luncheon with shipping agents at Brazos Brook Country Club are, from left: Samuel Puller, United Fruit Co.; Axton T. Jones, Transportation and Terminals Director; Governor Fleming; Ronald Owen, C. Fernie & Co.; Capt. Eli D. Ring, Cristobal Port Captain; Perry Francey, W. Andrews & Co.; and, with back to camera, F. J. Meisinger, Boyd Bros. Steamship Agencies.

THE 1961-1962 SCHOOL year for 8,561 boys and girls in the United States schools in the Canal Zone will come to a close on June 7. This was the highest enrollment in the history of the Canal Zone schools, exceeding the previous year's enrollment by 766 pupils. Present indications are that the coming school year will show an equally large increase.

Closing day exercises for 444 students in Grade 8 at the Diablo Heights Junior High School and for 131 at Cristobal will be held on Monday, June 4.

High school graduation exercises will be held on Wednesday evening, June 6, for 296 seniors at Balboa High School and 88 seniors at Cristobal Junior-Senior High School.

The Canal Zone Junior College will confer the Associate in Arts degree on 52 graduates Wednesday morning, June 6.

During the summer months an extension program of summer activities, which will include music and sports, will be sponsored by the Canal Zone Division of Schools. The program will begin June 18 and will close on August 24.

Summer school at the Canal Zone Junior College will open June 25 and will close August 20, with both day and evening classes being offered.

The Canal Zone United States schools will reopen on September 6, 1962.

With the close of classes they have been teaching in the Canal Zone, a number of the faculty members will be going back to school in the United States.

Some of the staff members from Cristobal Junior-Senior High School who have been awarded scholarships or fellowships this vacation are:

Luke C. Palumbo, Warrensburg State Teachers College, science; James D. Norman, North Michigan College, science; Charles T. Reeves, Hope College, mathematics and science; and Richard W. Bock, Oberlin College, mathematics.

Mrs. Shirley Hazelden of the Balboa High School staff has received a National Defense Education French Scholarship to study in France during the vacation period.

Lawrence Horine, Supervisor, Physical Education and Athletics, U.S. Schools, will attend the University of Colorado on a fellowship this summer.

Miss Marilyn Flynn, a special education teacher, has been granted a year's leave of absence and will enter Bradley University in Peoria, Ill., where she has been granted a graduate assistantship. In February 1963 she will leave Bradley University and enter San Fernando Valley State College in California where she has been awarded a fellowship in a graduate program designed to prepare teachers for leadership roles in programs for the deaf.

Donald Wilcox, Spanish teacher from Balboa High School, will teach at Virginia State College, Va., this summer.

Robert G. Mullarky, Guidance Counselor at Balboa High School the past 2½ years, will leave June 8 for Boston University where he has a National Defense Act Scholarship in Guidance Counseling.



—SAFETY

HUNDREDS of Panama Canal Company and Canal Zone Government employees now are making final preparations for Stateside vacations. Many of them will be joining the summer vacation throngs which fill Stateside highways from June 1 to Labor Day and some of them may join that vast and growing army of automobile accident victims. The Safety Branch has issued a timely reminder of the moderate expense with which Zone motorists may provide themselves with lifesaving seatbelts. The belts are available in Canal Zone retail stores and will be installed at minimum cost by the Motor Transportation Division. The article on this page gives some of the facts about seatbelts and research concerning them.

Will Your Vacation Be Seat Belt Safe?

AS A KILLER, traffic accidents rank third, behind cancer and cardiovascular diseases, in the United States. And among the country's youth in the 15-25 age bracket, automobile accidents are the front-running killer.

The value of seat belts in lessening injury and reducing the number of deaths resulting from traffic accidents no longer is questioned. It has been amply proved in many tests.

Nearly two decades of crash-injury research has shown that universal use of seat belts by the U. S. motoring public would save more than 5,000 lives each year and reduce serious injuries by more than 50 percent.

But despite the conclusive evidence that seat belts are the most important single, economically feasible device available as a means of controlling the violence associated with automobile accidents, most drivers have shown remarkably little interest in them.

Because seat belts involve a relative new area of automobile safety, they have given rise to objections by doubters and skeptics. But these objections now can be answered with facts from research findings.

Can't I Be Trapped by a Belt If My Car Catches Fire?

The quick-release buckle on today's seat belt can be opened instantly with one hand by a child of four. You are more likely to be trapped if you are unconscious as a result of being dashed against the steering wheel or dashboard because you didn't have a belt holding you back. Even if you strike something with your head while wearing a seat belt, the belt reduces the force with

which you hit and tends to keep you conscious. At any rate, this fear of fire or water, which is very natural, is vastly exaggerated in the minds of many persons. Only 1 accident in 200 involves cars which catch fire or are submerged.

Isn't It Safer To Be Thrown Out of a Wreck?

You hear and read of freak accidents in which people have been thrown free of a wreck onto pavement carrying heavy traffic—and lived to tell about it. The fact is, however, that you are five times more likely to be killed in an accident if you are thrown from your car than if you remain inside it.

Can't the Belt Itself Injure or Kill Me?

Research at Cornell University has shown that persons wearing seat belts do suffer some lower torso injuries which may—or may not—have been caused by the belts. But among motorists who don't wear seat belts, such injuries occur six times as often. A properly installed belt does not pull back across the abdomen, but pulls down and back across the pelvis and hips, one of the strongest sections of the body.

Aren't Passengers in the Back Seat Relatively Safe Without Belts?

Definitely not. Because of a curious bit of accident mathematics involving a principle of physics, the back seat passenger may suffer more severe injuries than the front seat rider. In the split second after a 40-mile-an-hour crash, the front seat passenger, still moving at nearly 40 miles an hour, hits the steering wheel or dashboard while the car still is moving about 25 miles an hour, then

has a solid resting place until the car is completely stopped. The rear seat passenger, however, also moving at near the original 40 miles an hour, takes more time to reach a temporary resting place within the car, with the result that the car has slowed to about 10 miles an hour by the time he hits. Thus, the front seat passenger suffers a blow at about 15 miles an hour, while the rear seat passenger strikes approximately twice as hard.

Aren't Seat Belts Uncomfortable?

Many motorists who have grown accustomed to seat belts report that they add tremendously to comfort, rather than detracting from it. In fact, they report, you feel uncomfortable without them, once you have them. Passengers no longer have to shift and brace at every turn and stop and the driver is held firmly behind the wheel and does not have to exert himself to stay in place in a potentially dangerous situation—thus adding greatly to total safety.

Is It True that You Are "60 Percent Safer" with Seat Belts?

That's what the studies at Cornell University show. These studies show that you are 60 percent less likely to be killed or suffer fatal injuries. A 25 percent reduction in traffic fatalities would be possible by simply eliminating ejection from the car—a thing which seat belts accomplish admirably.

Shouldn't I Wait Until Shoulder Harness Is Available?

It may be a long, fatal wait. Cars must be redesigned before they can be built to utilize harness-type seat belts. That's because harness can't be anchored to the floor of the car, as your lap belt is. It must be anchored to a strong frame at least as high as your shoulders—and seats in most present cars are inadequate for this purpose.



John A. Michaelis and family pose with sturdy microbus in which they are making trip.

10,000 Miles Over Land

IF GETTING THERE is half of the fun, as some transportation advertisements say, then the John A. Michaelis family of Balboa should be in for a supersize barrell full on the trip they started last month to Canada—by land.

Traveling overland in a foreign-built microbus, Mr. Michaelis, who is Clerk of the Balboa Magistrate's Court, is taking his handsome wife Polly, his beauty queen daughter, Irene, and his two teen-age sons on a 10,000 mile trek through Central America and the United States to British Columbia. They expect to reach El Paso, Tex., 6 weeks after their departure from Balboa and to arrive in Canada about August 1.

Mr. Michaelis, who must have inherited a drop or two of adventurer's blood from some ancestor, has been busy for the past few months fitting out his compact little microbus with as much care and attention to details as a seaman preparing to sail an early day *Kon Tiki* to the South Sea islands.

He and his family are quick to point out that they are not pioneers on the overland journey to the United States and that they don't expect to encounter any serious hardships. But like all good Boy Scouts, they will be prepared. Furthermore, the trip has been planned as a camping expedition as much as a motor trip through little traveled country. Even when they reach the

United States, they intend, when possible, to camp out all the way to British Columbia.

The vehicle which is carrying the Michaelis family through Central America has been fitted out with a few extras which never would be part of the original manufacturer's plans. They include two screened cupboards for emergency rations, a compartment for 8 gallons of fresh water and storage space for such equipment as a 2-burner gasoline stove, sleeping bags, two small ice chests, a tarpaulin to convert the car into a snug tent-trailer and an extra length of rubber hose as a tail pipe extension, which John thinks may come in handy as a reverse snorkel for the car when fording rivers.

Mr. Michaelis and the entire family, including his daughter, who was recently Carnival Queen of the Canal Zone, speak fluent Spanish and, consequently, do not expect any difficulty in asking directions, making friends, or obtaining extra food rations in remote areas of Central America. As an extra gesture of good will, the camping bus carries small replicas of the flags of each of the countries through which they will pass, a greeting to each country and a sign on the rear announcing that the vehicle is enroute from the Canal to Canada.

As a gesture toward his Austrian

ancestry, the German makers of the microbus, and his early knowledge of the German language, Mr. Michaelis also has a placard with the words "Der fliegende Gringo," or "Flying Gringo," which is mounted on the front bumper.

St. Christopher, patron saint of wayfarers, also will have a role in the trip. A St. Christopher medal will hang in a place of honor near the driver's seat.

While the weather and rough roads are of concern to the Michaelis family, they feel they have prepared for every emergency and even made several dry runs into the interior of Panama to test out their equipment. The rainy season, they feel, will not have progressed to the extent that the rivers will be impassable, and, in any event, they will have the help and moral support of William T. Nail, Balboa Policeman, and his wife and daughter, who will accompany them in their station wagon through what is expected to be the most difficult portion of the trip: a 150-mile stretch of road starting at the Costa Rican border which includes many troublesome river crossings.

After the adventures of the trip north, Mr. Michaelis feels that the return to the Isthmus will be in the way of an anti-climax. They will return to the Canal Zone in the old conventional manner—by sea, in what they expect to be the only real rest during the whole trip.

ANNIVERSARIES

(On the basis of total Federal Service)

ENGINEERING AND CONSTRUCTION BUREAU

George A. Mayers
Maintenanceman

MARINE BUREAU

Donald P. Hutchison
Lead Foreman, Lock
Operations
Henry C. Phillips
Deckhand

SUPPLY AND COMMUNITY SERVICE BUREAU

James O. DesLondes
Administrative Officer
Alexander A. Holder
Lead Foreman, Grounds
Maintenance Equipment
Operator
Severiano Tiofil
Garbage Collector

CIVIL AFFAIRS BUREAU

Robert E. Welborn
Fire Lieutenant
Robert S. Knox
Fire Sergeant
Leroy Koontz
Administrative Assistant
John C. Fawcett
Principal, Junior High School
Beatrice Greenway
Laborer Cleaner

OFFICE OF THE COMPTROLLER

Eva M. Grassau
Payroll Systems Accountant
Allene T. Stovall
Travel Expense Claims
Examiner
Claude R. Tait
Bookkeeping Machine
Operator

ENGINEERING AND CONSTRUCTION BUREAU

Ruth B. Krziza
Secretary-Stenography
Frances A. Wade
Floating Plant Wiper
Porfirio Willington
Automotive Equipment
Serviceman
Arcelio Smith
Maintenanceman
Efraín N. Mera
Seaman
Stanford N. Christie
Seaman
Benjamin Parada
Seaman
Humberto Plaza
Carpenter

HEALTH BUREAU

Ida M. McDade
Public Health Nurse
Clifton C. Douglas
General Medical Technician
Louise E. Goldson
Clerk
Hubert S. Buchanan
Truck Driver
Heavergal Richards
Nursing Assistant, Medicine
and Surgery

MARINE BUREAU

Guy Hultdquist
Chief Engineer, Towboat
or Ferry
Lanson T. May
Floating Plant Oilier
Roscoe C. Crump
Hoisting and Portable
Engineman
Robert McGuinness
Towing Locomotive Operator
Victor H. Hoyte
Linehandler
Alberto Pineda
Launch Seaman
Sotero Ortega
Helper Lock Operator
Carlos García
Maintenance Painter
Ralph Belgrave
Helper Lock Operator
Adolfo Jiménez
Deckhand Boatswain
James Francis
Helper Carpenter
Albert Kelly
Timekeeper
Clarence R. Wallace
Deckhand

Emilio Campos
Maintenanceman
Theodore Brathwaite
Sailmaker
Gonzalo López
Deckhand
Gladstone Ferreira
Deckhand
Kenneth A. Anthony
Deckhand Boatswain

SUPPLY AND COMMUNITY SERVICE BUREAU

Leslie W. Packer
Service Center Supervisor
Thelma Aurora Earle
Sales Section Head
P. C. DeJiménez
Sales Section Head
Estella L. Isaac
Sales Section Head
David E. S. Milton
Head Waiter
A. M. Townsend
Sales Clerk
Alice Gooden
Utility Worker
Martín Mendoza
Utility Worker
Jane A. Payne
Retail Store Sales Checker
Lee R. Sparks
Supervisory Production
Specialist
Santiago Quezada
Gardener
Rolando López
Grounds Maintenance
Equipment Operator
Eduardo Pacheco
Garbage Collector
Carlos O. Stephens
High Lift Truck Operator

Frank A. Francis
Warehouseman
Humberto García
Heavy Laborer
Julio Castaneda
Laborer Cleaner
Adolphus M. Julie
Grounds Maintenance
Equipment Operator
Ralph L. Hanners
General Foreman, Grounds
Olive G. Austin
Food Service Sales Checker
G. S. Brathwaite
Accounting Clerk
Jose Rosell
Gardener
Tomás Camarena
Laborer Cleaner
Miguel F. Arias
High Lift Truck Operator
May Amanda Battist
Pantryman
Antonio Morán
Guard
Efraín Linares
Guard
Marion Wason
Retail Store Sales Checker

TRANSPORTATION AND TERMINALS BUREAU

Felix Jeanmarie
Clerk Checker
Richard E. Barker
Truck Driver
David Valderrama
Carpenter
Percival F. Soso
Leader Heavy Laborer
Vernal Wright
Clerk Checker
Julio González
Helper Liquid Fuels
Wharfman

PROMOTIONS AND TRANSFERS

April 5 through May 5

EMPLOYEES who were promoted or transferred between April 5 and May 5 are listed below. Within-grade promotions and job reclassifications are not listed.

CIVIL AFFAIRS BUREAU

Ralph E. Shuey, from Station Examiner and Inspector, to Postal Inspector, Postal Division.

Sylvester O. Stamp, from Chauffeur, Gorgas Hospital, to Detention Guard, Police Division.

Division of Schools

Jane W. Fleet, Jeanette M. Hine, from Substitute Teacher, to Elementary and Secondary School Teacher.

Caroline S. Stewart, from Substitute Teacher, to Kindergarten Assistant.

Edwin H. Roach, from Laborer Cleaner, to Motion Picture Projectionist.

ENGINEERING AND CONSTRUCTION BUREAU

Joan R. Cartotto, Clerk-Stenographer, from Office of General Manager, Supply Division, to Office of the Director.

Kathleen A. Davis, from Accounts Maintenance Clerk, to Clerk-Stenographer, Office of the Director.

Engineering Division

William C. York, from General Mechanical Engineer, to Power Plants Mechanical Engineer.

Lee R. Gittens, from Timekeeper, to Clerk.

Dredging Division

Julius Cheney, from Leader Electrician, to Pipeline Dredge Electrician.

Christopher Sealey, from Core Drilling Leader, to Debris Control Lead Foreman.

Cosmas Zephyrine, from Leader Laborer, to Carpenter.

Thomas E. Stephen, from Winchman, to Leader Seaman.

Irvin D. Armstrong, Hermenegildo Ortega, Adolfo C. Quintero, Caleb Williams, from Seaman, to Winchman.

Eustace A. Laurie, from Automotive Equipment Serviceman, to Battery Servicing Leader.

Francisco Jiménez, from Heavy Laborer, to Seaman.

Kenneth Biddy, Jr., from Helper Electrician, to Navigational Aid Worker.

Simeon Blake, from Utility Worker, Supply Division, to Navigational Aid Worker.

Dudley G. Blanchard, Antonio Quintanilla, from Helper Rigger, to Crane Hookman.

Louis A. Browne, Amadeo Castillo, Samuel Pinzón, Jr., from General Helper, to Navigational Aid Worker.

Electrical Division

John R. Smith, from Supervisor, Generation and Transmission Power System, to Supervisory Electrical Engineer and Chief, Power Branch.

Orlando L. Flye, Jr., from Electrical Engineer, to Supervisor, Generation and Transmission Power System.

Kenneth M. Jorgensen, from Engineering Aid, to Engineering Technician.

Benjamin Alvarez, Dionisio Alvarez, Lloyd A. Blenman, Samuel H. Blenman, Walter E. Blenman, from Meteorological Aid, to Meteorological Technician.

Marwin G. Manuel, from Meteorological Aid, to Maintenanceman.

Eliseo Avila, Anselmo Jiménez, Epifanio Santamaria, from Engineering Aid, to Leader Maintenanceman.

Ancelmo Mena, from Palancaman, to Lead Foreman Maintenanceman.

Edostido Andrades, Florencio J. Guerrero, Abel Ortiz, Sepferino Palacio, Emeterio Pimienta, Eugenio Ruiz, José D. Urriola, from Palancaman, to Maintenanceman.

Arthur Willis, from Helper Central Office Repairman, to Telephone Operator.

Claude S. Brathwaite, Jr., from Waiter, Supply Division, to Laborer Cleaner.

Maintenance Division

Fitzgerald Alleyne, from Asphalt or Cement Worker, to Wharfbuilder.

Teodoro Núñez, from Quarryman, to Heavy Truck Driver.

José A. Castellón, Ricaurte Robles, Eulalio Romero, Ruben Skeete, from Heavy Laborer, to Quarryman.

Henry G. Fergus, from Laborer Cleaner, Supply Division, to Helper Maintenance Machinist.

Norbert L. Buchanan, from Waiter, Supply Division, to Helper Refrigeration and Air Conditioning Mechanic.

Stephen C. Pirre, from Laborer, to Heavy Laborer.

HEALTH BUREAU

Mary E. Ausnehmer, from Staff Nurse, Medicine and Surgery, Gorgas Hospital, to Head Nurse, Psychiatry, Corozal Hospital.

Rosa A. de Rodríguez, from Nursing Assistant, to Staff Nurse, Palo Seco Leprosarium.

Edwin S. Gayle, Clerk-Typist, from Supply Division, to Division of Preventive Medicine and Quarantine.

Gorgas Hospital

Jean A. Winklosky, from Staff Nurse, to Staff Nurse, Medicine and Surgery.

Guillermo L. Dixon, from Teller, to Clerk.

Gloria L. Pierre, Clerk-Typist, from Division of Preventive Medicine and Quarantine.

Coco Solo Hospital

Mildred J. Spivey, from Clerk-Typist, to Accounting Clerk.

Roger J. Ganes, from Clerk-Typist, to Stock Control Clerk.

James R. Corinealdi, from Utility Worker, Supply Division, to Kitchen Attendant.

MARINE BUREAU

Paul L. Gagnon, Robert F. Rourke, from Master, Towboat or Ferry, to Pilot-in-Training.

James A. Jones, from Engineering Draftsman, to Admeasurer.

Hylton Mills, from Launch Dispatcher, to Signalman.

Joseph Peters, Melton N. Pinder, from Clerk, to Clerk-Typist.

Arthur R. Barter, from Clerk-Typist, to Clerk.

Edward L. Melbourne, from Stockman, Supply Division, to Clerk-Typist.

Armando Jarquin, from Deckhand, to Launch Dispatcher.

Percival U. Johnson, from Heavy Laborer, to Guard.

Alfonso N. Forbes, from Utility Worker, Supply Division, to Heavy Laborer.

Industrial Division

Rodolfo T. Smith, from Apprentice Shipwright, 3d year, to Apprentice Shipwright, 4th year.

Joseph McKenzie, from General Helper, to Heavy Forge Furnaceman.

Santiago Esquina, from Helper Rigger, to Crane Hookman.

Locks Division

George H. Scoggin, from Guard, to Tour Leader Interpreter.

Clarence A. Greene, from Leader Lock Operator Electrician, to Lead Foreman, Locks Control House.

Raymond A. Davidson, from Lock Operator Machinist, to Leader Lock Operator Machinist.

Morgan E. Holcomb, from Lock Operator Electrician, to Leader Lock Operator Electrician.

James A. Russell, from Marine Machinist, to Lock Operator Machinist.

Beverly G. Allen, from Guard, to Towing Locomotive Operator.

Henry O. Bailey, Harold I. Davis, Howard L. McKenzie, from Line Handler, to Helper Lock Operator.

Marino Ortega, Julius A. Vaughn, from Line Handler, to Boatman.

Arlington A. Petro, from Helper Lock Operator, to Timekeeper.

OFFICE OF THE COMPTROLLER

Pauline S. Landers, from Office Machine Operator, to Card Punch Operator, Accounting Division.

Meriam G. Glunt, Clerk-Typist, from Contract and Inspection Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

Community Services Division

José D. Acosta, Bernardino De León, Narciso Medina, from Heavy Laborer, Maintenance Division, to Laborer.

Francisco González, Gervasio Pérez, Estanislao Ruiz, Regino Sánchez, from Laborer, to Grounds Maintenance Equipment Operator.

Cardin P. Alls, Carlos Franco, Laborer, from Dredging Division.

Supply Division

John P. Corrigan III, from Retail Store Supervisor, to Commissary Store Manager.

Alejandro D. Wesley, from Storekeeping Clerk, to General Supply Clerk.

Lloyd S. Smith, from Clerk, to Service Center Supervisor.

Wilfred W. Irving, from Sales Clerk, to Sales Section Head.

Cecilio A. Brown, from Messenger, to Clerk.

Gilberto A. DaCosta, from Utility Worker, to Sales Clerk.

Mavis V. Miller, from Utility Worker, to Grocery Worker.

Samuel Farquhar, from Service Station Attendant, to Retail Store Sales Checker.

Hugh H. Thompson, from Waiter, to Waiter Captain.

Walter Woodcock, from Utility Worker, to Clerk.

Santiago Ríos, from Dairy Worker, to Guard.

Eliseo Murillo, from Laborer Cleaner, to Utility Worker.

(See p. 22)

Promotions and Transfers (Continued from p. 21)

John H. McNall, from Theater Usher, to Theater Doorman.
 Everard S. Leveixier, from Lead Foreman High Lift Truck Operator, to Lead Foreman Stockman.
 Walford L. Archer, from Grocery Worker, to Leader Laborer.
 George H. Ellis, from Package Boy, to Sales Clerk.
 José D. Rodríguez, from Utility Worker, to Heavy Laborer.
 Erskine D. Clinton, from Utility Worker, to Counter Attendant.
 Viola Webster, from Flatwork Presser, to Laundry Checker.
 Lester L. Ferraro, from Package Boy, to Messenger.
 Allan R. Ellis, from Laborer Cleaner, to Utility Worker.
 Percival Dixon, from Pinsetter, to Utility Worker and Pinsetter.
 Harold G. Fergus, from Package Boy, to Utility Worker.
 Eduardo V. Lindsay, from Waiter, to Utility Worker.
 Jerry R. Escalona, Jaime Escobar, from Package Boy, to Laborer Cleaner.
 Nicomedes Fría, from Pinsetter, to Laborer Cleaner.
 Clifford N. Haughton, from Heavy Laborer, Maintenance Division, to Package Boy.
 Henry J. Ford, from Heavy Laborer, to Warehouseman and Special Waiter.
 Frederick Agodon, from Package Boy, to Laborer Cleaner.
 Juan Montezuma, from Laborer Cleaner, to Heavy Laborer.
 Darío Chirú, from Laborer, to General Helper.
 Marcos Avila, from Laborer Cleaner, to Leader Laborer Cleaner.

TRANSPORTATION AND TERMINALS BUREAU

Francisco Paredes, from Heavy Laborer, to Guard, Panama Local Agency.

Tomás Delgado, from Laborer, to Heavy Laborer, Panama Local Agency.

Terminals Division

James A. Brooks, Merlin B. Yocum, from Supervisory Cargo Officer, to Supervisory Cargo Checking Officer.
 Jimmie Scott, Sidney Smithson, from Supervisory Cargo Assistant, to Supervisory Cargo Checking Assistant.
 Alfred A. Hall, from Supervisory Clerk Checker, to Supervisory Cargo Clerk.
 Ivan A. Hyacinth, from Cargo Clerk, to Supervisory Cargo Clerk.
 Rudolph G. Reid, from Clerk-Typist, to Supervisory Cargo Clerk.
 Herman R. Fox, Blas Rodríguez, Clarence A. Watson, from Guard Supervisor, to Guard.
 Douglas M. White, from Truck Driver, to Motor Vehicle Operator Messenger.
 Marco T. Alvarez, Eric Malcolm, Ashton J. Pinnock, from Leader Stevedore, to Lead Foreman Stevedore.
 Andres Ross, from Maintenance Carpenter, to Leader Maintenance Carpenter.
 Macon O. Barker, from Utility Worker, Supply Division, to Cargo Checker.
 William R. Zemites, from Guard, Supply Division, to Cargo Checker.
 George E. Barrow, Víctor Macea, Granville O. Ponder, Robert A. Yarde, from Stevedore, to Leader Stevedore.
 Saturnino García, Manuel J. Gómez, Eusebio Meneses, from Dock Worker, to Stevedore.
 Jagat Singh No. 3, from Deckhand, Navigation Division, to Stevedore.
 Livingston Nolan, from Cargo Marker, to Stevedore.
 Benjamín Mozo, from Boatman, Engineering Division, to Stevedore.
 Noel Belgrave, Teodomiro Erique, from Water Service Clerk, to Water Service Man.
 Joshua N. Gittens, from Clerk, to Freight Clerk.
 Reginald Denny, from Retail Store Sales Checker, Supply Division, to Cargo Marker.
 Patrick Louis, from Helper Liquid Fuels Wharfman, to Oiler.

Howard Jones, from Utility Worker, Supply Division, to Dock Worker.
 Eusebio Murillo, from Laborer Cleaner, Supply Division, to Heavy Laborer.
 Antonio S. Williams, from Laborer Cleaner, Division of Schools, to Heavy Laborer.
 Laurel R. Denny, from Laborer Cleaner, Industrial Division, to Cargo Marker.
 Eduardo V. Lindsay, from Utility Worker, Supply Division, to Heavy Laborer.

Railroad Division

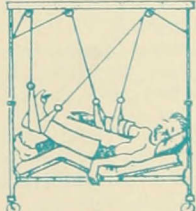
Frederick R. Call, from Supervisory Equipment Specialist, Railroad Signal and Track, to Supervisory Railroad Equipment Specialist.
 Ross E. Pase, from Inspector, Wood and Steel Carman, to Lead Foreman Carman, Wood and Steel.
 Wesley A. E. Thomas, from Helper Locomotive Engineer, to Brakeman.
 Enrique Riviere, from Heavy Laborer, to High Lift Truck Operator.
 Motor Transportation Division
 Wilson H. Waldron, from Leader Automotive Mechanic, to Leader Heavy Duty Equipment Body Rebuilder.
 Jaime L. Martínez, from Truck Driver, to Heavy Truck Driver.
 Harold C. Stout, from Deckhand, Navigation Division, to Truck Driver.
 Ernesto Meneses, from Truck Driver, to Guard.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:
 Lawrence J. Keegan, Marine Traffic Controller, Navigation Division.
 Junior C. Billingsley, General Construction Inspector, Contract and Inspection Division.
 Clara M. Chambers, Supervisory Clerical Assistant, Navigation Division.
 Wilma D. Crump, Secretary (Stenography), Office of the Director, Civil Affairs Bureau.
 Madeline J. Keepers, Accounting Clerk, Navigation Division.
 Florence E. Derrer, Leonard Aguirre, Time, Leave, and Payroll Clerk, Accounting Division.
 Marilyn B. Gayer, Clerk-Stenographer, Accounting Division.
 Alexander Bloomfield, José R. Núñez, Hubert S. Wilson, Detention Guard, Police Division.
 Theodore Forbes, Clerk-Typist, Railroad Division.
 Cyril E. Jones, Clerk, Community Services Division.
 Harold O. Blackman, Service Center Supervisor, Supply Division.
 Dudley A. Smith, Doris G. Sealy, Clerk, Supply Division.
 Ronald D. Williams, Launch Dispatcher, Navigation Division.
 Martin Amador, Rubén D. Carvajal, Eustace S. Lewis, Jacinto Peters, David K. Rudy, Guard, Terminals Division.
 Clyde Austin, Clerk, Navigation Division.
 Clifford J. Henry, Sales Section Head, Supply Division.
 Edward S. Warren, Fredrick J. Brathwaite, Clerk, Railroad Division.
 Leticia E. McDowell, Sales Clerk, Supply Division.
 Maud E. Bethune, Laundry Checker, Supply Division.
 Vernon R. Roberts, Utility Worker, Supply Division.
 Federico Herrera, Laborer, Dredging Division.

Be Careful-- Not a Statistic

ACCIDENTS

FOR THIS MONTH AND THIS YEAR						
	FIRST AID CASES		DISABLING INJURIES		DAYS LOST	
	'62	'61	'62	'61	'62	'61
ALL UNITS	266	234(1)	6	10	266	515(30)
YEAR TO DATE	975	1574(699)	40	51(4)	6945	1493(88)

() Locks Overhaul injuries included in total.

CANAL HISTORY

50 Years Ago

PLANS FOR the construction of a modern passenger station in Panama were announced 50 years ago by the Panama Railroad Company in connection with the proposed improvement of its Panama terminal. The main part of the new building, which would have a 170-foot frontage on Central Avenue, would be of Italian Renaissance style of architecture. The walls were to be of terra cotta, similar to the material used in the erection of the new Hotel Washington in Colon.

The tug *Reliance*, with three barges in tow, arrived in Panama Bay during the afternoon of June 17, 1912, from Colon via the Strait of Magellan. The craft had left Cristobal February 11 and 126 days were occupied by the voyage of 10,500 miles. The roughest weather was encountered between Colon and Trinidad during the first 3 days of the voyage. THE CANAL RECORD thought this was the first time a tow of this character ever had been undertaken.

The barges were sent to the Pacific side of the Isthmus to haul sand for Canal construction from Punta Chamé off the Pacific coast.

25 Years Ago

AS SHIPPING through the Panama Canal was reported to be continuing on an upward trend for the first 11 months of fiscal year 1937, Canal officials announced that a Special Engineering Section would be established to study means for increasing the capacity of the waterway to meet future needs. The new section was to be headed by E. S. Randolph, Designing Engineer, under the general supervision of the Engineer of Maintenance.

A plan to increase freight rates on Government shipments and commissary supplies carried to the Canal Zone on Panama Railroad vessels was disclosed by the House Appropriations Committee in June 1937. Governor Ridley reported that the Government steamship line was operating at a loss, pri-

marily because it carried Government freight at rates 25 percent less than those charged by commercial lines.

Aviation history was made on the Isthmus 25 years ago when a squadron of U.S. Navy planes based at Coco Solo completed the longest mass formation non-stop flight on record. The squadron flew from San Diego to Coco Solo, a distance of 3,085 miles, in 27 hours and 58 minutes.

10 Years Ago

GOV. JOHN S. SEYBOLD arrived in the Canal Zone 10 years ago this month to succeed Gov. Francis K. Newcomer. Governor Seybold was given an unprecedented public reception at the Balboa Stadium attended by more than 2,500 persons. Panama President-elect José Antonio Remón headed the group of prominent officials from both Panama and the Canal Zone. The new Governor had taken his oath of office in Washington before leaving for the Canal Zone. It was the first time in the history of the Canal organization that a Canal Zone Governor had not taken the oath of office on the Isthmus.

In Washington the Senate Appropriations Committee refused to restore a \$7,700,000 appropriation for housing in the Canal Zone which had been eliminated from the Canal budget by the House of Representatives.

1 Year Ago

THERE WAS a change in Lieutenant Governors as John D. McElheny left for Washington to join the Office of the Deputy Chief of Staff for Logistics, Department of Army. He was succeeded late in June by W. P. Leber, who came to the Canal Zone post from Washington. Mrs. Leber and their three children accompanied him to the Isthmus.

A low base bid of \$3,494,441 was submitted by W. B. Uhlhorn International, S.A., on the construction of the new Gorgas Hospital building.

Appointment of three new members of the Panama Canal Company Board of Directors was announced. They were Under Secretary of State George W. Ball; Fred Korth, President of the Continental National Bank of Fort Worth, Tex.; and C. Owen Smith, editor and publisher of *Outdoor Maine*, of Camden, Maine.

RETIREMENTS

RETIREMENT certificates were presented at the end of April to the employees listed below, with their positions at time of retirement and years of Canal service:

Edward J. Cullen, Chief Engineer, Towboat or Ferry, Navigation Division; 22 years, 1 month, 22 days.

Jesus M. Davis, Helper Lock Operator, Locks Division; 42 years, 1 month, 10 days.

Porfirio García, Heavy Laborer, Supply Division; 43 years, 7 months, 18 days.

Prince A. Green, Train Baggage-man, Railroad Division; 23 years, 11 months, 16 days.

Cecil Hubert, General Helper, Industrial Division; 25 years, 5 months.

Capt. George K. Hudgins, Pilot, Navigation Division; 27 years, 5 months, 29 days.

Ernest Johnson, Brakeman, Railroad Division; 20 years, 8 months, 12 days.

Eric C. Lewis, Helper Welder, Maintenance Division; 34 years, 10 months, 25 days.

Santiago López P., Leader Seaman, Dredging Division; 20 years, 5 months, 7 days.

Anthony G. Lynn, Chief Foreman Marine Machinist, Industrial Division; 25 years, 4 months, 24 days.

Alexander McKeown, Shipwright, Industrial Division; 43 years, 5 months, 13 days.

Capt. Hugh Maloney, Pilot, Navigation Division; 22 years, 2 months.

Charles M. Nelson, Commissary Store Manager, Supply Division; 15 years, 9 months, 9 days.

Inocencio Pil, Leader Asphalt Cement Worker, Maintenance Division; 39 years, 8 months, 19 days.

Reginald V. Reid, Heavy Laborer, Terminals Division; 25 years, 5 months, 4 days.

Faustino Romero, Oiler, Terminals Division; 32 years, 3 months, 11 days.

William J. Rose, Lead Foreman, Roundhouse, Railroad Division; 27 years, 11 months, 8 days.

Mrs. Helen R. Sestito, Time, Leave, and Payroll Clerk, Accounting Division; 21 years, 1 month, 12 days.

John A. Snodgrass, Leader Plumber, Maintenance Division; 19 years, 2 months, 5 days.

Ram Soran, Stevedore, Terminals Division; 31 years, 1 month, 18 days.

Charles T. Swearingen, Lead Foreman, Locks Control House, Locks Division; 22 years, 5 months, 20 days.

Frank A. Tompkins, Chief Engineer, Towboat or Ferry, Navigation Division; 18 years, 3 months, 4 days.

José Vergara R., Pest Control Heavy Laborer, Sanitation Division; 21 years, 4 months, 5 days.

Everald B. Walker, Service Center Supervisor, Supply Division; 32 years, 8 months, 19 days.

SHIPPING

New Vessel Launched

THE UNITED STATES LINES' cargo ship *Pioneer Moon*, which is due to make her maiden trip through the Canal in July, will be of special interest locally. She was launched in Newport News, Va., in April by Mrs. Clarence D. Martin, Jr., wife of the Under Secretary of Commerce for Transportation, who is also a member of the Board of Directors of the Panama Canal Company.

First vessel in the line's \$380 million long-range cargo ship replacement program, the *Pioneer Moon* is one of the new *Challenger* class. She will operate between New York and the Far East, together with the United States Lines' Mariner-class cargo ships, and will make regular trips through the Canal. She was built by the Newport News Shipbuilding & Dry Dock Co., and will be handled at the Canal Zone by Panama Agencies.

TRANSITS BY OCEAN-GOING VESSELS IN APRIL

	1961	1962
Commercial.....	904	942
U. S. Government.....	14	19
Free.....	9	9
Total.....	927	970

TOLLS*

Commercial.....	\$4,525,589	\$4,963,535
U.S. Government.....	83,253	102,910
Total.....	\$4,608,842	\$5,066,445

CARGO**

Commercial.....	5,287,475	6,103,611
U.S. Government.....	128,073	118,783
Total.....	5,415,548	6,222,394

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

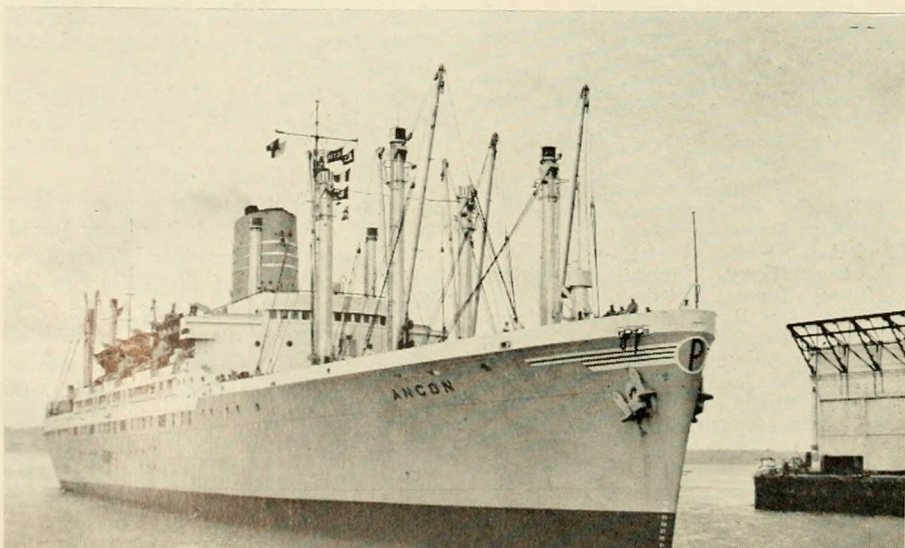
**Cargo figures are in long tons.

THE FORMER Panama Canal Company passenger-cargo liner *Ancon* soon will be transferred by the U.S. Maritime Commission to the State of Maine for use as a training ship. The transfer marks another chapter in the colorful career of the vessel, which was built in 1938 as a luxury liner and taken over by the U.S. Navy during World War II.

After serving as a troop transport for a year, the ship was fully converted to a communications ship and during her debut as the flagship of the Commander of the Amphibious Force, Atlantic Fleet, carried Gen. Omar Bradley as he commanded the start of the Sicilian campaign in 1943. She received battle stars for the North African occupation, Sicilian occupation, Salerno landings, invasion of Normandy, and Okinawa invasion. She also received the Navy Occupation Medal.

During her entire naval career from 1942 to 1946, she was never bombed or struck by enemy shells and concluded the war by serving as the press ship from which the Japanese surrender was reported to the world. The ship, shown entering Cristobal harbor on one of her last trips to the Isthmus, was taken out of the Panama Canal Company service last year and recently has been tied up in New Orleans, where she has been used as a training ship for Army reservists.

Ancon prepares to dock at Cristobal on one of her last visits to Isthmus.



Atomic Cargo Ship

THE WORLD'S FIRST nuclear-powered commercial vessel, the N.S. *Savannah*, is scheduled to pass through the Panama Canal late this summer on her way to the United States west coast and the Seattle World's Fair.

Although no definite time of arrival has been received, Panama Canal admeasurers have obtained general plans of the ship and are making preparations to measure their first nuclear-powered commercial vessel for tolls.

According to the New York Times, the *Savannah* will leave for the Canal after making a visit to Savannah, Ga., and New York. Acceptance trials of the vessel started in April. These consist of a routine series of reviews which must be made by a regulatory staff of the Atomic Energy Committee and an advisory committee. After the trials, five AEC commissioners will review the findings and schedule a public hearing similar to that required for all atomic installations, land or sea, in the United States.

The *Savannah* has many safeguards against atomic accident. After her trip to the west coast, she will make a world cruise to demonstrate peaceful uses of atomic energy. The ship, which is equipped with conventional auxiliary diesel turbines as well as the nuclear reactor, is 595 feet long and has a 78-foot beam. She can carry general cargo and 80 passengers.

Speedy Freighter

SOME KIND of a record may have been set by the new Danish motorship *Trein Maersk*, which arrived at the Canal early in May from Charleston, S.C., making the trip in 2 days and 10 hours.

The trim cargo vessel, making its maiden run from New York to the Far East, travels at a service speed of 21 knots, compared to the 19 knots averaged by other cargo ships of the line, which take 8 to 10 days between Balboa and Los Angeles.

Her cargo features include derricks capable of lifting up to 60-tons, refrigerated space, and compartments for such specialized cargoes as liquids in bulk, and silk. She is air conditioned throughout, but carries no passengers. C. B. Fenton & Co. represent the ship at the Canal.

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