

REVIEW

Vol. 6, No. 5

BALBOA HEIGHTS, CANAL ZONE, DECEMBER 2, 1955

5 cents

New Emphasis Placed On Employee Training By Personnel Bureau

A reorganization of the Personnel Bureau was made effective last month which will permit a more concerted effort in the promotion of employee training and other similar programs.

The principal changes were the combination of the Central Labor Office Division as a branch of the Employment and Utilization Division, and the establishment of a Personnel Programs Staff as a unit of the Personnel Director's Office. Leonard M. Brockman, formerly Assistant Personnel Director, has been appointed Coordinator of the new Personnel Programs Staff.

The Personnel Programs Staff will be responsible for training and employee development functions, the incentive awards program, employee counseling and grievances, performance rating, and for a wide variety of community programs and relations with the Canal administration. The principal members of the staff assisting the Coordinator will be two Training Officers, the Employee Counselor, and a Personnel Assistant.

Few Personnel Changes

The reorganization involved relatively few personnel changes in the bureau. With the combination of the two divisions into one, A. L. Wright, Chief of the Central Labor Office Division, became Assistant to the Chief of the Employment and Utilization Division. Under the new arrangement, this division is composed of six principal units, the Employment, Records, Central Labor Office, and Utilization Branches, the Cristobal Labor Office, and the Non-U. S. Citizen Records Section. Disability relief work will be handled by this division.

No changes were made in the Wage and Classification Division which is divided into three units, the Classified, Local-Rate, and Wage Board Sections.

The Washington Office of the Personnel Bureau will continue as a separate unit reporting directly to the Personnel Director.

In addition to widening the scope of assistance given to employee training and programs, the reorganization is designed to provide an improved work flow under changes which are being made to combine the two Panama Canal payrolls into one and eliminate any practices which may seem to differentiate conditions of employment opportunity.

The unified payroll will become fully effective next month and with the changes made in the Personnel Bureau, the handling of all employment functions will be done jointly for the U. S.-rate and local-rate rolls by the individual personnel units concerned.

Committee Seeks 'Testimony On Several Vital Subjects

Testimony on several matters of vital interest to the Canal administration and to employees will be invited by the Congressional Committee at hearings scheduled to open Monday at Balboa Heights.

Principal among the subjects scheduled for consideration will be the proposed abandonment of the Panama Railroad, and pending legislation relating to the allocation of tolls and redistribution of the costs of Canal Zone Government.

In an announcement from the Committee before members of the group sailed last week from New York, the committee said it hopes to hear testimony from Governor Seybold and his staff as well as employees and employee groups.

Seven members of the Panama Subcommittee of the House Merchant Marine and Fisheries Committee are to attend the hearings which will be conducted under the chairmanship of Rep. Edward A. Garmatz, of Maryland. Other members are Reps. T. James Tumulty, of New Jersey; John J. Allen, Jr., and William S.

Mailliard, of California; William K. Van Pelt, of Wisconsin; James A. Byrne, of Pennsylvania; and Francis E. Dorn, of New York.

The Chairman and Congressmen Byrne, Van Pelt, and Tumulty arrived Thursday aboard the Panama liner *Ancon*. Also aboard the *Ancon* were Bernard Zinke and Mrs. Frances Still, Counsel and Chief Clerk, respectively, of the Merchant Marine and Fisheries Committee. Congressman Mailliard arrived on the Isthmus several days ago, while Congressmen Allen and Dorn were to arrive Thursday by plane from the States.

The Committee announcement called attention to the fact that a number of bills are pending in Congress "vitaly affecting the welfare" of Panama Canal employees and that it has become important for the Committee to have employee views on these subjects. The announcement of the Committee follows:

"At least once each year individual members of the House

(See page 16)



ATTIRED IN WINTER CLOTHING, these members of the Congressional group arriving yesterday were photographed soon after boarding the SS *Ancon* last week in New York. Seated, left to right, are: Rep. Edward A. Garmatz, Chairman; Mrs. Frances Still, Clerk; and Rep. William K. Van Pelt. Standing, left to right, are: Bernard Zinke, Counsel; and Reps. T. James Tumulty and James A. Byrne. Other members of the House Committee arrived by plane for the hearings.

HOMAGE TO DE LESSEPS PAID AT BALBOA HEIGHTS



THREE VIEWS of the De Lesseps ceremony appear above. At the top, Governor Seybold welcomes the French Mission, Count de Lesseps at the far left; in the center the bust is unveiled; and at the bottom Count de Lesseps opens a valve at Miraflores Locks as the Governor and others watch.

A dream was re-lived and a reality was observed in the Canal Zone on November 23 when a bust of Count Ferdinand de Lesseps was dedicated and participants in the ceremony inspected the waterway which he visualized 75 years previously.

The bust is a gift of the Suez Canal Company to the Panama Canal Company-Canal Zone Government. It has been placed in a niche of the rotunda of the Administration Building where the ceremony was held as a part of the sesquicentennial observance of his birth.

The impressive program was attended by a group of distinguished guests headed by President Ricardo Arias and Minister of Foreign Relations Alberto Boyd of Panama. Others attending or participating in the program included the special French Mission for the ceremonies, members of the diplomatic corps, and officials of the Canal and Armed Forces.

At the conclusion of the program the visiting French delegation and others were guests of Governor Seybold for an inspection trip to Miraflores Locks and through Gaillard Cut, and a luncheon in the Tivoli Guest House.

Although the number of spectators was necessarily limited by the space available, the program was broadcast over a public address system and over CFN, the Armed Forces radio station. The warmth and cordiality of the ceremony was best demonstrated from the following brief quotations from the principal speakers:

"The friendship of the nations of Panama, France, and the United States has been indelibly written in history. That kinship has been tried in the past in the crises of two world wars and is today tightened in a clear cold war of ideologies. The Panama and Suez Canals, the physical developments and productions of the genius and spirit of these three great countries, stand as bulwarks in the life and future of the free world—monuments to their builders and to those who through nearly a century have carried the burden of the political, economic, and operational responsibility for the survival and safety of these two world public-service units.

"May this bust stand as tribute to the memory of Count de Lesseps, and to the memory of those associates of his and those of a later date who conceived, planned, and won the victory of the Isthmus of Panama."

GOVERNOR SEYBOLD

"De Lesseps may perhaps have underestimated the difficulties of the task, but he was not blind to them when in 1879 he agreed to head the new enterprise.

"Thanks to the Americans who took up where De Lesseps left off, they have made possible this magnificent realization. The Panama Canal has been compared by my friend Mr. Andre Siegfried to a modern workshop with a machinery as accurate as that of a clock. American active technique and organization has not rendered the French attempt useless."

JEAN MARIE

Pres., France-Amérique, Comité, Paris

"The erection of this bust in this house is another tribute you are paying to my great-grandfather and I wish to express my deepest gratitude for this friendly gesture.

"This day, I know, is devoted to the memory of Ferdinand de Lesseps. I wish it to be also the day of (See page 15)

The Canal Zone Begins Preparations For Christmas Holiday Celebration

With Christmas only 23 days away, the holiday spirit is already beginning to appear throughout the Canal Zone. The red "call for package" cards are showing up in greater than usual number in Canal Zone mailboxes and postmasters are issuing their annual "please empty your mailbox" plea.

At the commissaries, clerks began about the middle of last month to take orders for the over 16,000 trees which will bring a touch of the Canadian north woods to the tropics this year.

At the schools Zone boys and girls are practicing for their annual Christmas concerts and pageants and sometimes, to judge from what one hears, are continuing their practicing at home.

The schedule of Christmas programs for the secondary schools is all ready, subject of course to the vagaries of the weather. As plans stood when this issue of THE REVIEW went to press, the secondary school programs will begin at 7:30 p. m., December 15, when the boys and girls of Balboa Junior High School present their Christmas program in the lower gym. Dates, places, and times for the other secondary school programs are:

Rainbow City: 7 p. m., December 16, Rainbow City gymnasium.

Balboa High School: 8 p. m., December 20, Balboa Stadium.

La Boca High School: 8 p. m., December 21, Study Hall.

Cristobal High School: 7:30 p. m., December 22, Auditorium and campus.

Several new touches have been added to the Christmas programs this year, especially at Balboa High School.

There, the setting of the Christmas program will be changed this year from the campus to the stadium where parking and seating facilities are considerably more ample than on the school grounds. The school choirs will make a ceremonial entrance into the darkened stadium and will continue their program from a platform, in front of which the orchestra and bands will be seated. A narrator will tell the story of Christmas and this will be acted in pantomime by some of the drama students. The program will be concluded with a community carol sing.

Cristobal High School, whose girl carolers appear in the large photograph on the right as they started their candle-light procession last year, will again have a two-part program. Because of the Atlantic side's uncertain weather, the school begins its Christmas program in the auditorium with carols by the choir and orchestra and continues outside, if the weather permits, with tableaux to the music of the school band.

Less elaborate programs, designed primarily for the parents, will be given in each of the elementary schools.

The usual outdoor decorations, including the Canal's "official" Christmas tree—the pyramidal pandanus near the Balboa Railroad Station, will not be put in place for another couple of weeks, although some householders had started as early as November 18 to get their outside lights up. The overhaul at Gatun locks, due to start about January 7, will not interfere with the usual decorations there and on the Pacific side the Miraflores Bridge and the Pedro Miguel control tower will be decorated for the holiday season.



*Angels we have heard on high
Sweetly singing o'er the plain
And the mountains in reply
Echoing their joyous strain
Gloria in excelsis Deo
Gloria in excelsis Deo.*

What Will Power Conversion Mean To Zonians?

Engineering Forces Answer Frequent Questions



DOMESTIC EQUIPMENT surveyors, Thomas S. McKibbin, right, and John M. Hansen, seated, check household equipment at the Diablo Heights home of Mrs. Henry E. Falk. The survey is part of the conversion of the power system, which is being made in all Canal Zone quarters.

What will the conversion of the electric power system in the Canal Zone from 25 to 60 cycles mean to the Zone householder? What will happen to his refrigerator and washing machine and all of the rest of the frequency-sensitive household equipment which numbers into the tens of thousands? What will the conversion of his household appliances cost the average Zonian?

To answer these and other questions which have been raised by Canal Zone residents, THE PANAMA CANAL REVIEW went to the people of the Engineering and Construction Bureau—the Designing Engineer's Force, the Power Conversion Staff, and the Contract and Inspection Division for clarification.

Here are their answers, put as simply as possible, plus an example of a typical Canal Zone household.

What will the conversion mean?

In the first place, Zonians will no longer be annoyed by flickering lights but, more important, they will most of them for the first time—be able to outfit their homes with any of the refrigerators, air conditioners, deep freezers, or washing machines they see advertised without worrying whether they will operate on, or can be adapted to operate on, the 25-cycle electrical system.

What will happen to the Zonian's household equipment?

When the area in which he lives is fed by 60-cycle current, he will probably have the same refrigerator or washing machine that he now has, but their frequency-sensitive parts will have been

changed to operate on 60-cycle current. On the other hand, at his option and under certain conditions, he may have a new refrigerator or washing machine.

The latter is possible since he may make an agreement with the conversion contractor by which he accepts a cash allowance—the amount to be mutually agreed on between contractor and householder—instead of having the refrigerator or washing machine converted. He could then, if he wished, use this allowance to apply on the purchase of a new appliance.

If the householder chooses to accept a cash allowance in lieu of conversion of any piece of equipment, he may retain the appliance. In such a case, however, the contractor will either remove the frequency-sensitive parts, or immobilize them and mark the nonfrequency-sensitive parts in a permanent manner. If the householder does not wish to retain the appliance, the contractor will remove it from the premises at no cost to the householder except that he relinquishes his ownership.

And what will the conversion of his household equipment cost him?

Nothing, for the actual conversion. He will make no expenditure unless he elects to change equipment. However, in order to be converted, the frequency-sensitive equipment must be "regularly used" and in operating condition. Spare parts which are considered a reasonable reserve supply will also be converted without charge to the owner.

The term "regularly-used" means equipment, appliances, etc., which are connected to the power system continuously or periodically for use in performing

normal processes, operations, functions or work.

Will all the frequency-sensitive equipment he owns on the day when his household is changed to 60 cycles be converted without charge?

Not necessarily. There will be what is called a 90-day "cut off period." The householder will be notified 90 days in advance of the date when his household is to be converted. Frequency-sensitive equipment he acquires within this 90-day period will not be converted at Company expense.

To give REVIEW readers a more specific example of what conversion will mean in a typical Canal Zone home, the engineers cited the situation of Joe Public, who lives in Margarita. Margarita is in the Atlantic conversion area. Bids to convert all industrial and domestic frequency-sensitive equipment in this area were advertised several months ago and are to be opened December 15. The exact date on which Joe Public's household will begin to operate on 60-cycle current will depend on the work schedule of the contractor. This schedule must be submitted to the Contracting Officer for his approval prior to the beginning of the work. It may be soon after the first of the calendar year but it could be as late as the end of June 1957.

To Be Converted

In Joe Public's house, there are two groups of electrical equipment. In the first, or frequency-sensitive, group are: A refrigerator, an automatic washing machine, a record player, a table saw for his hobby shop, electric fans, and electric clocks, including a chiming electric clock.

The refrigerator, washing (See page 15)

NEW COMPTROLLER



THE APPOINTMENT of Philip L. Steers, Jr., above, as Comptroller of the Panama Canal Company was announced last month by Governor Seybold. Mr. Steers has been with the Canal Company since January 1953, when he came here from Austria where he had been Comptroller for the Mutual Security Agency. He succeeds Lindsey H. Noble who resigned from the Canal service in September.

Hunting Semi-Precious Stones Is Hobby Of Canal Zone Gem And Mineral Society

The Canal Zone is a veritable treasure-house of gems, if one knows where to look. Best of all, a good part of the digging has already been done for the local gem hunter.

The great-hearted excavator was the Isthmian Canal Commission. The areas on which spoil from the Panama Canal excavation was dumped years ago are today the best possible hunting ground for those who collect the semi-precious stones of the quartz family—such as jasper and agate—which abound here.

The section around Farfan Spillway, Balboa Flats, Albrook Field, some sections of Cocoli, the causeway from Fort Amador to the Fortified Islands, are among the places where Canal Zone collectors have found stones of good quality.

Gem or mineral collecting is not new on the Isthmus but a society of gem collectors is. The idea of a society of this sort was conceived last summer by several of the collectors who had been swapping ideas and methods for some time; in August the Canal Zone Gem and Mineral Society became a reality. The names of 24 charter members are listed on the society's register. Several of them are husband and wife teams, like Mr. and Mrs. O. K. Worley of Los Rios, Mr. and Mrs. Arnold J. Landreth of Gamboa, or the Pat Ryans of Cocoli.

How They Started

As many of them as possible get together at the Society's regular meetings the fourth Friday of each month. At present they have no regular meeting place and are shopping around for a permanent clubhouse where permanent exhibits can be kept and machinery installed for cutting and polishing the gems they find.

There is no sure recipe for becoming a gem hunter. Some of them are men who picked up pebbles when they were little boys; some of the women became interested through their husbands; others have been infected by the enthusiasm of their friends, or have developed the gem hunting fever from reading books.

Two members of the Society are in jobs



OFFICERS of the Canal Zone Gem and Mineral Society look over a chunk of quartz which was found in the Canal Zone. Left to right are Burton E. Davis, president; Bruce Morrow, and Walter R. Lindsay, directors; and L. H. Stroup, vice president. Other officers not appearing in the picture are Mrs. Mary Worley, secretary-treasurer, O. K. Worley and A. J. Landreth, directors.

which tend to make them authorities on the geological background of the Canal Zone and Panama. They are Robert H. Stewart, a geologist who worked on the Contractors Hill project and is now with the Engineering Division, and George C. Felps of Gamboa, who does a lot of the test boring for various Canal projects.

Collectors And Lapidaries

Some of the members of the Gem and Mineral Society are collectors only; some are lapidaries who cut and polish the stones they find. And some go as far as to mount in silver and gold the gems they have collected and cut and polished.

Mrs. Ryan is one of the latter. The other night when the Society met at the Diablo Heights Service Center, she was wearing a striking pair of pendant earrings made from deep red agates. She found the stones near Fort Amador, slabbled them, ground them to the shape she wanted, polished the stones to a mirror-like finish painstakingly by hand on a powered buffing wheel, and finally mounted them in silver settings.

That particular project was simpler than some she has done. Too often, she says, she finds a gemstone which has all the earmarks of being a fine piece. But cutting will disclose some flaws and polishing may bring out others, and she may have to try again and again before she can get two perfectly-matched pieces for a set of earrings.

Stones which the collectors have found and want to use in jewelry—not all they find are set but remain in loose collections—are cut either into cabochon shapes or are faceted.

Cutting And Polishing

The cabochon shapes are worked by hand on powered grinding, sanding, and buffing wheels and, in general, they all have domed or curved surfaces. Faceted stones, on the other hand, are made with machines which index the facets in specified number around the stone and main-

tain predetermined angles for each row of facets.

Stones may be either hand-polished or tumbled. Burton E. Davis, the Society's President, who has been collecting gems for several years, believes in the hand-polishing method. He works with wet and dry leathers and part of the time with a few drops of liquid detergent. It is a long and arduous process. Hours and hours of hand rubbing are needed to bring out the sheen in a jasper or a quartz.

The tumbling method of polishing stones was developed within the past few years as a method by which natural pebbles or broken fragments of gem stones could be brought to a perfect finish. These naturally shaped polished stones are called baroques. Several of the Gem Society's members have sent sample batches of fragments to the United States for processing in this manner, and have considered getting tumbling machines for themselves, but have given up the idea because of the noise.

Noisy Process

Stones to be tumbled are placed in a round, hexagon, or octagon-shaped barrel together with prescribed quantities of silicon carbide grit, clay flour, broken pieces of carbide grinding wheels, and water.

The barrels are sealed and rotated for hours until the grit has sanded each piece all over. The stones are then washed and reloaded into the barrel with finer grit carborundum. This process is repeated through possibly four changes of grit to the final polishing compound.

Nature has duplicated this method in forming some of the pebbles one finds on the beach which are the result of wave, water, or glacier action. Tumbling a stone takes at least 48 hours of continuous motion; it cannot be called a quiet process nor one well suited to the Canal Zone's open air hobby shops.

One of the most popular stones collected locally is the jasper, which is comparatively easy to work (See page 12)



JEWELRY made from stones she has collected, slabbled, cut, polished, and mounted is modeled for THE REVIEW by Mrs. Pat Ryan, of Cocoli. Her earrings and pendant are carnelian; her bracelet is made from agates mounted in silver; and the pendant she is holding in her hand is from pearl gray quartz.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SAFE DRIVING

Most of us consider ourselves safe drivers and safe pedestrians. We certainly don't expect to be involved in an accident. Accidents only happen to the "other guy." We never stop to think that "the other guy" might sometime be us. Last year there were close to a thousand automobile accidents here in the Canal Zone. Five people were killed and nearly 200 injured. Most of all this was unnecessary and could so easily have been prevented if the drivers and pedestrians had used common sense and courtesy, if they had had a little regard for the safety of themselves and the other fellow.

Safety is everybody's business—and very serious business, too. It is not an on-again, off-again proposition; nor does it recognize class, creed, or color. The man in the street and the man in the car are universal types—"Mr. Everyman"—and it is his responsibility to be safe and to be concerned for the safety of the other fellow in the street or on the road.

The basics of safe driving and safe walking are simple enough, but the important thing is that they be deeply

ingrained in your subconscious—and followed.

FOR SAFE DRIVING . . .

1. Obey speed limits. Slow down at night and for hazardous road, traffic, and weather conditions.

2. Respect the rights of other motorists. Be ready to yield the right-of-way at all intersections.

3. Yield the right-of-way to pedestrians approaching or within crosswalks on your side of the road. Do not pass a car that has stopped to permit a pedestrian to cross.

4. Come to a complete stop at stop signs and observe stop-and-go signals.

5. Heed signs and pavement markings warning of grade crossings, no passing zones, pedestrian crossings, curves, hills, and intersections.

6. Be especially alert at railroad crossings. Look, listen—and stop if a train is approaching.

7. Overtake and pass other cars only on the left side on two-lane highways. Be sure the road ahead is clear.

8. Stay on your own side of the road at intersections, grade crossings, no passing zones, and on hills and curves where the view ahead is not clear.

9. Stay in line on wide highways, changing lanes only when necessary to pass or turn. Do not straddle lane lines.

10. Make all turns from the proper lane—right turns from the lane nearest the curb, and left turns from next to the center lines.

11. Use arm signals or your directional lights for right and left turns and for stopping or slowing down.

12. Start from a parked position only if way is clear.

13. Follow other vehicles at a safe distance. Allow at least one car length for every 10 miles per hour of speed.

14. Watch for school zones. Be espe-

cially alert for children who may dash into streets in residential districts or from behind parked cars.

15. Keep your brakes, lights, windshield wiper and other safety equipment in good condition. Check them often.

16. Do not increase your speed when other cars want to pass you.

17. When you stop on a rural highway, pull entirely off the pavement.

18. If you have an accident, notify the nearest police station immediately.

19. If you drink, don't drive; if you drive, don't drink.

20. Devote all your attention to your driving. Look well ahead. Expect the unexpected at all times.

FOR SAFE WALKING . . .

1. Obey traffic signals and signs.

2. Cross streets only at intersections and stay within crosswalks.

3. Look carefully all ways before stepping into the street or highway, and keep alert all the way across.

4. Be doubly careful where there are parked cars or other obstacles to obscure your view or that of drivers.

5. Don't leave the curb until you have plenty of time to get all the way across before approaching traffic can reach you.

6. While crossing, don't read a newspaper or obscure your view with an umbrella.

7. Use painted crosswalks, safety islands and other safeguards, where available.

8. Do not walk behind or in front of a car or bus immediately after alighting; take time to be safe.

9. Don't depend entirely on the motorist's seeing you at night. Wear light-colored clothing or something that will reflect light.

10. Where there are no sidewalks, walk to the left of the roadway, facing traffic.

HONOR ROLL

Bureau Award For
BEST RECORD
OCTOBER

ENGINEERING AND CONSTRUCTION
BUREAU
COMMUNITY SERVICES BUREAU
CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Community Services	6
Engineering and Construction	4
Health	3
Supply	3
Civil Affairs	2
Transportation and Terminals	1
Marine	0

Division Award For
NO DISABLING INJURIES
OCTOBER

SERVICE CENTER DIVISION
MAINTENANCE DIVISION
DREDGING DIVISION
ELECTRICAL DIVISION
INDUSTRIAL DIVISION
GROUNDS MAINTENANCE DIVISION
MOTOR TRANSPORTATION DIVISION
SANITATION DIVISION
HOUSING DIVISION
AIDS TO NAVIGATION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	9
Housing	9
Sanitation	9
Maintenance	8
Electrical	7
Grounds Maintenance	7
Industrial	7
Motor Transportation	7
Service Center	7
Storehouses	6
Dredging	5
Railroad	5
Commissary	3
Hospitalization and Clinics	3
Locks	1
Terminals	1
Navigation	1

OCTOBER 1955

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

Engineering and Construction Bureau

Community Services Bureau

Civil Affairs Bureau

Marine Bureau

Health Bureau

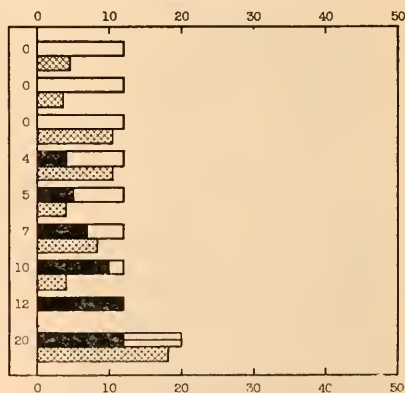
C. Z. Govt.—Panama Canal Co. (This Month)

Supply Bureau

C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)

Transportation and Terminals Bureau

Number of Disabling Injuries 15



LEGEND

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



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Probationary Fireman



INTRODUCING Sparky II. His friends at the Pacific Fire District, where he is stationed think that's too much of a name for a three-months-old and call him Smokey. They're sure he has the making of a very fine fire buff. He was given to the District by Mr. and Mrs. L. E. Kirk of Las Cumbres.

OF CURRENT INTEREST



MEMBERS of the fifth Rapid Reading group, which meets in the Board Room of the Administration Building, donned coats to show how well the new air conditioning system works. The beginning of their classes coincided with the completion of the air conditioning; they are the first reading group to meet in the Board Room. Reading from the left are: Edward M. Browder, Jr., Assistant Director, Engineering and Construction Bureau; Roy C. Stockham, Chief, Locks Division; William Brown, Assistant to the Director, Health Bureau; Roy D. Reece, Assistant Electrical Engineer, Electrical Division; Brodie Burnham, Assistant Training Officer and instructor for the group; W. H. Eslinger, Chief Hydrographer, Meteorological and Hydrographic Branch; Philip S. Thornton, General Manager, Service Center Division; Warren Pitman, Chief, Rates Branch, Office of the Comptroller; Robert S. Herr, Postal Division; and Arthur T. Cotton, Postmaster, Balboa. Out of camera range are H. H. Feeney, Chief, Contract and Inspection Division; and W. A. Dryja, Assistant to the Marine Director.

Approximately 18,000 tourists making Caribbean and South American cruises on 20 or more luxury liners, are expected to visit the Isthmus during the next few months. The annual cruise season, which will start with a bang around Christmas time, is scheduled to bring to Canal ports seven ships in January, 15 in February, 11 in March and one each in April and May. Several of the cruise vessels, such as the *Empress of Scotland*, the *Maasdam*, *Nieuw Amsterdam*, and *Mauretania*, will make more than one trip to the Canal and at least four will visit San Blas as well as Cristobal.

With the exception of the *SS Berlin*, the first North German Lloyd Line vessel to call at the Isthmus on a cruise since before the war, most of the ships have been here before. The *Berlin* is the Swedish American Line *Gripsholm* which was purchased last year by the German company and put on a regular run between New York and German ports. She is due to arrive in Cristobal February 26 with approximately 300 passengers and will visit San Blas.

Other vessels scheduled to visit the Canal during the tourist season are the *Maasdam*, *Mauretania*, *Patricia*, *Empress of Scotland*, *Vulcania*, *Italia*, *Ile de France*, *Olympia*, *Ocean Monarch*, *Homer*, *Oslofjord*, *Flandre*, *Stella Polaris*, *Silverstar*, *Tradewind*, *Kungsholm*, *Caronia*, and the *SS Andes*, flagship of the Royal Mail Line.

By the end of last month, there were at least 60 Balboa Elementary School youngsters who had learned to swim since the beginning of the school year. They accomplished this by regular attendance at a 12-week course of elementary swimming instruction given at the Balboa Swimming Pool under the direction of Mrs. Mildred Trimberger and Mrs. Kathleen Flynn, Canal Zone School Division athletic instructors. Following a rigid test, they were presented with water safety badges certifying that they were full-fledged beginners.

As beginners, each of the youngsters has learned breath control, back and front floating, back and front glide, arm stroke, combination back strokes and front strokes, and a plain front dive. They can also jump into deep water and can swim a distance of 50 yards without stopping.

In addition to the beginners, approximately 30 other Balboa Elementary School pupils received intermediate swimmers'

badges and 34 were graduated to the swimmers class, meaning that they completed the swimming course offered by the Zone school for elementary school children.

Swimming classes for the school children in the Diablo Heights School will start next week and classes for the pupils in the Ancon Elementary and St. Mary's Mission Parochial schools will be started later on.

The plan of giving swimming instruction on a 12-week basis to the pupils of each school was inaugurated this year by the Schools Division. So far, athletic instructors are pleased with its success and point out that although the actual period of swimming instruction for each pupil is made shorter, the classes are smaller and easier to manage.

Soda water bottling operations of the Commissary Division were terminated at the end of November, closing an activity which was first established during the early Canal construction period. The sale of soda waters under the Commissary label will continue until the present stock is exhausted.

In announcing the close of this activity, Governor Seybold said the decision was made in light of the development of the soda water bottling industry in Panama which is believed capable of supplying the requirements in most lines. Many lines of soft drinks and carbonated beverages bottled in Panama have long been standard items at the Division's retail stores.

Intermittent dock workers employed on the Panama Canal piers by the Terminals Division have been placed on a biweekly schedule effective with the pay period beginning November 20 and ending December 3, it has been announced by the Office of the Comptroller. The first pay checks will be delivered Thursday December 8.

The inclusion of the dock workers within the same pay period as that of the U. S.-rate employees is one of the first steps toward a unified payroll system for the Canal organization. The new system will become fully effective with the pay period beginning January 29 and the first pay checks will be delivered in February.

Because of the work involved and the size of the Company-Government organization, it will be necessary at that time to stagger the pay days. The exact schedule for the pay days will be announced later.

YOUR TOWN



LOS RIOS, newest of the Canal Zone's towns—under its present name—received its first residents two years ago. The town layout, with its surrounding street, loops, and deadends, is new in Zone planning.

Los Rios, newest of the Canal Zone's communities under its present name, is just what its predecessor, Corozal, was half a century ago—a commuters' town.

During the early years of the twentieth century, Corozal was a cluster of houses and a railroad station. Los Rios is a cluster of houses—albeit a larger cluster than in 1904—and a railroad station. It has no commissary, service center, post office, or school. There is not a shop nor office activity in the whole town. And that was just exactly the situation in 1904 when the United States was beginning to build the Panama Canal.

The Corozal of 1904, like the Los Rios of 1955, was connected to Panama City by railroad and by highway. But the road of 1904—it could hardly be called a highway—was generally impassable except for pedestrians or saddle or pack animals.

So it was by railroad rather than road that Corozal's first American residents got back and forth to their jobs, most of which were in the Isthmian Canal Commission's headquarters building in Panama City.

Boxcar Quarters

Housing in the city proper was almost nonexistent; the few buildings in Ancon belonged to the hospital; Balboa of those days was La Boca and its few structures were overcrowded. Boxcars were hauled to Corozal and parked on sidings and they and the village's two dozen or so French buildings were reconditioned for dwellings. One of Corozal's first commuters was C. A. Melvaine, who later, and for many years, was the Canal's Executive Secretary.

These few buildings were nowhere nearly sufficient for the rapidly growing force, so in 1905 the Commission built at Corozal a mammoth, three-story hotel which provided room and board for its more than 100 bachelor occupants. It is difficult to orient the hotel in today's surroundings as there was no road in those days beyond Corozal toward Miraflores. It stood, oldtimers say, somewhat north

of the present railway station and on the east side of today's highway.

William Weigle, who served with the Sanitary Department for many years and whose son now lives in Margarita, used to tell a ghoully story of his assignment to the Corozal hotel. At first, hotel attendants said there was no room available. Finally one of them led him to a room on the second floor which still contained the belongings of its previous occupant, who had died of yellow fever a few hours earlier. Mr. Weigle did not spend that night in his new room. Instead he walked up and down the railroad tracks all night, waiting for the morning train to Panama City and other accommodations.

Dams And Locks

Had early plans for the Canal been followed, there would have been no Los Rios as we know it today and probably the history of Corozal would have been much briefer than it is. One of the earliest American schemes proposed a dam from Ancon to Corozal—one of a group of three—to back the waters of the Curundu River and other streams into a terminal lake above La Boca locks. But La Boca turned out to be unsatisfactory

as a lock site and the whole project was moved about three miles inland to Miraflores.

One of the incidental moves which came along with this change of plan was the transfer of the Pacific Division headquarters from Sosa Hill to Corozal in December 1907. The long low building which, years later, served as the Army's Finance office, stood on a knoll just about where the lower end of Los Rios is now located. The Division covered the entire southern end of the Canal work, from Pedro Miguel to the Pacific entrance; although a good many of its force lived in Corozal they fanned out during working hours to anywhere from Miraflores to La Boca.

In 1908 Corozal consisted entirely of old French buildings, with the exception of the hotel; Division Engineer Sydney Williamson kept up a constant campaign for more and better quarters for his people. Eventually a few sets of quarters were built at Corozal and other houses moved in from towns "along the line." In 1908 Corozal's population was 592, exactly 10 more than it was at the time of the latest Canal Zone census last fall. In 1908 the town became quite modern; electricity was installed in all quarters, messes, labor camps, and the hotel, and its people no longer could say that they were "lighted by fireflies."

History In The Making

More than one bit of Canal Zone history was made in Corozal. In 1905 it was the scene of the Zone's July Fourth celebration. As the *Star & Herald* put it, the Zionians "heard Judge Herman Gudger orate, witnessed a few races, and uncorked some fresh U. S. enthusiasm."

On January 2, 1906, the first free public school under the Canal Zone government was opened at Corozal. According to the Isthmian Canal Commission report, it was "provided only with a few borrowed chairs and tables and such books as had been sent to the school authorities as samples, supplemented by a few found in the homes at Corozal." Two years later a two-room school building was built at Corozal, but in 1910 Corozal children began to attend school in Ancon.

But probably the most important event for which Corozal was the setting occurred March 16, 1907, when the newly arrived chief engineer, Col. George H. Goethals made his now famous speech—



FRENCH QUARTERS like these were the homes of the earliest residents of Corozal, now Los Rios. After the American canal builders arrived, these old quarters housed men working in Panama City.

LOS RIOS

"there will be no more militarism in the future than there has been in the past"—before what historians reported as a "hostile audience." Years later, at a Society of the Chagres dinner at the Hotel Tivoli, Goethals recalled that first speech at Corozal.

In 1910 a commissary alongside the railroad track north of the station was added to Corozal's small list of public buildings and that same year the YMCA which ran the big clubhouses in the major towns began operating the Corozal Club.

Music And Movies

Morris M. Seeley of Gamboa, who was right hand man to Dr. Dutrow at the Corozal dispensary during the construction period, recalls one clubhouse manager, George R. D. Cramer, whose eyes, one brown and one blue, fascinated the ladies of Corozal almost as much as did the manager's very fine voice. Mr. Seeley, who often played piano at dances and concerts, frequently accompanied him during the local talent shows at the clubhouse.

Mrs. Howard Fuller, who was a small girl in those days, recalls that she saw her first "talking movie" at that Corozal Clubhouse. The film was badly synchronized with the recorded sound and frequently the actors were talking when they should have been listening.

Lock Forces

Corozal's peak as a Canal town—a population of a little over 2,000—was reached between 1912 and 1914. As Gatun locks neared completion a large number of men working for McClintic-Marshall, contractors for the lock gates, were moved to the locks at Miraflores and were housed at Corozal. Several houses and labor barracks were converted to bachelor quarters for them and the old Culebra Lodge Hall, which had room for 112 men, was moved to Corozal.

Work was started at that time on a hospital farm which would care for the Canal's permanently disabled employees and its insane. The piggery, dairy, and poultry farm which had been part of Ancon hospital were moved to Corozal as part of the hospital farm, but these were discontinued some years later. Today, but with newer buildings and modern equipment, this section is known as Corozal Hospital. The Corozal cemetery was also established in 1914. From its original plot of two acres it has grown to its present 47-acre area.

Transferred To Army

The establishment of Panama Canal headquarters at Balboa Heights in 1914 and the construction of quarters in Ancon and Balboa put an end to Corozal as a Canal town. As of December 1, 1915, the village was transferred to the Army. Except for the replacement of the original wooden buildings at the hospital with the present concrete structures, the enlargement of the cemetery, and the construction of the quarantine station during the early years of World War II, there was no civilian activity in the Corozal area until about three years ago.

In March 1952, plans to construct a new townsite at Summit were abandoned and arrangements were made between the Canal organization and the Army to return to the Canal Zone Government



LOS RIOS is represented in the Pacific Civic Council by this group. Left to right, seated, are: Truman H. Hoenke, Mrs. Evan G. Evans, E. W. Zelnick, and Charles A. Dubbs. Standing are Robert A. Stevens and A. M. Jenkins.

100 acres of land in Corozal, east of Gaillard Highway.

Within a few months bulldozers were at work changing the face of the terrain and a few months later the first houses were going up. In October 1953, the first families moved into the new townsite. It was July 1954, however, before it was formally rechristened.

New Layout

The streets had already been named—all of them for Isthmian rivers. On the recommendation of the Pacific Civic Council, of which the town is a ward, the new town was named Los Rios, or The Rivers.

Los Rios' layout is something completely new in Canal Zone planning, without the checkerboard of crisscrossing streets of the other towns. It is surrounded by what engineers call a circumvallation road, or, in layman's language, one which follows the perimeter of an area. From the perimeter three horseshoe-shaped loops and several dead-end streets extend toward the center of the area. There is not a major street crossing in the entire section.

Los Rios houses are the latest types to come off Canal engineers' drawing boards; a good many of them are the masonry, on-the-ground duplexes. A recreation area, complete with barbecue pit and bohio in addition to the more usual swings and slides and teeter-totters, is located in the center of the town—and is generally in use. Diablo Heights, which was a suburb of construction-day Corozal, serves the people of Los Rios at its commissary, service center, and post office and Los Rios children attend school at Diablo Heights or Balboa.

Model Railroad

No story about Corozal-Los Rios would be complete without mention of the model railroad which has occupied a room in the

Corozal railroad station for some years.

The railroad layout was built by the Canal Zone Society of Model Railroad Engineers but was sold last month, down to its last cross-tie, to the Isthmian Model Railroad Association, formerly of Rodman. The new owners will leave their purchase in the railroad station but, for the time being, are not inviting visitors to see it.

Residents of Los Rios, like Mrs. E. G. Evans who is a town representative on the Civic Council, find a lot of advantages in living there. It is cool and quiet and there is no heavy traffic.

"Of course," she says, "we are always trying to improve it, but that's what councilmen are for, isn't it?"

Editor's Note: This is the last of a 13-story series on the towns of the Canal Zone. Below is the alphabetical list of "Your Town" stories and the dates on which they appeared:

Ancon, October 1954; Balboa, July 1955; Cristobal, October 1955; Diablo Heights, March 1954; Gamboa, September 1953; Gatun, November 1953; La Boca, June 1954; Los Rios, December 1955; Margarita, December 1954; Paraiso, November, 1955; Pedro Miguel, February 1954; Rainbow City, September 1955; and Red Tank, December 1953.

Gaillard Memorial Plaque Will Be Replaced On Hill

The Gaillard Memorial plaque, which was removed from the side of Contractors Hill when the cut-back project was started last year, will be replaced soon.

Instead of being set into the face of the rock as it was before, the plaque will be supported on a free-standing concrete backing wall. It will be located on the third berm, just over the entrance to the tunnel and will be clearly visible from passing ships.

The plaque will be reerected by the Maintenance Division in December.

Balboa High School Gets High Rating From Visiting Evaluation Committee

(Following is the third in a series of four articles reviewing reports on Balboa and Cristobal High Schools and the Canal Zone Junior College as prepared by Visiting Committees representing the Middle States Association of Colleges and Secondary Schools which were here in February and March 1954 for the purpose of evaluating the three schools for accreditation.)

Although Canal Zone residents have less direct connection with the operation of schools than is commonly found in the United States, the Canal Zone Government has succeeded "in analyzing the needs of youth in the Zone quite well and has a lively and intelligent interest in the welfare of the pupils in the school."

This general statement on the operation of Balboa High School prefaces the detailed report of the Visiting Committee of the Middle States Association of Colleges and Secondary Education. An evaluation of the school, its plant, staff, and curriculum on which the report is based was made last February by the committee of which Dr. Ira R. Kraybill was chairman.

The report has been submitted to the Commission on Secondary Schools of the Middle States Association for accreditation of the high school. The Commission was scheduled to consider the report at a meeting last month. Notice of its action on accreditation of Balboa and Cristobal High Schools and the Canal Zone Junior College will be announced in January.

In its written report on Balboa High, the Visiting Committee said: "The valuation has as its primary purpose the improvement of the individual high school in the service it is rendering to the youth of the community it serves. The point of view of the committee in coming to any

high school is highly professional, and every attempt is made to be objective."

The report of the committee made clear that the evaluation placed on the school was based on the criteria for secondary school standards and not in comparison with other high schools.

Balboa High School attained a high rating both as to its students and the school. Of the 14 individual classifications of the criteria, the school failed to attain the rating of "very good" in only two, while the instructional staff was given an "excellent" rating.

Students Ability High

The report said that the mental ability of the students of Balboa High School "ranks considerably above the average student in the States." The Committee also praised the philosophy of the school as expressed by the teaching staff in its statement on the "Educational Needs of Youth." The philosophy as drawn up by the staff "shows a fine sensitivity to the development of youth as individuals and as members of society."

As in the case with the Cristobal High School, the ROTC received high commendations by the committee. The only suggested improvement of this phase of the school activities was for a better building for the ROTC facilities and classes.

The following briefly summarizes the commendations and recommendations made by the committee in its evaluation of Balboa High School in the various fields:

School Plant: The building is well constructed, of pleasing appearance, in well-kept grounds, with adequate classrooms.

The committee called specific attention

to the hazard and interruption to classroom work caused by aircraft flying low over the school plant at frequent intervals, recommending that "a concerted study of possible solutions to this problem" be made. It also recommended: A student-activity center including auditorium facilities; audio and visual education teaching facilities; and an investigation as to the advisability of a school cafeteria.

School Staff and Administration: The student-teacher relationships seem to be excellent; the teaching and administrative staffs are well qualified.

Recommendations were made for additional teachers and health services; a part-time psychologist; time for in-service training for the staff; and information handbooks for parents and teachers.

Program of Studies: Praise was given to the emphasis on the organized sequence of courses; maximum enrollment in English, foreign language, mathematics and music; and in adequately meeting student needs for college entrance requirements.

The committee recommended greater emphasis on enrollments for science and art; coordination of school experience with life experience; and provisions for professional in-service training bearing upon curriculum experimentation and revision.

Guidance Services: Well-organized and administered; excellent source material; and commendations for dissemination of information in vocational guidance, testing program, and cumulative records on students.

Recommendations in this field were made for private offices for more effective individual counseling; certain additional

	Poor 1	Fair 2	Good 3	Very Good 4	Excellent 5
D—Program of Studies.....				..	
Dr-D16—Subject Fields.....					
I. Organization.....					
II. Nature of Offerings.....				..	..
III. Physical Facilities.....				..	
IV-A. Instructional Staff.....					..
IV-B. Instructional Activities.....				..	
IV-C. Instructional Materials.....				..	
IV-D. Methods of Evaluation.....				..	
V. Outcomes.....					
E—Pupil Activity Program.....				..	
F—Library Services.....				..	
G—Guidance Services.....				..	
H—School Plant.....					
I—School Staff and Administration.....				..	

information on students for personal records; more emphasis on placement and follow-up on students after leaving school, more time for counseling; and arrangements for students to consult psychologists or psychiatrists when such professional guidance is needed.

Pupil Activity Program: This phase of the school activity was highly praised in many respects. The committee said the school is above average in participation; school publications are outstanding; social life is more than adequate with the juvenile delinquency problem "practically nil"; and there is a well-balanced intramural program for boys and girls.

The committee had several recommendations, however, for improvement of this phase of school work, the principal ones being: Better utilization of Balboa Theater as an auditorium; more variety in the music program through the use of an auditorium; better facilities for speech activities and drama; and more provisions for exceptional students.

Library Services: The library is attractively housed; the organization of materials is good; and the book collection is satisfactory in number (15,000) and well chosen.

The committee recommended a closer liaison between the school library and the Canal Zone Library, and suggested several fields of study for improvements such as audio-visual material, separation of the senior and junior high school libraries, and maintenance of technical books on reserve in classrooms but catalogued in the library.

In its report on the individual school subjects, the committee highly commended almost without exception the professional staff, teaching methods, and courses. However, in almost all cases the report contained more recommendations than commendations in reviewing the individual subjects.

Some of the principal recommendations of interest to parents and students alike may be summarized as follows:

Art: More storage space, more emphasis on art appreciation, and addition of art-crafts to the art department courses.

Business Education: Greater variety of equipment; improvement in facilities; greater emphasis on bookkeeping; and a follow-up program for graduates.

English: Four years of English for all students; phonograph in all English classes and an air-conditioned room for viewing films; restriction of class size to 25 pupils; remedial speech and reading; and provisions for exceptional students.

Foreign Language: Better audio-visual aid equipment; textbooks written entirely in foreign language studies; restoration of a commercial Spanish course; a soundproof laboratory; and better use of Spanish language resources in Panama.

Health and Safety: More teaching aids; more extensive and improved health services; and testing devices for driver training.

Home Economics: Improved physical facilities and an expansion of offerings in more areas of home living.

Industrial Arts: Participation by girls; improvement of various facilities; provision for community exhibits of class work; improvement of instructional materials, particularly in the utilization of films as visual aids and coordination of housekeeping practices; extension of evaluation for students; and an administrative study on the possible integration of



IF, LIKE MOST OF US, at this time of the year you find your Christmas gift department has become the department of utter confusion—take heart, the Commissary Division is standing by with first aid for weary holiday shoppers.

On sale now or to be placed on sale within a very few days, is an assortment of gifts designed to fit any pocketbook and—better yet, please the most difficult friends and relatives on the gift list. Many of the items listed below, we found, are packed in attractive gift boxes, which in itself, is half the battle won for the average package wrapper.



FOR HER

Under \$5: Whyte & Wyckoff's gift boxed stationery in white and colors, vellum finish, \$2.50; Lady Buxton billfolds in all high-fashion colors plus the Lady Buxton special features, as low as \$3.95; the famous Ship and Shore cotton blouses, which the Commissary imports regularly in a wide variety of styles and colors, from \$2.45; for the housekeeper or bride on your list—the new Good Housekeeping cookbook, \$3.35.

Under \$10: Costume jewelry in sets by Cora to provide dazzle after dark, for the glamorous girls, from \$5.50; Yardley Lavender, the fragrance which keeps you fresh all day long, in gift boxes at \$5.70; Vanity Fair nylon slips, some trimmed with nylon lace and some with a froth of nylon tulle at \$7.95; and pastel orlon sweaters, perfect for the occasional cool tropic night, in a variety of styles. Cardigans are \$6.50.

\$10 and up: A variety of handbags and evening bags, the most useful and beautiful being the caviar perlimesh-type bags made in off-white of small metal interlocking disks, and the armesh evening bags in silver and gold—these are guaranteed not to tarnish, around \$12.95; bathing suits in the latest styles by Gantner of California, \$11.95; and, of course, any gal would be delighted with a piece of Samsonite luggage which ranges in price from \$15.75 to \$32.

FOR HIM

Under \$5: Cufflinks, THE thing this year for the men of fashion, come in a variety of styles and patterns packed in gift boxes, at \$1.25 and up; Beau Brummel brocaded fabric ties, handsome enough to take the course off the Christmas-gift tie, from \$1.95; Dunlap-65 golf balls at 45 cents each or in boxes containing one dozen; Sportsmen Toilet sets, from \$1.80; and handsome Hickox belts in both leather and nylon mesh, to \$3.95.

Under \$10: The famous Weldon Club lounging pajamas with a sport shirt top and solid color trousers come in three standard sizes, at \$6.25 a set; a good companion gift would be a pair of Evans lounging slippers available in three styles; an Eisenhower-type sports jacket made by Berkay, \$9.75; Arrow sport shirts in the latest styles, to \$6.25; and for the ardent poker fan, Kem plastic playing cards at \$6.10.

Over \$10: Catalina Cabana sets, a swim trunk and matching jacket combination styled for the Hollywood stars, no less, in a variety of patterns, at \$12.10 a set; pure cashmere sweaters, sleeveless pull-overs, long sleeve pullovers and cardigan sweaters from \$14.50 up; brocaded Dunmar lounging robes in blue, maroon and charcoal, from \$10.95; handsome new Parker pen and pencil sets, to \$17.20; and, exclusive with the Commissary Division, the Sky-Lord men's waterproof wrist watches at \$20.85 for those with a stainless steel case and \$22.50 for the gold filled case—both come with leather straps.

FOR THE HOUSE

Under \$5: Lady Pepperell percale sheets in a selection of soft pastel colors, \$3.35 for the double-bed size—there are pillow cases to match; gift-wrapped Cannon towel sets, from \$3.95; huge thirsty Martex bath towels personalized for Milady and Milord, at \$2.25 each; Guatemalan tapestries at \$1.90; and for the tea drinkers, tea packed by the Twinings Tea Company in one-pound tea caddies, at \$1.90, and in half-pound willow pattern jars, at \$1.40.

Under \$10: Stainless steel flatware, perfectly hand finished by Genise, lovely for a lifetime, will not stain or tarnish, \$5.95 a place setting; Bates bedspreads which wash and wear like mad, \$7.55; pottery lamps for the bedroom and living room, metal lounge lamps, occasional chairs, scatter rugs, and cocktail tables.

\$10 and up: Whitney blankets which retain their fleecy nap and softness for generations, a buy at \$17.95; Quaker Lace tablecloths at \$18.75; washable nylon comforters filled with Dacron, \$11.95; ten-inch Presto automatic electric frying pans for \$14.95 and the Sunbeam 12-inch frying pan about \$28.25, with aluminum cover; a Glen Cree mohair steamer rug for the traveller, \$15.35; and, for the Christmas bride, a Community Plate 61-piece service for eight complete with chest about \$79.50—Twilight and South Sea are the new patterns ordered by the Commissary this year.

the philosophy of industrial arts with general education objectives.

Mathematics: Wider use of visual aids.

Science: Increased enrollment in science courses; better physics laboratory; longer laboratory periods; and consideration of the adoption of a senior-class-level science course for non-technical students.

Music: An auditorium; better rehearsal facilities; an additional teacher in vocal music; provision for exceptional students; and a music talent testing program.

Physical Education: Better grouping of students; a program of corrective physical education; an adequate program of physical examination and more extensive health services; and scheduled training of all students for at least three periods a week.

Social Studies: More use of audio-visual aids and consideration to offering one or more of the following courses on an every-other-year basis: Latin-American History, American Government, and Consumer Economics.

CANAL ZONE CLERGY

Had it not been for World War II, Raymond A. Taylor might have continued to live—and attend church—in Wenatchee, Wash., instead of coming to the Canal Zone where he is now directing the service at Balboa's Church of Christ.

But there was a war and Mr. Taylor, a veteran of World War I, reenlisted in the Navy and was assigned to the Fleet Post Office in San Francisco, Calif. At the end of the war he and Mrs. Taylor moved to Pasco, Wash. There was no Church of Christ there so with two or three other families they formed their own congregation for which Mr. Taylor frequently was the lay preacher. Today Pasco's Church of Christ has over 160 members.

In 1951 the Taylors came to the Canal Zone to visit their son. They liked it so well that Mr. Taylor arranged for a transfer from the Kennewick Post Office



RAYMOND A. TAYLOR

in a twin city across the river from Pasco to the Canal Zone postal service.

Naturally they became affiliated with the Church of Christ which had been established in Balboa about 10 years before. In July 1952, they moved into the church parsonage and Mr. Taylor became the director of the church work. He remained in this position until the following May when a regular minister from the United States was assigned to the Canal Zone.

In May of this year, Mr. Taylor was again selected to direct the work of the Church of Christ until a full-time minister could be obtained from the United States. It will be next May, however, before the church will have a full-time pastor. As he did before, Mr. Taylor has the assistance of several young men who are occasionally called upon to preach both at the church on Balboa Road and at one in Rio Abajo which is sponsored by the Canal Zone congregation.

With the arrival of a regular Church leader next spring, Mr. Taylor will be relieved of his church responsibilities. Soon after that he expects to leave the Canal Zone—after all he has been in the Postal Service for over 36 years. He and Mrs. Taylor are looking forward to the day when they can be considerably closer to their three children and seven grandchildren.

Rainbow City Library



PRESENTATION to the community of the Rainbow City Library took place on Thanksgiving Eve. The presentation was made by Henry L. Donovan, Civil Affairs Director, while Jefferson Joseph, Civic Council president, accepted it on behalf of the community. Shown above is the main reading room, which is about 50 by 25 feet. The library, a branch of the Canal Zone Library, is on the first floor of the Rainbow City High School. The librarian is Kenneth Griffith, formerly a teacher and part-time librarian at the high school. Between 8 a. m. and 3:30 p. m. the library is used largely by students; members of the community use the library between 3:30 and 8 p. m. on weekdays and on Saturday mornings.

Hunting Semi-Precious Stones Is Hobby Of Canal Zone Gem And Mineral Society

(Continued from page 5) with, takes a nice polish, but may disappoint its finder because the color may be only surface deep or the stone may turn out to be too coarse in texture. It can be red, brown, green, or yellow; a bloodstone is a green jasper with red flecks.

Jasper is an ancient stone. It is mentioned in the Bible and was known to the early Egyptians. A number of fine art objects have been carved from it. One of the best jasper collections in the Canal Zone is owned by Dan Sanders, a Society member, who has found his stones in Mexico and Costa Rica as well as in Panama.

Agates, which may include chrysoprase and the familiar moss agate, are another favorite collector's item for local gem hunters. Unlike jasper, which is opaque, agate is translucent or transparent.

Agate was once considered a talismanic stone and was thought to protect its wearer from all dangers. It was frequently carved into *huacas*, or grave ornaments, by Panama's early Indians. One of these was on display at a recent meeting of the Society. Another agate shown at a recent meeting was petrified coral in which polyps could readily be seen.

Other gems found in the Canal Zone include the various quartzes, some in chunks too large for a man to lift alone; sardonyx, a deep red; rhodinite, which is a mottled black and pink; and amphibolite, variegated green. There is also plenty of petrified wood here. It polishes into stones which make amazingly good-looking costume jewelry or handsome bookends and paperweights.

A gem hunter in the Canal Zone can have a field day—the phrase is literal—with a good part of the back-breaking work done for him, as we said before. But he needn't expect to find diamonds or sapphires or rubies. Nature didn't give the Isthmus the proper kind of geological formations to produce such gems.

Questionnaires Sent To Canal Timekeepers

A 24-part questionnaire on current timekeeping practices was distributed last month to supervisors of approximately 800 timekeepers in the Canal organization. Answers to this questionnaire will be used in a study of timekeeping methods in all Company/Government activities.

The purpose of this study is to standardize and to systematize the timing practices in all activities, simplify the record-keeping, establish more effective controls and provide economical procedures for timekeeping. A complete timekeeping manual will be compiled for the guidance of all concerned as a result of this survey.

The questionnaire asks each supervisor to indicate how many employees the timekeeper times in his particular gang; how check-in and check-out timing is recorded; whether check-ups are made on the job attendance during the work period, who makes these checks and how they are made; how overtime, holiday work, and bonus time are recorded; whether detailed leave accounts are maintained in the timekeeper's office; and other questions important to proper keeping of time.

The questionnaire also asks whether the timekeepers have any particular problems and, if so, whether corrective measures could be taken, and whether they believe that the installation of time clocks would be feasible for recording attendance for the gangs for which they keep time.

As the completed questionnaires are returned to the Accounting Systems Staff, they are reviewed by George A. Thibodeau and John A. Morales, who are conducting the survey.

Latest Antarctic Expedition Reminds Zonians Of Earlier Polar Explorers



ONE OF the helicopters which will be used during Operation Deepfreeze hovers over the deck of the USS *Edisto* at Rodman. The *Edisto* is an antarctic veteran; she was in 1947's Operation High Jump.

Memories of huskies and penguins, snowmobiles and ski-clad planes came back to Zonians last month when units of the latest of the South Polar expeditions—the Navy's Operation Deepfreeze—transited the Panama Canal en route to the icy waters of the Antarctic.

Few present-day Zonians remember the first polar ship to visit the Canal Zone. This was the schooner *Fram* which had made polar history on the expeditions of Norwegian explorer Fridtjof Nansen. The *Fram* lay in Limon Bay for several months during the latter part of 1913 while its captain hoped that the Canal would soon be opened so that he could cut thousands of miles off his voyage to San Francisco. There the ship was to be refitted for one of Capt. Roald Amundsen's Arctic expeditions. Eventually the *Fram's* master abandoned his plans to transit the Canal and cleared for California via Cape Horn.

A few more Zonians might remember the old *Roosevelt*, which, in its heyday, had carried Adm. Robert E. Peary on two trips to the Arctic Ocean. At the time the *Roosevelt* was a frequent visitor here during the 1920's, the old polar veteran had been reduced to the somewhat ignominious status of a tug towing bargeloads of lumber from Puget Sound to the United States east coast, via the Canal.

Four Byrd Expeditions

But a good many Isthmians can remember the four Byrd expeditions which used the Canal as a short cut to the Antarctic. The first of the expeditions headed by Rear Adm. Richard E. Byrd transited the Canal in September 1928, on its way south and returned via the Canal in June 1930. Three Zonians of those days—Lyle Womack, Max Boehning, and William W. Darling—succumbed to the lure of adventure and signed on to the expedition's two ships, the *City of New York* and the *Eleanor Boling*.

On his return from that first Antarctic voyage, Admiral Byrd visited the Balboa

school and talked to pupils of Mrs. Dove Prather's fourth grade class. Seventeen years later, when Admiral Byrd was on his way to Little America aboard the aircraft carrier *Philippine Sea*, a dozen or more of those fourth grade pupils—in some cases accompanied by their own children—called on Admiral Byrd aboard the carrier.

The second of the Byrd expeditions was made with two specially equipped ships, the *Jacob Ruppert* and the *Bear of Oakland*, a wooden barkentine. This expedition went south through the Canal in 1933 and returned to Balboa in April 1935. Visitors swarmed to the docks where the ships were tied up, exclaiming over the 15 Emperor Penguins, the 50 newborn, fuzzy husky pups, and the plane *Floyd Bennett*, which had been left at

Little America in 1930 but which was then being returned to the States.

The third Byrd expedition, which included the *Bear of Oakland* and the polar ship *North Star*, reached Balboa on its southbound voyage just after Thanksgiving in 1939. In addition to the usual huskies, the expedition was carrying a 55-foot long snowmobile which had been developed especially for polar use. Admiral Byrd was recalled to the Navy for special duty soon after the expedition reached Little America but 58 of his men remained in the Antarctic during the long winter months and returned via the Canal the following year.

The fourth of the Byrd expeditions, in 1946 and 1947, was sponsored by the Navy and was many times larger than any previously attempted. Known as Operation High Jump, it included 13 ships—one of them the *Edisto*, which is part of the present expedition—and over 4,000 men. Among them was Richard C. Herman, then of Gamboa, a Balboa High School graduate serving aboard the carrier *Philippine Sea*.

Equipment for Operation High Jump surpassed anything any expedition watching Zonians had ever seen. The ships, not all of which transited the Canal, carried six transport planes, three patrol bombers, three helicopters, an observation plane, an amphibian, and three other miscellaneous aircraft. But there were also the ever-present sled dogs. The expedition also took on at Balboa thousands of bamboo poles, for flag poles and trail markers, just as the latest group did last month.

Ronne Expedition

About a month after the *Philippine Sea* cleared Balboa for the Ross Sea, another expedition transited the Canal en route to the Antarctic. This was explorer Finn Ronne's one-ship expedition, the *Port of Beaumont, Texas*. The Ronne expedition, which included the wives of two of the men—the first American women ever to spend a winter iceed into Antarctica, made its headquarters at Marguerite Bay and charted many miles of hitherto unmapped coastline.

The first of the current expeditions ships, the icebreaker *Edisto*, transited the Canal early last month, followed a few days later by the new and much larger icebreaker, *Glacier*. Toward (See page 16)



USS *GLACIER*, which grosses 8,220 tons and is one of the newest of the Navy's ice-breakers, was part of Operation Deepfreeze which transited the Canal last month enroute to the Antarctic Ocean.

PROMOTIONS AND TRANSFERS

October 15 through November 15

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

CIVIL AFFAIRS BUREAU Division of Schools

Mrs. Martha H. Shacklett, from Clerk-Typist, Wage and Classification Division, to Clerk (Typing).

Mrs. Helen M. Kenway, from Clerk-Typist, Commissary Division, to Clerk (Typing).

Clinton C. Carney, Jr., from Elementary School to Junior High School Teacher.

Edward F. O'Connell, from Junior High School Teacher to Department Head, (General).

Mrs. Ellen E. Bailey, from Clerk-Typist, Housing Division, to Clerk (Typing).

Mrs. Ruth H. Arnold, from Library Assistant to Junior High School Teacher.

Mrs. Juanita A. Blakely, from Elementary School Teacher to Substitute Teacher.

Mrs. Edna E. Chase, Mrs. Virginia H. Perry, from Substitute Teacher to Elementary School Teacher.

Mrs. Patricia A. Grebner, from Clerk-Stenographer, Electrical Division, to Clerk (Typing).

Mrs. Beatrice M. Rhyne, from Clerk-Stenographer, Employment and Utilization Division to Clerk (Typing).

Mrs. Aurelia D. Hadarits, from Clerk, Aids to Navigation Section, to Clerk (Typing).

COMMUNITY SERVICES BUREAU Service Center Division

Alfred Houston, from Supply Assistant to Supervisory Steward.

Mrs. Elizabeth F. Walsh, from Governmental Accountant to Supervisory Accountant.

Mrs. Martha W. Keller, Charles R. Soukup, from Steward to Supervisory Steward.

Mrs. Eunice L. Hamilton, Mrs. Geneva H. Blount, from Steward (Trainee) to Supervisory Steward.

George J. Marceau, Cuthbert C. Rowe, from Administrative Officer to Service Center Manager.

Kerner E. Fraumenheim, from Administrative Officer to Supervisory Steward.

Stanley M. Hamilton, from Supervisory Administrative Assistant, Tivoli Guest House, to Manager, Hotel Washington.

Henry J. Chase, from Supply Assistant to Manager, Tivoli, Guest House.

OFFICE OF THE COMPTROLLER

Mrs. Catherine B. Moehle, from Card Punch Operator to Time, Leave, and Payroll Clerk, Payroll Branch.

Hugh W. Cassibry, from Time, Leave, and Payroll Clerk, Payroll Branch, to Systems Accountant, Accounting Systems Staff.

John A. Morales, II, from Supervisory Accountant, Payroll Branch, to Fiscal Assistant, Claims Branch.

ENGINEERING AND CONSTRUCTION BUREAU

(A number of the changes listed below are reallocations, changes of title, or administrative changes, such as those involving Commissary Division mechanics and engineers who are transferred, administratively, to the Engineering or Maintenance Divisions.)

William H. Billerman, Frederick A. Ebdon, from Lead Wireman Foreman to Wireman, Electrical Division.

George W. Wertz, from Lead Electrical Interior Foreman to Lead Wireman Foreman, Electrical Division.

Curtis H. George, from Lead Electrical Foreman, Locks Rehabilitation, to Lead Electrical Interior Foreman, Electrical Division.

Mortimer J. Brennan, from Wireman and Wireman Leader to Wireman, Electrical Division.

Richard R. Brown, Mechanical-Refrigeration Engineer, from Commissary Division to Engineering Division.

The following employees are transferred

from the Commissary Division to the Maintenance Division:

George P. Allgaier, Mechanical Shop Foreman; Milford K. Bailey, Senior Plant Engineer; James C. Slade, Donovan I. Geyer, Henry T. McKenzie, Louis S. Damiani, John L. Dougan, Michael G. Letchko, Plant Engineers; Lawrence Barca, Edward L. Spinney, Machinists; Leonard E. Case, General Mechanic; Laurel L. Highley, Carl L. Simons, Pipefitters; Walter E. Marek, Pipefitter and Plant Engineer; Wilton T. Strickland, Plant Electrician Leadingman; Herbert F. Taake, Joseph W. VanGeel, Warren R. McNamee, Walter W. Woodruff, J. Paul Bamberg, James G. F. Trimble, Herbert G. Kelly, Plant Electricians; Albert B. Collins, Cargo Handling Equipment Maintainer; and Edward E. Bernsee, Jr., Clerk-Typist.

MARINE BUREAU

Daniel J. Considine, from Lock Operator Machinist, Atlantic Locks, to Lock Operator Machinist Leader, Locks Overhaul.

Mrs. Narcissus T. Porter, from Clerk to Clerk-Typist, Atlantic Locks Overhaul.

Morris R. Collins, from Engineer, Pipeline Suction Dredge, Dredging Division, to Chief Towboat Engineer, Ferry Service.

Mrs. Alice B. Lowery, from Clerk-Typist, Internal Audit Staff, to Clerk, Aids to Navigation Section.

PERSONNEL BUREAU

Mrs. Katharine T. Purdy, from Clerk-Stenographer to Clerk-Typist, Wage and Classification Division.

Heliana G. Filos, from Clerk-Typist to Clerk-Stenographer, Wage and Classification Division.

SUPPLY BUREAU

Mrs. Dorothy G. McLain, from Accounting Clerk to Clerk-Typist, Commissary Division.

Louis A. Austin, from Timekeeper, Motor Transportation Division, to Accounting Clerk, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

Howard E. Walling, from Engineer (General), Division of Storehouses, to Chief, Southern District, Motor Transportation Division.

Rex O. Knight, from Motor Inspector to Auto Repair Machinist, Motor Transportation Division.

Richard M. Hiron, from Assistant Motor Inspector to Auto Repair Machinist, Motor Transportation Division.

James F. Dougherty, from Car Inspector to Wood and Steel Carman, Leadingman, Railroad Division.

Daulton C. Cybert, from Wood and Steel Carman to Car Inspector, Railroad Division.

RETIREMENTS

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

Mrs. Alvina Freeman Treadwell, Wisconsin; fifth grade teacher, Balboa Elementary School; 30 years, 12 days; Florida, eventually.

Alfred T. Veit, Pennsylvania; Senior Towboat Engineer, Dredging Division; 20 years, 12 days; St. Petersburg, Fla.

James L. Williams, Washington, D. C.; Foreman Cribtender; Marine Bunkering Section; 19 years, 6 months, 8 days; Florence, Ala.

Floyd Winchell, Washington; Cash Accounting Clerk, Division of Storehouses; 11 years, 1 month, 29 days; Los Angeles, Calif.

Stanley F. Yost, Connecticut; Marine Traffic Controller, Balboa; 32 years, 2 months, 16 days; Gloucester, Mass.

DECEMBER SAILINGS

From Cristobal

Ancon	December 3
Panama	December 10
Cristobal	December 17
Ancon	December 24

From New York

Panama	December 1
Cristobal	December 8
Ancon	December 15
Panama	December 22
Cristobal*	December 30

*Because of holiday, Cristobal sails one day late from New York, arriving in Cristobal Thursday, January 5.

Northbound and southbound ships are ordinarily in Port-au-Prince, Haiti, on Mondays.

ANNIVERSARIES

For the second successive month, a Canal Zone postmaster heads the list of those to whom the month brought anniversaries in their government service. November's top man—with 35 years of service—is Louis C. Hasemann, Postmaster at Albrook Air Force Base.

A native New Yorker, he became acquainted with the Isthmus during a tour in the Navy, part of which he spent at Coco Solo. So the Canal Zone was not a strange land when he transferred here from the post office in Caldwell, N. J., in 1929.

During his Canal Zone career he has worked in post offices at Cristobal, Balboa, Balboa Heights, Diablo Heights, and the now defunct Camp Chiva, and in 1952 was appointed postmaster at Fort Amador.

At one time he played softball on the Civil Affairs team in the old Pacific Softball Loop, more familiarly known as the "Beer League." Its games were held in "Razberry Park," near the Balboa fire station.

30 YEARS

Two of November's 30-year employees have continuous Canal service, although in both cases their Canal service was preceded by World War I service with the Army.

The two are George H. Carnright, Foreman of the Commissary Division's Wholesale Meats section—he is in charge of handling all meats, poultry, fresh and frosted goods—and Thomas F. Sullivan, painter foreman with the Aids to Navigation Section, who keeps lighthouses and blinker buoys spanking fresh. Both were born in New York State, Mr. Carnright in Saugerties in the Catskill Mountain foothills along the Hudson, and Mr. Sullivan in Perry, on a little lake in Wyoming County, which is not far from the Finger Lakes region.

One of the three other 30-year anniversary men, Carlos O. Garcia, was born on the Isthmus and the other two, Frederick H. Hodges and Rutherford P. Rivet, came here as small boys.

Mr. Garcia, a detective with the Canal Zone Police, was born in Panama City. He has been on the police force since 1926. Mr. Hodges is a railroad engineer; he served an apprenticeship as a machinist in the Canal Zone, spent some time as a locomotive engineer for an oil company in Colombia, and has been working with engines in the Canal Zone since 1928. Mr. Rivet is a mate on the Dredging Division pipeline suction dredge *Mindi*. He has never worked with any other Canal unit but the Dredging Division with which he has held the positions of seaman, oiler, wiper, drill runner, and blaster.

25 YEARS

November was Silver Anniversary time for four men in the Canal service.

Most of the 25 years of government work of Edward Folse, a towboat master with the Navigation Division, has been with other government agencies, but his Canal service has been unbroken since he joined the Marine Bureau. He was born in Louisiana and served with the Army as a serviceman

and later as a tug master and ferry master for the Army's area transportation service in and around the Isthmus.

Harold D. Sutherland, Typewriter Repairman for the Industrial Division at the Instrument Repair Shop, also has unbroken Canal service. He came here to work as repairman for typewriters and adding machines; now he devotes his entire time to typewriters.

The other quarter-of-a-century employees are **Edward J. Cullen**, **J. R. DeGrummond, Jr.**, **George H. Egger**, **Carroll E. Kocher**, **Frances C. Moomaw**, and **Virginia E. Williams**.

Mr. Cullen, a New Hampshireman by birth, was a machinist until 1951 when he transferred to the Dredging Division; he is now a Chief Towboat Engineer in the ferry service. **Mr. DeGrummond**, Supervisory Accountant with the Agents Accounts Branch, is a native Zonian; he worked with the Commissary Division during school vacations, later with the Paymaster's Office and has been in accounting since 1947. **Mr. Egger** has spent his entire Canal career as a carman and a car inspector, first with the Mechanical Division and now with the Railroad Division; he comes from Elmira, N. Y.

Mr. Kocher is postmaster at Howard Air Force Base; he previously was postmaster at France Field, Fort Davis, Gatun, Fort Gulick, and Albrook Field. A telephone call to his household can be confusing. **Mrs. Kocher's** name is Carol and they have a son named Carroll.

Miss Moomaw, now principal of the two Margarita elementary schools, was Supervisor of Penmanship for the Canal Zone schools for four years. She was served as principal at Gamboa and Cocoli elementary schools.

Mrs. Williams, an Accounting Clerk with the Commissary Division, has spent most of her Canal service directly or indirectly with that division; for several years she worked at the Panama Canal Press, but as an inspector of commissary coupon books.

20 YEARS

Eight employees completed 20 years of government service in November. Those whose service is unbroken are:

Harold T. Longmore, Pilot, and President of Local 30 of the Masters, Mates, and Pilots Association; **George W. Mullins**, once of Bridgeport, Conn., and now a Steam Locomotive Operator at the Locks; **Alfred T. Veit**, who celebrated his twentieth anniversary by retiring at the end of November as Senior Towboat Engineer with the Dredging Division; **Capt. Gaddis Wall**, whose Canal service has all been with the Police Division and who was promoted in July to senior detective officer for the force; and **Austin F. Yoder**, who once played in Paul Whiteman's band but whose Canal service has all had to do with property; he is now Supervisory Storekeeper for the Division of Storehouses.

Those whose Canal service has not been continuous are:

Sydney S. Albritton, Air Compressor Operator with the Industrial Division; **John G. Haky**, Supervisory Clerical Assistant for the Electrical Division; and **Thomas L. Sellers** (this really is postmaster anniversary month) who transferred recently from his post as Coco Solo postmaster to be postmaster at Margarita.

15 YEARS

All but two of November's 15-year employees have continuous Panama Canal service. The exceptions are **Thomas J. Egger**, Customs Guard at Cristobal (his father, **George H. Egger**, is a 25-year man this month), and **Elizabeth W. Rowley** who teaches second grade at South Margarita school.

The other 15-year employees are:

Hugh C. Christie, Lock Operator Machinist at Gatun Locks; **Walter M. O. Fischer**, who teaches chemistry at Balboa High School; **Roy T. High**, Pharmacist, Gorgas Hospital; **Albert R. Minor**, Cash Accounting Clerk in the Treasury Branch; **H. Eloise Monroe**, Household Arts Teacher at Balboa High School, whose fashion show, *Chez Eloise*, is an annual event; **Joseph G. Reardon**, Supervisory Timekeeper, Terminals Division; **Alice H. Roche**, Accounting Clerk, Agents Accounts Branch; **Edward H. Womble**, Shipfitter, Locks Division; **Peter A. Tortorici**, Head Stevedore Foreman, Terminals Division; **William A. Wichmann**, Auditor, Internal Audits Staff, and **Ray D. Wilson, Jr.**, Admeasurer at Balboa.

Friendship Stamp Design Submitted By BHS Student



GEORGE MORENO, Balboa High School junior, was the Canal Zone winner in the International World Friendship Stamp Contest. He is shown here with the winning design which has been sent to Washington to compete with entries from each of the United States and its territories.

Homage To De Lesseps Is Paid At Ceremonies

(Continued from page 2) all those, Panamanian, French, and American, who have contributed to the realization of this great human enterprise."

—**COUNT PIERRE DE LESSEPS**

*Great-grandson of Ferdinand de Lesseps
Member of the Board of the Suez Canal Company.*

"It is to the Americans, who again took up the work of cutting the Isthmus, that the credit goes for having been the first to emphasize the importance of the contribution of the associates of Ferdinand de Lesseps, and having shown that their efforts and their sacrifices had not been in vain.

"Let them now be thanked for having thus helped to keep unblemished the memory of him whose sole ideal was to serve his country and mankind."

—**DOMINIQUE DE GRIESES**

Deputy Director General, Suez Canal Company

What Will Power Conversion Mean To Zonians

(Continued from page 4) machine and the record player will be converted—i. e., new motors will be installed so that they will operate on 60-cycle current. Should **Mr. Public** prefer, he could accept the cash allowance referred to above and agreed on between him and the contractor. If his refrigerator is an old type which cannot be converted—like the old, monitor-top models—it will be replaced by one of equivalent age and condition which will operate on 60 cycles.

The motor in his table saw will be replaced outright. It is also expected that his kitchen and bedroom-type clocks and his electric fans will be replaced. His chiming clock, however, is different. It may either be converted, replaced, or an allowance made in lieu of conversion or replacement.

The second group of electrical appli-

ances in **Joe Public's** house will require no change. This group includes **Mrs. Public's** Mixmaster, sewing machine, and vacuum cleaner, two or three small radios, and an automatic toaster.

Most electric mixers and blenders, sewing machines, and vacuum cleaners have the so-called "universal motors" which will operate on either 25 or 60 cycles. The small radios will not require conversion since they are either the AC-DC type or have a 25-cycle power transformer and in either case will operate satisfactorily on 60 cycles. The average household automatic toaster has no motor; the ticking one hears is a spring-driven clockwork mechanism which, of course, does not require conversion.

When will these changes to 60-cycle current be made?

All of the Atlantic area—Cristobal, Margarita, Rainbow City, and Gatun—should be operating on 60-cycle current before the end of June 1957. This does not mean, however, that on a given day all Atlantic side households will have their equipment converted or exchanged for 60-cycle appliances. The area will be divided into small sections and these converted one by one. The order in which they are taken will be the approved schedule of the contractor, subject to the availability of 60-cycle power as the power plants are converted.

The next area on the schedule for conversion will be Gamboa, Summit, and Paraiso. According to the present schedule, which is tentative, invitation for bids for this area will be advertised next January. The conversion of this area should be completed about the end of April 1957.

The last of the three big conversion areas will be the Pacific side and will include everything south of Paraiso and including the West Bank. This contract will be advertised next October. The entire area should be operating on 60-cycle current by the end of June 1959.

In all areas, however, conversion in the various sections may be well in advance of the completion date for the area as a whole.

What about the householder who may be on vacation at conversion time?

Any householder who is likely to be on leave at the time his equipment is scheduled for conversion—the schedule will be published in advance—should designate someone to act as his agent, with power to sign release receipts, etc., and permit the contractor to enter the house to perform the conversion. Otherwise all frequency-sensitive equipment will have to be disconnected and when the householder returns from leave he will find that none of his appliances will be in operating condition.

FRESH, HOT PIZZA!

Pizza pie fans can now get their favorite dish at two of the Service Centers in the Canal Zone.

At the Balboa Service Center, pizza is provided for the luncheon crowd on Tuesdays, Fridays, and Saturdays.

At the Diablo Service Center, pizza addicts may eat their favorite food on Wednesday and Saturday, anytime from 11 a. m. to 9 p. m.

Canal's Biggest Housekeeping Job Starts Jan. 7 When Gatun Locks Overhaul Begins

The Panama Canal's biggest housekeeping job—the quinquennial overhaul of the massive locks and machinery—will start in earnest on January 7 at Gatun when the east lane for shipping will be closed to traffic.

Considerably more traffic can be moved through the Canal during the coming overhaul period because of modifications completed earlier this year at Gatun Locks. The modifications will permit double-culvert operation during the two periods when one lane of traffic is out of service and two-lane traffic with single culvert operation while the center wall culvert is being overhauled.

The actual overhaul of the Canal Locks is preceded by many months of planning and preparation. This phase of the work will continue up until the culverts are opened at the sea end of Gatun Locks soon after midnight on January 7 to empty the three 1,000-foot-long chambers

Extra Employees

Approximately 775 extra men will be employed for the overhaul job this year, of which about 115 will be skilled workmen. Some of these have been hired and are already in training or at work on various preparations but the bulk will be hired to begin work when the chambers are emptied. Fewer extra employees will be required this year than ever before, partly because the center wall culvert will not be under overhaul simultaneously with one of the lock chambers.

The overhaul project at Gatun next

dry season will include a major parts replacement program. Sixteen of the rising stem valves, each weighing 10 tons, will be replaced. These were manufactured by the R. C. Mahon Company of Detroit at an approximate cost of \$60,000.

Some of the rising stem valves have been replaced in the past by extras which are kept for emergencies but this will be the first time that any have been permanently replaced. This is a continuing program and additional valves will be replaced in future overhauls until the program is completed.

Relay Lockages

Plans have been made for handling traffic in the most expeditious manner possible. Relay lockages will be employed at Gatun from 7 o'clock in the morning until 11 o'clock at night throughout the time one traffic lane is closed. This system provides for splitting the operating force on the lock walls in two with a lockmaster in charge at either end.

With relay lockages, a ship is towed to the middle chamber by one operating crew and for the remainder of the lockage by another crew. This method saves considerable time in the handling of the towing locomotives. The handling of tow lines is done while a ship is being raised or lowered in the middle chamber.

The transit schedule at Gatun will provide for southbound ships to be locked through without interruption, when traffic conditions permit, from 7 o'clock in the morning until 3 o'clock in the afternoon. Northbound traffic will then be given the right-of-way until midnight or later. After these have been cleared, any waiting southbound ships will be locked up to Gatun Lake with a single crew until relay lockages begin again.

Gatun Locks will be operated on a 24-hour basis throughout the overhaul period, while the Pacific Locks will be operated from 7 o'clock in the morning until midnight.

Few Delays

In a notice to shipping interests concerning the coming overhaul and operating plans, Capt. Frank A. Munroe, Jr., Marine Director, said that it is anticipated that a balanced day's traffic can be handled with no delays but some delays may be occasioned when north-south transits are unbalanced or an unusual number of "clear cut" vessels arrive for transit on one day.

"As an additional effort to minimize delays to shipping," he announced, "and in order to lock vessels as quickly as possible, a tug will be used at the north end of Gatun Locks to assist ships. The service will be furnished at the expense of the Panama Canal Company."

While subject to change, dependent upon the progress of the work, it is presently expected that the overhaul of the east chambers will be completed within eight weeks, and the west chambers by April 15. The overhaul of the center wall culvert will require about one month's time, and normal operations will be resumed about May 15.

SHIPS AND SHIPPING

Transits by Ocean-Going Vessels

In October

	1955	1954
Commercial.....	709	683
U. S. Government ..	29	28
Total.....	738	711
Tolls*		
Commercial.....	\$3,070,585	\$2,836,469
U. S. Government ..	101,433	120,184
Total.....	\$3,172,018	\$2,956,663

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

Committee Seeking Testimony

(Continued from page 1) Merchant Marine and Fisheries Committee, within whose jurisdiction is the Panama Canal, make trips to the Zone for the purpose of securing first-hand information on the problems of the people resident there. This year, a number of bills vitally affecting the welfare of the people have been introduced and it has become very important to have their views to guide the Committee in its deliberations.

"It is hoped that testimony will be offered by Governor Seybold and his staff, and by citizens and employee organizations on pending legislation affecting allocation of tolls, redistribution of the expenses of the Zone Government, abandonment of the railroad, and other matters of importance to the residents of the Zone upon which the Subcommittee should be informed.

"In addition to the hearings, the Subcommittee members expect to inspect various Canal facilities and installations to obtain background information for further hearings in Washington early next year."

Most of the Subcommittee members, who are accompanied by their wives, plan to spend about 10 days here before returning to the States.

The hearings next week will be one of the few times in the past 25 years when formal hearings have been held on the Isthmus by a Congressional Committee. The last formal hearings were held in March 1946, by the Panama Canal Subcommittee under the Chairmanship of Rep. Herbert C. Bonner, of North Carolina, now Chairman of the House Merchant Marine and Fisheries Committee.

Latest Antarctic Expedition

(Continued from page 13) the end of November three other vessels, the USS *Arneb* and the USS *Wardot*, both classed as Attack Cargo Ships, and the USNS *Greenville Victory*, were southbound en route to Port Lyttelton, New Zealand, to join the other craft of Operation Deepfreeze.

Aboard the 7,430-ton *Arneb* was a Cristobal High School graduate, Clifton Hayward, now a Seabee. He is the son of Mr. and Mrs. Alton Hayward of Margarita and had started his apprenticeship with the Panama Canal before he joined the Navy.

The ships of Operation Deepfreeze are carrying dogs, "weasels"—which are specialized for use in the snow—helicopters and planes of other types, and much new polar equipment.

The task force is under the immediate direction of Rear Adm. George Dufek and the overall command of Admiral Byrd who will join the expedition in New Zealand.

Senior Shipping Agent Retires From Business



CAPTAIN CLIFFORD PAYNE, senior of the shipping agents in the Canal Zone, retired last month from active connection with his two firms, Payne & Wardlaw, and Andrews & Company.

Born in India, he has had a full and exciting life. He went to sea when he was 17, and got his master's license under sail. He served as master aboard ships of the Pacific Steam Navigation and United Fruit Companies and later was a Panama Canal harbor pilot.

Soon after the opening of the Canal he formed the Payne & Wardlaw agency and in 1926 became head of W. Andrews & Co.

Captain and Mrs. Payne have a beautiful home in Bella Vista and will continue to live there.