

PANAMA CANAL  
**REVIEW**

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# CANAL COMPANY TO GO ON BREAK EVEN BASIS WITH FUNDAMENTAL CHANGES IN FISCAL STATUS

## Demolition Program Slowed By Transfer Of Cocoli Townsite

The demolition of quarters in connection with the Canal Company's construction program is expected to slow down to a walk and many householders who have been notified to be prepared to move may have an extra year or two in their present quarters.

No large-scale demolition is now expected for at least two years and prior to that only scattered houses will be torn down as they become vacant and can be spared, according to H. L. Donovan, Community Services Director.

The transfer of the Third Locks town of Cocoli to the Navy is one of the principal factors in slowing down the demolition program on the Pacific side. Although a relatively small percentage of family and bachelor quarters there were assigned to Canal personnel, the town, with 356 family apartments, 24 bachelors' apartments, and 160 bachelor rooms, would have provided a large reservoir during the construction program.

Quarters on the Atlantic side are presently in short supply and the situation there will not be eased until completion of new houses this year. The situation on the Pacific side is somewhat different. While there are sufficient quarters for Canal employees, the

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A realignment of Panama Canal Company activities into three main categories—Canal, Service, and Commercial—and the adoption of a new formula for the apportionment of Canal Zone Government costs are the most significant developments in the Company's fiscal affairs since its incorporation last July.

The two changes, embodied in the President's budget to Congress last week, are of major interest to the Canal Company's "customers," whether employees or others, as they will vitally affect rate structures.

The new policies governing the Company's financial operations were approved late last year by the President and were reviewed by the Board of Directors at the meeting here last month. Regulations precluded announcement of the proposed changes until they were made public in the President's budget message.

### "Break-Even" Basis

Of more immediate interest to employees and other buyers of goods and services from the Company is that the Panama Canal Company, in accordance with instructions from the Bureau of the Budget, will be placed on a "break even" basis effective March 1. This action results from the application of the two fundamental changes to the Company's budgets for this fiscal year and for the 1953 fiscal year. Both were revised accordingly.

Up to now the Company has been operating at a deficit, principally in the commercial units. This was due to the

decision of the Board of Directors last June to delay rate changes until more definite information could be obtained under actual operating conditions.

The budget revision for this fiscal year does not provide for the recovery of deficits incurred during the first eight months of this fiscal year during the last four months. However, the increased revenues for the last four months of this fiscal year and next fiscal year are estimated to be sufficient to meet operating expenses after next March 1. The Panama Canal Incorporation Act provided that deficits incurred in one year be covered by earnings in subsequent years unless forgiven by act of Congress.

### Chart Is Shown

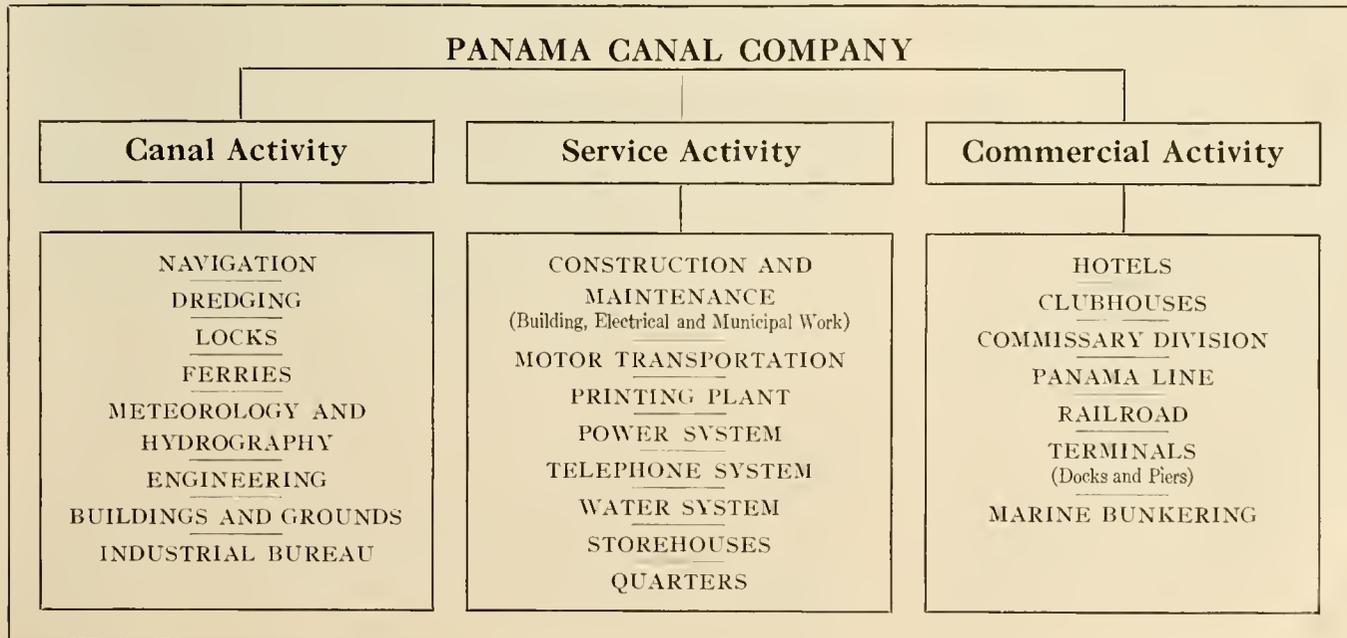
The accompanying chart at the bottom of this page shows the principal units or operations in each of the main categories. Under the original alignment of functions all of the units now in the Services group, with the exception of quarters, were in the commercial column. Also previously listed as a commercial activity was the Industrial Bureau which is now in the Canal Activities group.

The basic premise of the new division of activities is that the operation of the waterway would require not only those units listed in Canal Activities but also the services rendered by units in the Service category. Since these services are also required by units

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- The 1953 Panama Canal Company and Canal Zone Government budget in figures and understandable language—See Page 6.
- What the Board of Directors did at the meeting here—See pictures on Pages 12 and 13 and story on Page 12.
- The Panama Canal—the world's best lighted waterway. Read how it's done by the Aids to Navigation Division men. See Pages 10 and 11.
- A new feature, Commissary Talk, with chatty, useful information about what goes on and what is being sold in the Commissaries—See Page 9.
- The Boy Scouts, a special February feature—See Page 2.

## PANAMA CANAL COMPANY



# Boy Scouts In The Canal Zone Celebrate 42d Anniversary Of Their Founding

Remember Little Black Sambo? He ate 169 pancakes, all by himself, because he was so hungry.

He would have fitted well with the Boy Scouts of the Canal Zone.

Mateo Cubillo—"Cubi" to the boys—never starts pancakes out of his kitchen at the Scout Camp, El Volcan, until he has 400 in reserve. And even then he and his kitchen crew have to keep production going for at least an hour.

To be sure, Cubi is feeding some 50 boys, average age about 13, and a dozen or so adults. And what a group of 'teen age boys can do to food when their appetites are whetted by temperatures between 50 and 75 degrees—or almost any other time—is almost unbelievable.

When Cubi bakes apple pies, he figures on half a pie per boy; the Scouts eat at least four eggs apiece for breakfast. Six dozen large loaves of bread are purchased from a nearby German bakery every morning but before the day is over they usually have to be supplemented by corn bread or biscuits. One dinner means 60 pounds of beef. Three beeves and one large hog are butchered monthly for the boys and these are in addition to the hams and sides of bacon in the camp's big refrigerators.

Milk and vegetables, in quantities, are obtained in the Volcan area for campers.

The sole camp restriction on food is that the boys must eat everything on their plates; they may have as many servings as they want.

## They Need Food!

Food consumption like that of the boys, though, is about what one would expect of a group of energetic young men-in-the-making who get up at 6 a. m., police the camp and do other chores, and do about everything—except skiing—that there is in the sports line.

Located at El Hato, in Chiriqui Province, Camp El Volcan is the pride of the 674 Boy Scouts, Cub Scouts, and Explorer Scouts and their 206 leaders now enrolled in the Scouting program which, this month, is celebrating its 42d anniversary. The camp opened in the summer of 1945 and has been operating every year since then on its 82-acre plot of land.

Its eight cabins, each named for a man who has been active in Scouting, sleep 10 boys each. There is also a Health Lodge, known as Eugene Lodge in honor of the late Dr. George Eugene who was the camp's first doctor. It is the camp's dispensary and hospital, when necessary.

The main messhall serves as a recreation hall and theater. Around its big fireplace plans have been laid for many hikes to the Costa Rican border or over El Volcan under the expert guidance of woodsman Hans A. Senn. The camp has its own water supply from a large spring, and this water is chlorinated and purified at the camp. This year the Chiriqui Light and Power Company has run a line to the camp and the former electric plant will now become an auxiliary.

Late last month five Canal Zone men, G. C. Lockridge, Director of the Schools' Physical Training and Recreation Branch, Russell M. Jones, of Diablo Heights, who has directed the camp for the past two years, P. B. Hutchings, R. R. Arnold, and William L. Howard, left for the Volcan to

check over the camp and make sure it was ready for the four-week session which opens this year on July 14.

Registration for the boys will begin later. Each will be required to have a physical examination before his application is accepted. He gets other physical examinations at camp, one when he arrives, and the other just before he leaves.

Plans for emergencies will also be made with the First Rescue Squadron. In past years the Squadron has agreed to fly out from the camp, during the daytime, or from David, day or night, any boy who might be injured or be critically ill.

## Camping Not New

Like Boy Scouting on the Isthmus, camping is not new. Local Scouts camped in Boquete as long ago as 1924, going from the Canal Zone to Chiriqui aboard the tug *Favorite*. Nowadays they fly or go by road. The 1924 campers included several well-known local names; among them were James F. Burgoon, Robert A. Engelke, and Thomas Locken. Early in 1931 the Scouts camped for three days at Alhajuela, up the Chagres River. Later

in that decade the camps were held for several years in Costa Rica. During the war years the Scouts camped at Rio Hato.

Founded in 1910 and with a Canal Zone branch set up that same year, the Scouts were a feature of early Canal Zone life. Two of the first troops were formed at Corozal and Gorgona.

Late in 1911 each of the six Scout troops then on the Canal Zone was granted a piece of land on which to build a Scout Shack. The boys cleared their own land and built their own Shacks, of lumber furnished by the Isthmian Canal Commission.

Today there are nine Cub Scout Packs, with a total enrollment of 354, for boys from eight to 11; 11 Boy Scout Troops, with a total enrollment of 201, from boys older than 11; and for the 119 Explorers in the older age brackets there are two Sea Explorer Ships and one Air Explorer Squadron.

## Each Unit Sponsored

Each unit is registered with Scout headquarters and each is sponsored by a group of individuals or by

(See page 4)



CENTER OF ACTIVITIES at the Boy Scout Camp El Volcan is the Messhall, with its big fireplace, long tables and benches. Here the Scouts stow away amazing quantities of food, watch an occasional movie, hold their camp sings and make plans for the next day. Boy Scouting is a Community Chest activity.



THIRTY-ONE BOYS and three leaders represented the Canal Zone recently at a great National Jamboree at Valley Forge, near Philadelphia. The boys represented all Scouting units on the Canal Zone and, consequently, used the banner of Troop 801, the number having been chosen as that of the Canal Zone Scout Council.

Front row, left to right: Bill Wright; Jimmie Stevens; Herbert Raeburn; Stan Aymong; Bruce Newhard; Don Smith; Johnnie Pabon; Allan Wheeler; Merrick Truly.

Second row: Dan Brookhart; Jimmie Barber; Keith Moulblow; Bruce Sanders; Dick MacSparran; Woodrow Keating; Larry Cox; Griff McClelland; Buddy Ingram; Dick Reed.

Third row: Richard Keating; Lowell Jones; David Otten; Ray Tucker; Don Filer; L. W. Hearn; Norman Zimmerman; James Fulton.

Top row: Anton Pedersen; Francisco Wong; W. R. Price; Richard E. Cox; John R. Barr; John D. Fisher; Blair Campbell.

## Finances, Quarters, Townsites, Discussed At January Conference

Income derived by the Panama Canal Company from Canal activities and commercial activities falls into two distinct compartments, Governor F. K. Newcomer told members of the Governor-Employee Conference January 24.

Under the law which established the Panama Canal Company, he explained, any excess revenues from tolls—should there be any such excess—could not be used to reduce cost of commissary items or charges for electricity or any other item which comes under the commercial activity.

The explanation, which had been made previously in THE PANAMA CANAL REVIEW and later in a press conference by Assistant Secretary of the Army Karl Bendetsen, came in answer to a question by C. W. Hammond, newly-elected president of the General Committee of Civic Councils.

On the other hand, the Governor continued, the prices charged for commissary items, or electricity or other purchases from the commercial activities could not be increased to meet any deficit in the Canal activity should tolls not be sufficient to cover the cost of this activity.

When Mr. Hammond asked where the dividing line came between the two activities, the Governor referred him to the current issue of THE PANAMA CANAL REVIEW (see page 1).

The report that charges for some commercial items would be increased was not an idle rumor, the Governor said, but the story to this effect had been overemphasized.

He mentioned increases of two cents a package on cigarettes and two cents a gallon on gasoline and of monthly telephone charges from the present \$2.50 to \$3.

### No Grounds Charges

Offset against these increases, he told the conference, will come the removal of any charge for the care of grounds.

It has not been a practical arrangement, the Governor said, to consider lands within 30 feet of a dwelling as private and those outside as in the public domain.

All land in the Panama Canal towns will now be considered as public lands and will be so maintained.

In answer to other questions as to any further increases, especially for rents, the Governor said that he does not expect any substantial change in commissary prices and because of the limitation of maintenance on old houses, which are to be demolished in the current housing program, there will be no rent increases on these houses.

He answered a further question as to rental on new type houses with the answer that, provided construction bids follow the pattern set during the construction just completed, houses built in the next few years should rent for substantially the same figure as those just completed.

There is, however, the Governor said, an intermediate class of houses which are to be retained. A study is now in progress to see whether these houses are carrying themselves under present rental rates or whether rents on this class will have to

## To The Employees . . .

Special emphasis is being given presently to a supervisory training program. The objective of this program, initiated last August, is twofold: to train and acquaint supervisors in their work and responsibilities, and to develop additional personnel for supervisory work.

In furtherance of this program the services of Dr. C. Kenneth Beach, a leading consultant and teacher in the field of industrial training, have been obtained to evaluate what is being done and advise on what can be done to improve supervision within the Company-Government organization.

Dr. Beach is just concluding a two-week period as consultant on this phase of our personnel work. His advice, based on his wide experience and knowledge of the practical and theoretical aspects of industrial training, will be of inestimable value.

In an organization of our kind, no single group of employees has the relative importance of supervisors on the intermediate level. They act as a funnel for receiving overall plans and policies and have the immediate responsibilities for executing them. On the other hand, they are responsible for, and should be constantly aware of, the working conditions and general welfare of the men and women they supervise.

I have constantly stressed to the various Bureau and Division heads the importance of selecting capable supervisors and assisting them to gain a thorough understanding of the purposes of basic policies or plans they are called upon to execute. Each supervisor should comprehend not only the value of the work he oversees, but its relationship to the whole pattern of Canal activities.

It is only with this understanding that a supervisor can faithfully transmit to those

whom he supervises the necessary confidence that the work being performed is essential and for the good of the organization as a whole.

The human element in supervision is a determining factor in whether a person is a good or a bad supervisor. Generally, a man or woman who applies the Golden Rule in

supervision makes an outstanding success on the job, providing other qualifications are present. More often than not, it is the little human kindnesses which distinguish a good from a bad supervisor.

One of the heaviest responsibilities of any supervisor is the investigation and proper adjustment of any grievance. If these adjustments are made expeditiously and sympathetically, there is seldom cause for a grievance or

complaint to go beyond the intermediate supervisory level.

Many people are emotionally unfitted to make good supervisors. These are as detrimental to a job as the supervisor who is unfitted by training or experience. In the final analysis, there is little to choose between the boss who doesn't know the work he is supervising and the one who knows but exercises excessive authority by abuse, ridicule, or inconsiderate treatment.

The present training program is designed to teach these and many other important facts to the men and women who make up our supervisory force. I am confident that any supervisor or any employee who hopes to achieve a supervisory position can benefit greatly by the course of training being made available to them.



*F. K. Newcomer*  
Governor

be increased.

Governor Newcomer said that he had no knowledge of a rumor presented by Rufus Lovelady, president of Lodge No. 14 of the A.F.G.E., to the effect that items selling in the commissaries at prices below the list price of the nation-wide consumers' index would be increased to that figure.

### Capital Investment

Asked by Mr. Lovelady what was included in the \$129,000,000 capital investment which was written off at the time of the Panama Canal Company formation, the Governor said that this figure related exclusively to the construction of the Canal.

Capital investment in buildings owned by the Government (hospitals and schools) is not required to pay interest, he said.

Both Mr. Hammond and J. H. Jones of the Pedro Miguel Civic Council asked as to the status of the Summit development. They were told that construction on the town will proceed, although this year the only work at Summit will be for some site preparation and the construction of two water tanks and a storm sewer drainage system.

A. A. Saarinen asked for conference comment on a proposal made recently in

the Electrical Union meeting to the effect that special income tax deductions of \$150 a month per person be allowed as a compensatory feature for Americans living outside the United States.

The Governor reminded Mr. Saarinen that the Administration has started a bill "on its way" which would credit back to the Panama Canal the amount of taxes paid in the Canal Zone.

This measure he said, is still in the Department of Defense.

Walter Wagner, of the Central Labor Union, and Daniel Kiley, of the Pacific Locks Employees, both criticized the handling of information to the employees, Mr. Wagner in the case of the possible closing of the Diablo fire station (which will not be closed, the Governor said) and Mr. Kiley in connection with a schedule change for Lock employees and prospective housing for employees who are having to move out of Cocoli.

Mr. Kiley commented that morale would be improved if employees understood why certain changes were being made.

### "Communications" Discussed

Governor Newcomer answered that Dr. C. Kenneth Beach, who was acting as consultant to the Company (See page 18)

## Demolition Of Quarters Is Slowed

By Transfer Of Cocoli To Navy

(Continued from page 1) supply is not so plentiful that assignments can be made to others.

### New Towns Governing Factor

The building of the new towns of Cardenas and Summit, plus the expansion of Paraiso, will largely govern the demolition rate on the Pacific side. The residents of Red Tank will be moved to Paraiso as quarters there become available, while the demolition of houses in La Boca cannot be started on a large scale until the town of Cardenas is ready for occupancy.

The first group of U. S.-rate houses scheduled to come down are the old quarters on Empire Street in Balboa. Under the present plans these will not be vacated before the quarters in Ancon have been built. This is expected to be early next year.

The first large-scale demolition program of U. S.-rate houses on the Pacific side is expected late in 1953 and early 1954. Areas to be cleared then are the remaining old-type residences in Ancon, houses along Ridge Road, and a group of older quarters on Plank Street in Balboa.

### Balboa Flats In 1955

Balboa Flats will be the last extensive clearance program for the Pacific side, other than Pedro Miguel which is not to be rebuilt. Presently, it is expected that the flats can be cleared during the fiscal year 1955.

The demolition program on the Atlantic side will be coordinated with the building programs at Silver City, Margarita, and Gatun. The first big demolition program on the Atlantic side will be Camp Bierd. The houses there will be demolished as residents vacate their quarters and move to houses being completed in Silver City.

No wholesale demolition program is scheduled for U. S.-rate quarters on the Atlantic side. Houses in the various communities will be disposed of as new buildings become available.

## Boy Scouts In The Canal Zone Celebrate

42d Anniversary Of Their Founding

(Continued from page 2) an organization.

The Margarita Recreational Association, for instance, sponsors the Margarita Cubs and Scouts; American Legion Post No. 1 is sponsor for the Cubs, Scouts, and Air Explorer Squadron in Balboa. Sponsors for Cub Pack No. 8, in Cristobal, and Cub Pack No. 13, in Cocoli, are registered as a "group of citizens."

There are Scout units in every Canal Zone town except Ancon and Pedro Miguel, and at Albrook Air Force Base, and Forts Clayton, Gulick, and Kobbe.

They are under the direction of a Canal Zone Council which is 32 years old this month. Its present president is an Atlantic Sider, W. R. Price. Governor F. K. Newcomer is Honorary President of the Scout Council.

The Scout Executive is John R. Barr, who grew up on the Isthmus and who is himself an Eagle Scout with Silver Palm.

For several years the Scouts have held an annual Camporee on the Isthmus and a year ago the Boy Scout Council sent a troop to the National Jamboree at Valley Forge. The 31 boys in this group were accompanied by three senior leaders: Mr. Price, Mr. Barr, and Richard E. Cox.

## Lunchtime At Balboa



UPSTAIRS, in the School Lunch Cafeteria



AND DOWNSTAIRS, at the Balboa Clubhouse Soda Fountain

Lunchtime is Balboa Clubhousetime for some 575 to 600 Canal Zone students five days a week.

Saturdays and after school is also Balboa Clubhousetime, from the looks of the Clubhouse; but we're talking about school lunches, right now.

From 11:30 on each schoolday morning, the Clubhouse swarms with boys and girls, students from Pedro Miguel or Gamboa or others who, for one reason or another, don't have luncheon at home.

This school lunch business has assumed such proportions that 10 additional employees work in the Clubhouse restaurant during the school year.

Most of the older students, those from 12 on up, eat downstairs, either in the regular cafeteria or in the soda fountain luncheonette. There they may have anything to eat they wish and can afford to buy.

Special lunches, at 30 cents each, are provided in the upstairs cafeteria, which operates throughout the school year on the second floor of the clubhouse.

For this reasonable sum, the lunchers can have their choice of lunches such as these:

Chicken croquettes with cream sauce, mashed potatoes, fresh string beans, rolls and butter and fresh limeade; baked meat loaf with onion gravy and mashed potatoes, fresh turnips, rolls and butter, and fresh orangeade; grilled liver steak with onions, mashed potatoes, buttered beets, rolls and butter, and fresh limeade; or, fried fishcakes, with tomato sauce, spaghetti creole, fresh carrots, rolls and butter and fresh fruitade.

The school lunch menus are planned by the Balboa Clubhouse restaurant manager, Joseph S. Wallace, and checked by clubhouse manager B. S. Chisholm, to see that they are balanced meals. In planning their school lunches Mr. Wallace and Mr. Chisholm follow the menus of States school lunches and meals served in industrial cafeterias.

A majority of the lunching students eat in the upstairs cafeteria where some 250 are served daily. About 225 students are served at the soda fountain during the lunch hour—the food favorite here is, not surprisingly, hamburger with all the trimmings—and the remaining 150 of the students go through the cafeteria line in the main dining room.

Most of the boys travelled to the United States by military transport and rode by bus from New York to Washington.

They camped for over a week at the International section at Valley Forge

near Philadelphia, heard a talk by President Harry Truman, and came back home loaded with souvenirs which they had gotten by the swap method from other camping Scouts from

(See page 14)

# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

## THE SAFETY PROGRAM IN THE COMMISSARY DIVISION

As familiar as the Commissaries are to all Zonians, few know the amount of work and planning necessary to put its merchandise on display. Many items are procured in bulk and are manufactured on the Zone. The new trend in "self-service" requires that more and more items be pre-packaged in salable sizes. This trend is adding more and more diversified activities to the old system of simple storage at Mt. Hope. The old warehouses there are undergoing many changes to accommodate this new trend.

The services of a steamship line, a railroad, a large fleet of gasoline trucks, and a great many electric materials-handling trucks are required to keep this establishment supplied and merchandise moving out to all units on the Canal Zone.

In addition to all this at Mt. Hope and the retail stores, there is a large dairy at Mindi having some 1600 fine cattle and a dog hospital. In Ancon there is a large laundry and most towns have a gasoline station. Each side of the Isthmus has a refrigerator repair shop, as well as ice and cold storage.

With so many diversified activities, the probability of accidents occurring is high, and it has taken many years of eliminating unsafe hazards to bring the number of injuries down to a minimum. Machines can be repaired, safety devices added, newer machines installed, hazards re-

moved, but the human being remains a constant source of danger to himself. A program for the education and training of the workers on safety consciousness and safe practices has been inaugurated to help eliminate future accidents. Statistics show that about two-thirds of all injuries are caused by the employee's inattention, lack of knowledge or skill.

In addition to accidents involving employees, there is a small percentage in which customers are involved. The managing personnel are constantly on the alert to prevent accidents to customers, but there are many things a customer can do to help prevent them. Inquisitive hands of small children are always a source of danger and if allowed to roam unwatched, they quickly get into unusual trouble. Bottled soda waters, any flavor, are potential small bombs. When dropped, flying glass can cause severe injury to various parts of the body and there is always the possibility of losing an eye.

It is therefore the aim of the Commissary Division Safety Program to make all employees safety conscious—and accident prevention everyone's business.



E. E. TROUT, Safety Inspector, Commissary Division

Hayward H. Shacklett has been transferred from the Commissary Division to the Safety Branch as Safety Engineer.

P. H. Friedman has been appointed Safety Representative for the Supply and Service Director and E. R. Albritton for the Railroad and Terminals Director.

## PANAMA CANAL COMPANY—CANAL ZONE GOVERNMENT SAFETY BOARD

As the New Year starts off, the Panama Canal Company—Canal Zone Government Safety Board is composed of the following members:

G. O. Kellar, Chairman	Chief, Safety Branch
E. L. Farlow, representing	Civil Affairs Director
D. S. Johnston, representing	Community Services Director
D. M. Eggleston, representing	Engineering and Construction Director
F. H. Baldwin, representing	Finance Director
J. P. Smith, representing	Health Director
Lt. Cmdr. W. M. Vincent, representing	Industrial Director
F. F. Hargy, representing	Marine Director
C. A. Dubbs, representing	Personnel Director
E. R. Albritton, representing	Railroad and Terminals Director
P. H. Friedman, representing	Supply and Service Director
H. I. Perantie, representing	Executive Secretary

### HONOR ROLL

Bureau Award For  
BEST RECORD  
December  
HEALTH

#### AWARDS THIS CALENDAR YEAR

Civil Affairs	4
Engineering and Construction	3
Industrial	3
Community Services	2
Health	2
Supply and Service	1
Marine	0
Railroad and Terminals	0

Division Awards For  
NO DISABLING INJURIES  
December

ELECTRICAL DIVISION  
DREDGING DIVISION  
CLUBHOUSE DIVISION

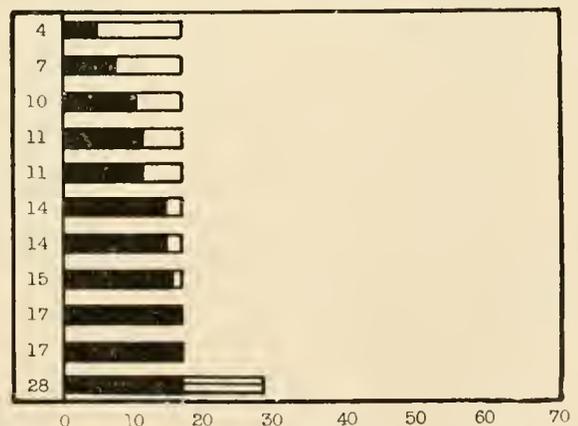
#### AWARDS THIS CALENDAR YEAR

Motor Transportation	6
Grounds Maintenance	5
Municipal	5
Railroad	5
Electrical	5
Dredging	4
Clubhouses	4
Locks	3
Building	3
Storehouses	3
Sanitation	3
Hospitalization and Clinics	3
Commissary	1
Terminals	0
Navigation	0

#### DECEMBER 1951

Health Bureau	4
Marine Bureau	7
Engineering and Construction Bureau	10
Civil Affairs Bureau	11
Industrial Bureau	11
Panama Canal Co. C. Z. Gov't (This month)	14
Supply and Service Bureau	14
Panama Canal Co.—C. Z. Gov't (1951 to Date)	15
Panama Canal Co.—C. Z. Gov't (Best Year)	17
Community Services Bureau	17
Railroad and Terminals Bureau	28
Number of Disabling Injuries	40

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



#### LEGEND

- Amount Better Than Panama Canal Company—Canal Zone Government Best Year
- Amount Worse Than Panama Canal Company—Canal Zone Government Best Year

Man-Hours Worked.....2,913,672

# \$13,750,000 ASKED FOR QUARTERS PROGRAM IN CANAL'S \$100 MILLION BUDGET FOR 1953

The Panama Canal Company and the Canal Zone Government jointly will enter the hundred-million-dollar budget category next fiscal year if Congress approves the two budgets as submitted.

Of the \$106,400,000 budgeted, the net expenditure will exceed \$94,000,000 since the net cost of Canal Zone Government, amounting to over \$8,000,000 must be repaid to the Treasury by the Company. Of the total net, \$19,300,000 will go for capital expenditures, \$18,500,000 for cost of goods resold, and \$11,000,000 for the fixed charges of interest and depreciation.

The Panama Canal Company's estimated operational budget for the coming fiscal year follows:

Income	
Tolls .....	\$26,915,000
Sales of Commodities .....	24,820,000
Rents .....	2,107,300
Other Services .....	20,346,700
<b>TOTAL .....</b>	<b>\$74,189,100</b>
Expenses	
Cost of Goods Sold .....	\$18,542,500
Direct Operating Expenses .....	31,606,100
General Expenses .....	2,360,100
Employment Costs .....	2,038,600
Interest .....	6,292,500
Cost of Government .....	8,175,300
Depreciation .....	4,749,500
<b>TOTAL .....</b>	<b>\$74,189,100</b>

Approximately two-thirds of the capital expenditure for the Company next year will be spent on quarters construction.

The principal capital items listed for the three Company Activities are:

Canal Activity	
Electrical Distribution System (Locks) ..	\$966,000
Locomotive Cranes (Locks) .....	600,000
Widen vehicular bridge over Gatun Locks ..	177,000
Rehabilitate baffle piers (Gatun Spillway) ..	130,000
Aids to Navigation Equipment .....	111,000
Miscellaneous .....	135,500
<b>TOTAL, Canal Activity .....</b>	<b>\$2,119,500</b>
Commercial Activity	
Commissary Division Cold Storage Warehouse (continued) .....	\$1,110,000
Commissary Division Equipment .....	87,500
Railroad Freight Cars .....	375,000
<b>TOTAL, Commercial Activity .....</b>	<b>\$1,572,500</b>
Service Activity	
Quarters .....	\$9,529,400
Margarita Power Sub-Station .....	700,000
Motor Vehicle Replacements .....	350,000
Miscellaneous Replacements and Equipment .....	129,600
<b>TOTAL, Service Activity .....</b>	<b>\$10,709,000</b>
<b>TOTAL CAPITAL ITEMS .....</b>	<b>\$14,401,000</b>

The Panama Canal Company submits a business-type budget to Congress. It differs primarily from the government-type budget in that it presents a general plan of operations, listing anticipated expenses and income. Except for capital expenditures, its budgeted income must cover the anticipated expenses.

Generally speaking, Congress in considering this type of budget approves or disapproves of the plan of operation rather than the individual items of expenditures.

Capital expenditures are handled in the same way as done in private industry. If a piece of machinery is bought, it is listed as a capital item. The company pays

interest on the investment and amortizes the account by depreciation. If the piece of equipment has a "life expectancy" of 20 years, the rate of depreciation would be five percent a year or 100 percent of the cost at the end of 20 years.

### How Housing Is Financed

The Canal quarters program will be financed in this general fashion. It is more complicated, however, because the cost is being financed jointly by the Company and the Canal Zone Government, and the latter is not required to pay interest on its investment. In addition, the Company is borrowing \$10,000,000 from the fund on deposit with the Treasury Department which was set up several years ago for short term loans without interest. When this fund is depleted, the Company will ask Congress for an appropriation for its share in the quarters program and this will be financed as in the case of the piece of equipment mentioned.

The Canal Zone Government is requesting an appropriation of \$12,915,800 for the coming fiscal year, in addition to an appropriation of \$4,900,000 for capital items. All but about \$675,000 of the capital expenditure will be for housing. Of the operational budget, over \$8,000,000 will be repaid by the Company and the remainder represents non-reimbursable

items and income from such sources as health services, fees, fines, rents, etc.

The Canal Zone Government budget for the fiscal year 1953, as requested of Congress, follows:

Civil Administration .....	\$1,019,800
Schools .....	2,522,800
Police Protection .....	1,442,200
Fire Protection .....	481,000
Library .....	77,300
Courts .....	56,200
Highways and Sewers .....	371,000
Hospitals .....	4,011,600
Other Public Health Services .....	2,160,800
Corrosion Tests .....	102,200
Civil Defense .....	30,000
Civil Intelligence .....	74,300
Contribution to Postal Fund .....	370,000
<b>TOTAL .....</b>	<b>\$12,915,800</b>

The capital items in the Government budget for the coming fiscal year are:

Quarters .....	\$4,227,000
Roads and Street Replacement .....	405,400
Gamboa Bridge steel (mesh deck) .....	94,000
Water Supply Main to Palo Seco .....	41,000
Madden Road Rehabilitation .....	25,000
Equipment Replacement and Renewal .....	87,600
Miscellaneous, Minor .....	20,000
<b>TOTAL .....</b>	<b>\$4,900,000</b>

The Canal Zone Government presents a government-type budget to Congress and is subject to Congressional revision as a whole or item by item. It represents the total gross expense for the year. Any income derived by the Government's operation must be returned to the Treasury

## Two Zonians End Long Jeep Trip



A PAUSE that refreshed was snatched by two Zonians, Dr. Frank P. Smith, left, of Gorgas Hospital, and Rubelio Quintero of the Engineering Division, at San Luis, Argentina, in the course of their 9,500-mile jeep trip from Panama to Buenos Aires. Once is enough, the two travellers believe, when a jeep is the method of travel.

From Buenaventura, Colombia, where the jeep was shipped to begin the trip, to the Argentine capital took 56 days and was made mostly by road, although ships and trains had their occasional uses. The roads varied from a fine highway system in Peru to the rugged mountain roads, little more than trails, in Ecuador and part of Chile.

They experienced one collision, repeated breakdowns, watered gasoline, red tape, frigid mountain weather and burning desert sun, and the theft of the foam rubber cushions which made the jeep comfortable riding. They spent Christmas in Santiago, Chile, and New Year's in Buenos Aires, returning to Panama by plane January 7. The jeep is following by ship.



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## LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms, or opinions of a general nature will be welcomed. Those of sufficient interest will be published but signatures will not be used unless desired.

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## LARGEST LUMBER ORDER

Bids are now being requested by the Panama Canal Company for 2,800,000 board feet of seasoned Panama lumber, the largest single order ever placed by the Canal for local lumber.

The supply is being bought for the quarters construction program next fiscal year.

The first deliveries are to be made within eight months and the last within 18 months. The order will consist of *sigua*, *bambito*, *cedro granadino*, and *cedro macho*, all native to the Isthmus. Bids will be opened February 4 and bid forms and full information are available in the office of the Superintendent of Storehouses.

## KEY PERSONNEL CHANGES

Several important changes among key personnel of the Panama Canal Company were recently announced. The most important of these was the election of W. H. Dunlop as Finance Director by the Board of Directors. He was formerly Chief of the Management Division and since last June has been acting as Finance Director following the departure and retirement of Arnold Bruckner.

Marc Quinn, who has lived most of his life in the Canal Zone, was promoted to Chief of the Management Division following Mr. Dunlop's election as Finance Director.

The last of the major positions in the Maintenance Division was filled by the appointment of Carl J. Browne as Chief of the Southern District. Mr. Browne, who entered the Canal service in August 1938 as a student engineer, had been Assistant Building Engineer prior to the merger of the Building and Municipal Divisions.

It was announced late in January that Dr. W. F. Ossenfort, Chief Quarantine and Immigration Officer for the past two years, has been reassigned by the United States Public Health Service and will leave within a few weeks upon completion of his tour of duty with the Health Bureau. His successor has not been named.

## OF CURRENT INTEREST



Another visible segment of the Canal construction history will disappear when the Ancon theater building, above, is demolished in the next few weeks. Bids for the two-story structure will be opened late next week.

The main part of the building was erected in Pedro Miguel over 40 years ago and served as a social club until 1913 when it was moved to its present site and was used as a restaurant. The theater part of the structure was originally located in Cristobal but was moved to Ancon in 1925 and made an annex of the restaurant.

The theater was remodelled in 1937 and the entire building was extensively modernized in 1943 during the boom times of war. When it was reopened then, it was renamed the Ancou Community Center but the name never became deeply ingrained in the public consciousness which finally relapsed into the use of the Ancon Theater or Ancon movie hall.

With a general slackening of business after the war and the clearance of a large number of houses in Ancou during the past few years, the movie business dwindled so that the theater was closed last May. Since then the various concessionaires and the offices of the General Manager of the Clubhouse Division were moved elsewhere. The old building had its last blaze of glory in December when the Commissary Division held its annual toy display and sale there.

## NEW PHONE DIRECTORIES

New Canal Zone telephone directories will be ready for delivery within about two weeks. The final touches to the 1952 edition are now being made at the Panama Canal Press.

The new directories will follow the 1951 pattern and will be divided into seven main sections, which will include separate directories of private subscribers, the Canal organization, the Army, Navy, and Air Force. They will contain all the latest changes up to the first of the year, including those made as a result of the merger of the Building and Municipal Divisions into the Maintenance Division.

The same system of distribution will be used as previously and the majority of private subscribers will receive their copies by mail. The price of single copies will be \$1.00 each.

## CONTRACTS FOR QUARTERS

Contracts for several million dollars worth of construction work on the Canal's big building program are expected to be awarded this month.

Bids were opened last week on the first of two major groups of projects, and for the construction of two official houses at Balboa Heights. Bids will be opened February 18 for the remaining projects in this year's building program.

Bids opened last Monday included: Municipal work in the new town of Summit; construction of 115 masonry quarters at Paraiso and extensive site work there; 48 buildings and site preparation in Ancon; 11 buildings on Pyle Street and Morgan Avenue in Balboa; and 12 masonry quarters at Diablo Heights.

The two new official type quarters in Balboa Heights will be located adjacent to the Administration Building, replacing two houses recently demolished. The new houses will be masonry buildings of modified Spanish type architecture. They will have three bedrooms and two baths each. Both will have covered terraces facing away from Heights Road.

## ANNUITIES NOT TAXABLE

Welcome news to old-timers of the Canal construction period was the announcement early in January that the Court of Claims had held by a four to one decision that the so-called Old-Timers' Annuities are not subject to income tax.

A test suit was brought by Maurice H. Thatcher, former Isthmian Canal Commission member and head of the Department of Civil Administration during the construction period, who is now an attorney in Washington, D. C. The suit was brought in behalf of Andrew W. Dewling, of Baltimore, Md., who was employed in the Sanitary Department when the Canal was being built.

The Court held that the annuities paid for construction service constitute a gratuity and a "thank offering for arduous services rendered."

In a letter from Mr. Thatcher, he explained that the Government has the right, within a limited time, to appeal the decision to the Supreme Court. For this reason, he advised beneficiaries to delay until the March 15th deadline for filing their 1951 income tax returns by which time it will probably be known if an appeal will be made.

## 40-HOUR WORK WEEK FOR FIRE FIGHTERS

Canal Zone fire fighters are now working a 40-hour work week schedule adopted January 20. The new schedule will not become fully effective until seven additional firemen have been employed. Meanwhile, some of the firemen will earn overtime pay until new schedules are arranged.

The firemen are the last group of Canal employees to adopt the 40-hour work week. Some intermittent workers, such as dock employees, who work irregular hours may work more or less than 40 hours a week, depending on the work load, but all regular employees are now on the shorter work week schedule.

## Versatile Atlantic Side Employee Nears 40-year Service Anniversary

For a man with an unblemished 40-year service record, Cecil A. Coleman, Baggage Clerk for the Terminals Division in Cristobal, came dangerously close to being summarily fired a few years ago.

Only his keen observation and good memory saved the day and turned the threat of dismissal into a commendation.

The incident occurred quite a few years back when a cablegram was received from the New York offices of the Panama Line saying that the required death certificate and other documents had not arrived aboard ship with the remains of a deceased Canal employee. It was Coleman's duty to see that such papers were aboard.

"The purser says he did not receive the papers and the transportation of the body to Philadelphia for burial has to be postponed," the angry Receiving and Forwarding Agent told Coleman. "Now, what have you got to say before I fire you?"

"Please cable the purser," replied Coleman, "that he placed the sealed envelope

with the papers in the right-hand corner of the file cabinet in his office."

The cablegram was sent and a shame-faced purser admitted his error.

### Passengers Want Help

While a little out of the ordinary, such incidents are not unusual for the man who rides herd on hundreds of pieces of luggage every time a Panama liner docks or leaves Cristobal. It is rare indeed when some passenger, fractious and upset about sailing, does not misplace luggage and call for Coleman to help.

Coleman, a Panamanian citizen, was born of West Indian parentage. He will complete 40 years of continuous service with the Terminals Division, formerly the Receiving and Forwarding Agency, next August 1.

The old Panama Line ships were still docking at Pier 4 in Colon when he was employed in 1912 at \$17.50 a month as messenger boy. When the Cristobal piers



CECIL A. COLEMAN

## Low Incidence Of Tuberculosis Shown By 25,000 Chest X-Rays



ANGELA LEE, eighth grade student at Balboa Junior High School, demonstrates how she stood for the chest X-ray which is now being given to all Canal Zone students above the seventh grade. With her is Richard L. Wright, who does the "picture taking" at the Pacific Side unit.

For the past few weeks Canal Zone boys and girls—students in the high schools and junior high schools—have been stepping up to big machines at the Civil Affairs Building in Ancon or the Health Department in Colon.

Over and over the waiting students have heard the attending nurse chant: "Take a deep breath—hold it—don't breathe or move—Okay!"

The students are the latest to be given X-rays in a community-wide chest X-ray

program which began in August 1950 and through which over 25,000 persons have already been X-rayed.

The number of cases of tuberculosis found has been less than five to a thousand and most of these have been in the early, more hopeful stages of the disease; a percentage which compares favorably to similar areas and population groups in the United States.

The chest X-ray survey is a cooperative project of the Health Bureau (See page 15)

were completed in 1914 he was transferred to the new offices and promoted to office helper. Not long afterwards there was a shortage of cargo checkers and he was made a special checker. It was during this period that the first two new-fangled industrial motor trucks, now in common use, were received and he was the first local-rate employee to be entrusted the use of one.

### Many Outside Interests

Coleman's versatility as well as his dependability is demonstrated both in his work for the Terminals Division and his outside interests. Aside from his usual duties in handling baggage, he serves as interpreter in the office, since he reads and writes both English and Spanish.

He has been the Atlantic Side correspondent for the *Star & Herald* for more than 25 years and since the advent of radio on the Isthmus, he has become one of the best-known program directors of the Colon stations. He has been master of ceremonies of one station for 11 years and of another for the past five years.

He handles numerous community programs, one of the most important recently having been the special West Indian Stamp Commemorative exercises held at Mount Hope Stadium.

Coleman is married and has lived in Silver City since 1920. He has a son and daughter and four grandchildren in whom he takes great pride.

Coleman's duties in handling the baggage on incoming and outgoing Panama liners are frequently complicated by the arrival or departure of dignitaries. On these occasions he is given the special assignment of handling their luggage which he accompanies to the Pacific Side if they travel by special motor car.

### Remembers All Governors

He well remembers all Panama Canal Governors and at one time or another has personally assisted most of them on their arrivals or departures. Other important officials whom he has helped have included presidents, senators, governors, congressmen, and high officials (See page 9)

## OUR OUT-OF-DOORS



POROPORO, or *Maximiliana Vitifolia*.

Plant lovers in the Canal Zone watch for the first flowering trees of the dry season with as much enthusiasm as their northern relatives watch for the first buttercups in the Spring. Already some of the trees are in bloom.

The Christmas tree, *Calycophyllum candidissimum*, began to flower the latter part of December and is still in blossom in some places along the Pacific slope where it is most common.

With its almost unbroken mass of white blooms it is both striking and handsome. The flowers are in terminal corymb-like (nearly flat-topped) panicles or clusters. One lobe of the calyx in some of the flowers is expanded into a broad, rounded, creamy-white, leaf-like blade.

The heavy, strong, fine-grained wood is used for many purposes and is best known as Lemon Wood.

The Gallito, *Erythrina glauca*, is one of the abundant trees of Panama. It began to flower in January. The large orange flowers represent small roosters' heads—hence the name. The trees are commonly planted and several good specimens may be seen along the bank of the Canal at the northeast end of the Pedro Miguel Locks.

Already in flower are two other striking trees: The Jordan, *Belotia panamensis*, and Poroporo, *Cochlospermum vitifolium*.

The Belotias are common forest trees and there are several handsome specimens on Ancon Hill. The small flowers with violet petals and pink sepals, borne in cymes (clusters similar to those of the pink or the phlox), make the tree conspicuous and very beautiful. A number of them can be found along the trans-Isthmian highway and the road to Gamboa.

Most residents are familiar with the handsome, bright yellow flowers of the Poroporo. These are three inches across, arranged in terminal clusters and suggest roses. The flowers are followed by large, five-valved hairy fruits which contain numerous kidney-shaped seeds covered with long white cotton. This is sometimes used for stuffing pillows and for this reason the tree is commonly confused with the better known Kapok. The Poroporo tree is valuable for use as live fence posts. It is abundant along the roads in the Interior as well as in the Canal Zone.

Early this month the Palo Santo, *Triplaris americana*, will blossom in the forests. The crowns of the tall trees are covered with very showy, paniced (pyramidal) racemes of purplish red dioecious (female) flowers. The staminate or male flowers are undiscernable.



Most everyone south of the Tropic of Cancer knows that the cattle sold on the Chicago, Dallas, and Denver markets isn't the only beef that turns up at dinner as steak, roast, or hamburger. And as for Commissary customers, they seem to have forgotten that kind exists.

The Commissaries sell both United States and "native" beef, but in proportions of about 99.99 to .01 in favor of the local product. The reason is simple cents—and dollars.

Porterhouse choice steak from local beef costs 48 cents a pound; the same cut from choice grade beef from the United States—the only U. S. grade sold by the Commissaries—is \$2.02, or about \$4.00 for one steak. And the price spread on other cuts is about as terrifying.

The native beef is also sold chilled—not frozen, as the States beef has to be for the long trip to the Canal Zone. The sale of chilled native beef is still comparatively new; Commissary customers bought that frozen too until about six months ago.

The native beef now in the stores comes from Chiriqui Province and is bought under rigid specifications. Only steers are purchased—no cows, bulls, stags, etc.—and they must weigh from 800 to 1200 pounds on the hoof—the cream of any herd of cattle.

Commissary people whose business it is to know about such things say that, generally, the native beef in the stores is roughly comparable to commercial grade beef from the United States. There, the grades run Prime (bought by a very select few, mainly for the fanciest hotel and restaurant trade), Choice, Good, Commercial, Utility, Cutter, and Canner.

Native cattle are inspected before and after slaughter by a Health Bureau veterinarian and are slaughtered in the Company's sanitary slaughterhouse under rigid Health Bureau supervision.

After slaughter, the beef is thoroughly chilled and is hung in sides to remove all animal heat and tenderize the meat slightly.

The slaughtering schedule is arranged to keep chilled beef in the retail stores for day-to-day sales, frozen beef for other large buyers and a small reserve supply.

The meat is cut Chicago style—more about that in later "Commissary Talk"—and is sent to the retail stores in quarters, where it is broken down into retail cuts.

Chopped beef, mainstay of the beef business and budget-minded housewives, has joined a growing list of Commissary pre-packaged foods. You can buy it now in the form of minute or hamburger steaks of uniform size, all ready to drop in the frying pan.

The minute steaks weigh 2 1/4 ounces, cost 10 cents each, and come frozen, three in a package. The hamburger steaks also weigh 2 1/4 ounces each, come four in a package and cost seven cents each. They are made—like all Commissary Division hamburger and sausage—from the best of fore-quarter meat—none of the scraps and stuff which have been known to find their way into butchers' grinders.

Real French Roquefort cheese, not to be confused with its domestic counterpart, bleu cheese, is coming to the Commissaries, probably in the next few weeks.

### Atlantic Side Employee Has 40-Year Service

(Continued from page 8) of the military services.

While the arrival of distinguished passengers means extra work, most of Coleman's duties are confined to the regular passengers who give him plenty of worry.

An example of this type of worry occurred recently. A frantic woman passenger told him just as the "all ashore" signal sounded that none of her luggage was in her stateroom. She was assigned

The "real McCoy" comes from an area around the small town of Roquefort, France, where an apocryphal story has it that the cheese originated with one forgetful little boy, who left his lunch of cheese in a cave where he was playing. Much later, he found his lunch and ate it—mold and all. He liked it, the story goes; his family sampled, and liked it; others sampled, and liked it, etc., etc., etc., and Roquefort cheese, aged in caves, began.

Battery chickens—not run by, but raised in—are sold by the Commissaries—freshly killed and eviscerated. They are raised in a business building right in the city of Colon where they spend their days in wire cages, never touching the ground or exercising to develop muscles and toughness.

They were sold by the Commissaries some time ago and customers liked them so much they ate the raiser right out of "Battery" stock. Now the chickens are in the stores again. They are killed one morning, chilled, dressed in the afternoon, and are on sale the following morning. They cost 90 cents per pound as compared with about 83 for frozen States chicken.

Hand-cut lead crystal from the Brierley Hill Glassworks in Staffordshire, England, "glassmakers for Royal families since the reign of Queen Victoria," can be bought in the Commissaries without fear that it may be here today and gone tomorrow. The two patterns now in the stores, "Princess" and "Westminster," will be available for years to come, the makers have assured the Commissary Division.

The names of collectors and the pieces they buy will be kept at Balboa and Cristobal Commissaries so that gift givers will know the pattern a friend has or wants and the pieces she has already.

Pianos—in many styles and prices—may now be bought on special orders at prices that include actual delivery to your living room—for 20 percent less than States retail price. Managers of the stores will tell you more.

More refrigerators are expected in March. LONG curtain rods to match picture windows in new Canal houses are now in the Commissaries. They s-t-r-e-t-c-h from 48 to 83 inches.

Refrigerators that resemble a Fibber McGee closet should be equipped with *Space Misers*, also coming to the Commissaries. They consist of six covered space-saving plastic containers set firmly in a tray that can be pushed in and pulled out without upsetting every last left-over in the icebox.

Rainy day rides can be cooler and drier with plastic visors, coming to the Commissaries, for the tops of car doors. They fit two and four-door sedans and admit fresh air and light, keeping out drafts and rain.

*Surrender, Reflections, Danger, New Horizons* are coming to local lassies from France. They're fragrances by *Ciro* for the long Leap Year ahead.

to stateroom "F" and Coleman went directly to stateroom 7 where he found the suitcases.

The passenger had written the letter "F" on her baggage checks and since that letter resembles the written numeral "7" as used commonly in Panama, Coleman quickly deduced that the Spanish-speaking porter had mistaken the "F" for a 7.

The happy passenger, impressed by his ingenuity, related the incident tirelessly to other passengers from Cristobal to New York.

# Lighthouses, Beacons And Buoys Guide Ships To And Through Panama Canal

The Aids to Navigation people's claim that the Canal is lighted "just like Broadway" is a slight exaggeration.

So far this enterprising outfit, whose main duties concern all of the lighthouses, beacons, and buoys which guide mariners to and through the Panama Canal, has not provided a single electric sign for the entertainment of the public.

All through the Canal there is not one single attraction like Broadway's huge display which, advertising Bond's clothing, spills thousands of gallons of water in a never-ending cascade, or a Camel cigarette sign where a tremendous figure of a man blows smoke rings clear across the street.

But after all, electric signs like that hardly are the Aids to Navigation's job. Things like these are:

When a ship enters the Canal from the Caribbean, the first Canal light its lookout sees is the flashing beam on the Toro Point light. Set on top of a 100-foot tower, the light revolves so that ships 20 miles at sea see the beam as a five-second flash followed by 25 seconds of darkness.

## Coming Into Port

Two miles closer to Cristobal, or 18 miles at sea, the lookout spots the automatic acetylene-gas light on the Cristobal east breakwater and by the time the ship has come within 12 miles of land he has picked up the west breakwater light, also operated by gas.

About the time he sees this west breakwater light, he can also spot the first of the Canal's range lights, two fixed and one occulting.

Occulting lights, which most people think of merely as flashing lights, have a longer period of light than of darkness; flashing lights, technically, have a light period equal to or shorter than the dark period.

Once he has spotted the two breakwater lights and the range lights, the navigator has an easy time, nautically speaking. He simply steers a course of 180 degrees true to the lights and there he is—inside the breakwater.

The lights at the entrances to the Canal and along the length of the waterway are not operated by a time clock as are street lights in some parts of the Canal Zone—and along Broadway too, for all we know. They are run by a kind of thermostatic control, a sun valve which is so sensitive that the darkness of a heavy rain will cause the lights to turn on.

## Blind Man's Device

This system is older than the Canal itself. Some of the lights installed before the Canal was opened worked on this principle which was developed by a blind Swedish scientist named Delane.

All of the lights are checked and inspected regularly. In addition, a complete replacement unit for each type is kept ready in the main shops at Gatun—just in case.

To the uninitiated who had expected that the light bulbs used by the Aids might resemble basketballs, the sight of one is disappointing. Some of them, in the Aids to Navigation's electrical shop at Gatun where H. H. Keepers checks flashers, lamphangers, and bulbs, are as small as a Christmas tree light and look not unlike one.



LIGHT from range towers such as this one in the Gatun Lake section helps to guide pilots as they take ships through the Panama Canal.

The beam of the light, of course, comes from the reflector behind the bulb and the tremendously heavy lens. The lenses cost as much as \$350 apiece.

The original plan for lighting the Panama Canal was developed in 1911 from a study made by Walter F. Beyer, an engineer detailed from the Lighthouse Board in Washington. It called for the use of range lights in concrete towers to mark sailing lines on the longer tangents and of side lights, buoys, and beacons to mark the channel in the approaches and in Gatun Lake. In 1913 Canal engineers began to install a system of beacons through the Cut.

These beacon lights, however, had confusing flashing intervals and served to blind rather than guide the pilots and they were replaced by a system of bank lights and green center-line range lights.

## "Street Light" Systems

The Cut lights have fixed beams, except on turns where there are flashing lights, and they are placed between 500 and 1,000 feet apart. Mounted on spindles about six feet above the water, they are of such low wattage that they produce no glare.

They are set up in what electricians call an automatic sectionalizing system so that in case of trouble anywhere along the line—barring a complete power failure—the maximum distance which would be darkened would be about 1,000 feet, and even that would be unusual.

Sea-going practice calls for a difference in lights and buoys so that a master knows whether his channel lies to port or starboard. In the Cut, for instance, the lights on the east bank are white; those on

the west bank are red and the range lights are green.

The Canal buoyage follows the United States system: Red buoys to starboard and black to port, when coming from sea.

A ship entering the Canal from the Atlantic has red buoys on her starboard and black buoys on her port until she reaches the north end of Pedro Miguel Locks. From there to the Pacific she is considered to be leaving the Canal and the red buoys then appear on the port side and the black to starboard.

## 762 Aids Maintained

Altogether, in the 45-mile stretch of the Canal between the Cristobal breakwater and the buoy which marks the Pacific sea terminus and in the waters near the Canal entrances, the Aids to Navigation maintains 762 various lighthouses, beacons, range lights, and buoys. The black and white target markers along the Canal are set up and maintained by the Dredging Division.

All of the buoys, lighted and unlighted, are replaced each year if they are in salt water, each four years if they are in brackish Miraflores Lake, and each five years if they are in fresh water.

F. A. Boles, a Senior Machinist stationed at Gatun, is in charge of the gas-operated aids while the electrically operated ones are the charge of J. D. Tate, the Electrical Supervisor. A record of the buoys and their schedules is kept on a big blackboard on the second floor, of the Section's Headquarters at Gatun as well as in a follow-up cardfile.

A little-known part of the Aids' job is a kind of Good-Neighbor policy. This is the construction and maintenance of some 60 miles of small boat channels through stump-filled Gatun Lake—highways for the people of the little lakeside towns. Over these channels daily come boatloads of fruits, vegetables, squealing pigs, and cackling hens, which often make the day hideous with their noise when they are unloaded at the dock near the Aids to Navigation main office.

## Outlying Lights

Outside the Canal proper the Aids to Navigation maintains lights at San Jose in the Perlas Group, Bona Island and Frailes del Sur on the Pacific Side, at Farallon Sucio, a cluster of five small rugged rocks 22 miles from Cristobal and at Isla Grande, 35 miles from the Atlantic entrance.

The lights at Morro Puercos and at Jicarita, the latter 220 miles up the coast from Balboa, are serviced by the Aids to Navigation for the Coast Guard.

The light at Isla Grande is the only one which is manned; there four local-rate employees do the lighthouse-keeping.

The light at Cape Mala, approximately 95 miles from Balboa, and the radio beacon on the mole at Cristobal are operated by the United States Coast Guard.

Not all of the Aids' aids are as stationary as the lighthouses and the beacons. The craneboat *Toro*, whose job it is to service all the buoys, spends much of its time plodding around the Canal, uprooting and replacing the buoys which look for all the world, with their top-pieces off, like giant potato mashers.

And outside the Canal Zone proper, more than one distressed sailor has had cause to thank the services of the *Taboga*, the only seagoing salvage tug on the Isthmus. This sturdy craft is stationed in Gatun Lake so that she can be ready to dash for either end of the Canal as she is needed.

### Taboga To The Rescue

The other day she got an emergency call. The light at Farallon Sucio was out. The call came at 12:25 p. m. The *Taboga* was into Gatun Locks at 12:40 p. m., on her way out of the Canal at 1:20 p. m. She bucked dry season winds and rolling seas but finally reached the light, and put a repair party ashore in a tossing row-boat. The repairmen found that a small leather diaphragm on the sun valve had failed. The defective valve was replaced, the light relighted, the shore party re-loaded and the return trip made—all in time to get the *Taboga* back to Cristobal at 9 p. m. the same day.

More spectacular of course, have been some of the *Taboga's* salvage operations at sea. On such operations Capt. Floyd W. Forrest, Chief of the Section and salvage master, goes with the *Taboga*.

He went to sea when he was only 17 years old, served as the master of ocean-going tugs and ships for a number of firms, including the Merritt-Chapman Salvage Company, and was a Canal pilot for 19½ years before moving to the Aids to Navigation.

Also aboard the *Taboga*, if there is reason to think he might be needed, is a diver.

Not long ago the *Taboga* was dispatched from Cristobal to bring back to the safety of Limon Bay the freighter *Caribe*, out of fuel and, despite her rock ballast, rolling in the Caribbean.

On the way to the *Caribe*, the *Taboga* came on a two-masted schooner which was cast adrift when her towing tug, the old *Bohio*, sank 25 miles from the Cristobal breakwater. The *Taboga* towed the schooner into Cristobal, then returned to sea to make connections with the *Caribe*.

More than a year ago the *Taboga*, then at work laying a pipeline off the Nicaraguan coast on a special commercial order, was interrupted in this job to go to the aid of a badly listing lumber ship, the *Oregonian*.

The *Taboga* made a tow line secure and brought the lumber ship, so far over that her starboard rail was almost awash, safely into Balboa.



JOHN C. THOMPSON is one of the Aids to Navigation's general handymen. A marine machinist and a Canal employee since 1940, he spends most of his time hauling buoys out of the water with a big crane. In between, he relieves other machinists and even has acted as a "lampist" on occasion.



BARNACLES crust the sides of a big buoy in Balboa harbor as it is raised by the Aids to Navigation Section's craneboat *Toro*. Buoys such as this, in salt water, are removed every year for cleaning, repainting, and refitting.

A prime booster for the Aids to Navigation section is Phifer Quinn, one of its original personnel and now its Assistant Chief. His first job with the section, then known as the Lighthouse Subdivision, was as a "lampist," or one of the men who checks the electric and gas apparatus. He had transferred to this job from a position as wireman with the Electrical Division in July 1914 after he had helped to install the wiring and lights in various of the electric aids.

All in all, the Aids to Navigation people believe, what with lights and buoys and lighthouses and beacons and with the *Toro* and the *Taboga*, they are doing a pretty comprehensive job helping mariners reach and transit the Canal.

(EDITORS NOTE: This is the last of a series of six stories on the men and Divisions who put ships through the Panama Canal.)

## Ten Years Ago In January

Zonians were beginning to be accustomed to living under wartime conditions. All over the Canal Zone men turned out to build temporary air raid shelters of sandbags. One of the shelters on Dohrmann Street in Balboa collapsed during the building, injuring one of several men inside.

The Army revealed a plan for the gradual return of service families to the United States. Civilian families were offered an equal priority if they cared to return to the States. Meanwhile the Governor and the State Department worked together to iron out passport difficulties for those Canal Zone families who were caught in the States by travel restrictions and who wished to return to the Isthmus.

The street lights went out to stay. Stations were set up by the Canal and military authorities to cover automobile headlights with a heavy coating of dull red paint. A model house was set up at Diablo Heights to show householders what shaded lights they could use before 11 p. m. There were no lights at all permitted after that hour.

Mail censorship rules were announced and people became used to not mentioning in their correspondence such matters as defense, shipping, or the weather, and to not using abbreviations or nicknames in their letters. Two ship passengers and the vessel's master were fined because the passengers had cameras during a transit. Fines were imposed for night parking on principal thoroughfares.

Canal and Railroad employees were cautioned not to talk about the work they were doing. Regulations banning publication of shipping news were extended to airline information. Tire rationing became effective. The first sale of War Bonds passed the half-million dollar mark.

With all of the Panama Line's ships in military service, the Cristobal ticket office was closed for the duration. Eggs, lettuce, and some fresh vegetables reappeared on local menus. An appeal was issued for blood donors, whose names were to be placed on a "ready" list, in case of emergency.

A bid of \$46,250,000, submitted by Samuel R. Rosoff, Ltd. of New York, was the lowest of three offered for building the new locks at Gatun. Governor Glen E. Edgerton announced that the Third Locks work had a high priority and that plans had been made to push the work to completion as rapidly as possible. The new drill barge, *Thor*, arrived under tow from New York, for use on the Third Locks project. The drill barge was a duplicate of the *Vulcan*, which had been delivered early in 1941.

Steel helmets were issued to local raid wardens. Boxes and buckets of sand for incendiaries were placed in quarters and some public buildings. Small boats and pleasure craft were moved from the Balboa Yacht Club anchorage. The Navy was swamped with men wishing to enlist.

The last civilian execution (by hanging) in the Canal Zone took place December 1, 1920, at Gamboa.

# Many Vital Canal Problems Considered By Directors At January Meeting Here

No meeting of its kind has been held in the Canal Zone since the days of the Isthmian Canal Commission nearly 40 years ago which ranked in interest and importance with the meeting of the Board of Directors of the Panama Canal Company during the week of January 7.

The sessions, held in the Board Room of the Administration Building, extended over a three-day period and were attended by eight of the thirteen directors. Officers and directors attending were: Governor Newcomer, President of the Company; Karl R. Bendetsen, Chairman of the Board; Lieutenant Governor Herbert D. Vogel and W. R. Pfizer, Vice Presidents; James C. Hughes, Secretary; T. Coleman Andrews, Bernard F. Burdick, Edward D. McKim, Maj. Gen. Julian L. Schley, and Daniel E. Taylor.

Also attending the meetings were Matthew Robinson and Peter Beasley, Special Consultants to the Secretary of the Army, who had accompanied Mr. Bendetsen to the Isthmus a week earlier.

Financial affairs of the new Panama Canal Company occupied a major portion of the Board's attention. Other subjects and matters before the Board included: Rents; election of a Finance Director; establishment of a Comptroller's Office; realignment of Company activities; local-rate retirement; Panama Line operations; reports by Bureau Directors; capital expenditures; income tax; and functioning of the New York and Washington Offices.

The following summarizes briefly action taken on these important matters:

**RENTS:** The Board authorized the previously approved plan to increase from 100 to 150 percent the surcharge on Canal housing occupied by personnel engaged in any type commercial activity and a 100 percent surcharge on housing occupied by personnel in any category other than Government or commercial. It also approved a 100 percent rental increase on the 12-family, type 201 apartment buildings in Diablo Heights regardless of occupancy.

**FINANCE DIRECTOR:** W. H. Dunlop, who has 25 years of service with the Canal organization and who has been acting Finance Director since last June, was elected Finance Director and thereby becomes a general officer of the Company.

**COMPTROLLER'S OFFICE:** A plan to establish a Comptroller's Office was approved. Principal functions of the office will be those of the Management Division plus the development of accounting and financial policies, including property inventories, and establishment of an internal audit system to be administered by the Finance Bureau. The Management Division is a part of the Comptroller's Office and Marc Quinn has been appointed Chief of the Division. Governor Newcomer was authorized to select and appoint a Comptroller.

**REALIGNMENT OF COMPANY ACTIVITIES:** The Board approved the plan for the realignment of Activities which is described on page 1 of this issue.

**LOCAL-RATE RETIREMENT:** A retirement plan as proposed by the Canal Administration was sanctioned and Governor Newcomer was requested to continue his efforts in behalf of this legislation.

**PANAMA LINE OPERATIONS:** No action was taken on the question of changing the northern terminus of the Panama Line or changing the schedules, but Mr. Pfizer and Mr. Taylor were appointed as a committee to study the Line's operations generally and report their findings at a later meeting.

**BUREAU DIRECTORS' REPORTS:** Most of the second-day sessions were occupied by hearing reports of various Bureau Directors on the functions and activities of their units. Each of the directors presented charts and statistical material showing comparisons of unit operations during the first quarters of this fiscal year and last.

**CAPITAL EXPENDITURES:** Capital items of the 1953 fiscal year were approved. A list and description of the proposed capital expenditures for the fiscal year 1954 were presented and several Board members who remained on the Isthmus after the meeting made an on-the-ground inspection of the proposed items.

**INCOME TAX:** The Board devoted much attention to this important subject, and means of possible relief of the burden on employees. No formal action resulted in view of the question as to whether the problem is within the purview of the Company or the Canal Zone Government.

However, the Governor, as President of the Company, was authorized by the Board to discuss the matter informally with Bureau of the Budget officials with a view to developing a solution.

**WASHINGTON AND NEW YORK OFFICES:** The Governor was authorized to employ consultants to study functions of the two offices to determine what economies may be effected in their operations.

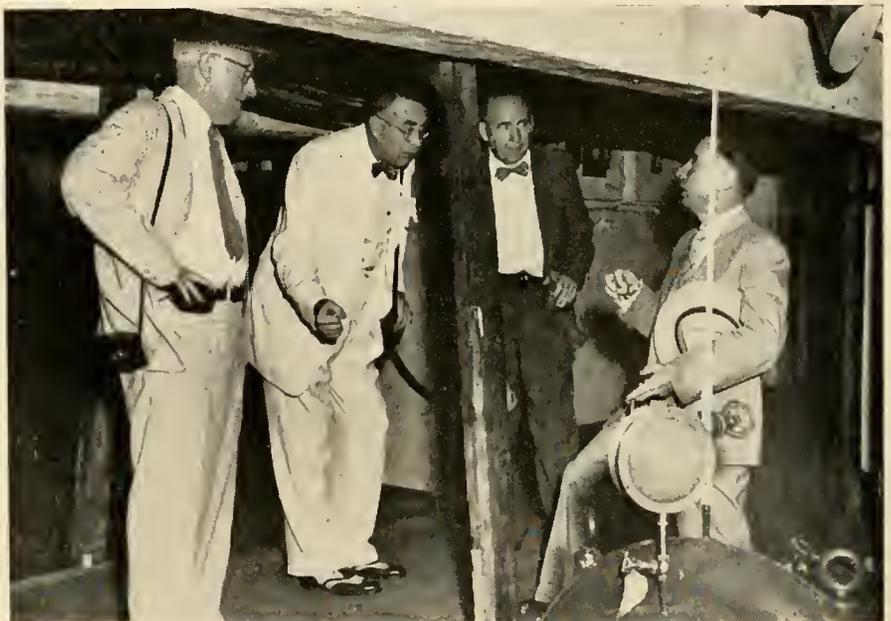
Most of the visiting members of the Board remained on the Isthmus for the week following the Board sessions. Mr. Taylor left on Wednesday morning to keep a prior business engagement and did not attend the sessions that day. Mr. Andrews left the following day. The Assistant Secretary of the Army and Mr. Robinson, Special Consultant, returned to the States on the Panama Liner sailing on Friday after the meeting, while Mr. Beasley, the other Special Consultant, remained on the Isthmus for the entire month of January and sailed today.

Board members who sailed on the Panama Line January 18 were General Schley, Mr. Pfizer, and Mr. Burdick. Also sailing that date was Mr. Hughes.

Mr. and Mrs. McKim and their two daughters are still here, spending part of their winter vacation season on the Isthmus.



MANY CANAL OFFICIALS were at the Panama Railroad station to greet the Directors upon arrival. Left to right: Major General George W. Rice, Health Director; Governor Newcomer; Colonel Richardson Selee, Civil Affairs Director; Lieutenant Governor Vogel; B. F. Burdick (back to camera); James C. Hughes greeting E. C. Lombard, Executive Secretary; Lt. Col. Marvin L. Jacobs, Military Assistant to the Governor, next to motor car; and James C. Marshall, Chief of the Customs, Immigration and Postal Division, extreme right.



ON-THE-SPOT inspections were made by several Board members of Canal installations and proposed improvements. Above are General Schley, Mr. McKim, and Mr. Burdick, left to right, listening to Roy C. Stockham, Chief of the Locks Division, explain the multi-million-dollar program to replace electrical equipment in the Locks.

# Canal Company To Go On Break-Even Basis With Fundamental Changes In Fiscal Status

(Continued from page 1) in the Commercial Activities, such services and goods will be supplied to all users at rates sufficient to recover operating and maintenance costs, including interest and depreciation on

capital investments. No part of the civil government expense will be allocated to this group. However, with the exception of quarters, rate adjustments will be required in all Service

Activities units to meet the new operating conditions.

### Loss In Quarters Operations

A loss in the operation of quarters is contemplated because rental rates are not set to cover interest. However, expenses of operation, maintenance, and depreciation must be covered. This situation will be met by the curtailed maintenance program which has already been inaugurated so as to avoid rent increases on older type houses. The loss on quarters operations will be apportioned on the basis of occupancy to units of the Company and Government.

In determining the division of the net costs of the Canal Zone Government between the Canal and Commercial Activities, the valuation of assets and properties in each group will be an element of the formula adopted. In recommending this basis, budget officials took cognizance of the fact that some form of property valuation is used as the basis of taxes for local government throughout the United States.

The two important changes reflected in the revised budgets for this fiscal year and next in no way remove the financial obligations imposed on the three main groups, which are that each must be (See page 18)



ARRIVAL IN CRISTOBAL meant greetings and renewal of acquaintances. At extreme right, the Railroad and Terminals Director and Mrs. E. N. Stokes chat informally with former Panama Canal Governor and Mrs. Schley.



SERIOUS COMPANY BUSINESS is indicated in the expression on the faces of Mr. Pfizer and Lieutenant Governor Vogel (right) the two Panama Canal Company Vice Presidents, while Mr. Andrews chats informally with Mr. McKim (back to camera). E. C. Lombard is seen at extreme left.



MORE SERIOUS BUSINESS engages the attention of Mr. Andrews, a member of the Board's Executive Committee and Mr. Pfizer upon their meeting at the Balboa Heights station.



A LAST MINUTE discussion of Canal Company affairs is being held by Governor Newcomer, President, and Mr. Bendetsea, Chairman of the Board. The meeting of the two top officials was held on the pier in Cristobal shortly

before Mr. and Mrs. Bendetsen sailed. Mr. Robinson (left) and Mr. Beasley (right) attended the Directors' meeting as Special Consultants. Mrs. Bendetsen is seen chatting with Mr. Beasley.

## Forty Years Ago In January



MIDWAY between the old and the new was the Cristobal fire station 40 years ago. When this photograph was taken in August 1912 motor equipment was on order to replace the remainder of the horse-drawn engines. The "new reinforced concrete building" had just been completed.

Work on the Canal was proceeding apace. On January 27, 1912, over 77 percent of the concrete for the locks was in place; at Gatun Locks 89 percent had been laid. The first consignment of towing track—60 sections of rack track, each section six feet in length had arrived for Gatun Locks. Installation had been started on the east side wall.

Reclamation of swamp lands between the Canal channel and the Railroad, from Miraflores to Corozal, was proceeding from the north. The lowlands were being raised by means of silt pumped from the hydraulic creation south of Miraflores Locks. Elsewhere on the Canal Zone advancing construction caused cancellation of the lease of a rum distillery near Gorgona.

The Canal Zone was going modern. Water from the new filtration plant at Agua Clara Reservoir, which supplied the villages of Gatun, New Gatun, and Spillway, was turned into the mains. Carts which had delivered distilled water from door to door ever since there were American homes, were dispensed with.

The Webb Motor Fire Apparatus Co. of St. Louis was given the award for two automobile fire pumps and trucks at \$8,000 each. Requisition was made for the purchase of an

### Boy Scouts In The Canal Zone Celebrate

Continued from page 4) all over the world.

#### International Boy Scouts

In 1947 the International Boy Scouts were organized on the Canal Zone to provide Scouting for alien boys. Governor Newcomer is also Honorary President of the International Scouts, William Jump is the International Scout Council's president and Raymond George serves as Scout Executive.

This organization proudly flies three flags those of the United States, of Panama, and of Great Britain. They were dedicated at a ceremony held on Armistice Day 1949, at La Boca.

Every local-rate community on the Canal Zone has an International Boy Scout Unit. Altogether, there are five Explorer Units, nine Scout Troops, and 10 Cub Packs—all with a total membership of 451. Close to 200 adults, including the men who serve on the troop committees, work with the boys.

At the present time, the International Scouts are attempting to set up a summer camp, similar to that of the Boy Scouts of America.

automobile tractor and supplementary pair of wheels to be substituted for horses in drawing the No. 3 Silsby fire engine at Cristobal. It was to be capable of going 25 miles an hour on level road and 10 miles an hour up a 10-percent grade.

Visitors included 110 members of the American Institute of Electrical Engineers who arrived in two groups, spent six days on the Isthmus; Lt. General Sir Robert Baden-Powell, founder of the Boy Scout movement, and Mabel Boardman, Chairman of the National Red Cross Executive Committee. She spoke at the National Theater in Panama.

A more was started to form a provisional regiment on the Isthmus, similar to the National Guard in the States. Directors of the movement hoped to get enough volunteers to form at least one regiment of infantry and one mounted troop.

Names were given to forts inside the Canal Zone. They were Grant (at Amador and the Fortified Islands) for President U. S. Grant; Amador, for the first President of Panama, Dr. Manuel Amador Guerrero; Sherman for Gen. William Tecumseh Sherman; Randolph for Maj. Gen. Wallace F. Randolph; and DeLesseps for Count Ferdinand DeLesseps, promoter of the Panama Canal.

EMPLOYEE representatives attending the Governor-Employee Conference recently requested publication, in THE PANAMA CANAL REVIEW, of the Medical Tariff. The first sections were printed in the December and January issues. The remaining tables appear in this issue.

TABLE 3  
CHARGES FOR DENTAL TREATMENT AT ALL DENTAL CLINICS OPERATED BY THE HEALTH BUREAU AND BY DISTRICT DENTISTS

	Salary Groups	
	Groups 1 and 2	Groups 3, 4, 5 and 6
1. Dental X-Rays:		
(a) Single film	\$0.75	\$1.50
(b) Each additional film	.25	.50
(No charge to employees of the Panama Canal Company or Canal Zone Government for diagnostic purposes at the request of a physician, or on account of injury in line of duty).		
2. Fillings:		
(a) Amalgam	1.50 to 3.00	2.50 to 5.00
(b) Porcelain (synthetic)	1.50 to 3.00	2.50 to 5.00
(c) Gold inlay (not included in bridge)	5.00 to 10.00	5.00 to 20.00
(d) Temporary or cement base	.75 to 1.50	1.50 to 3.00
(e) Acrylic inlay	3.00 to 10.00	5.00 to 15.00
3. Extractions and Oral Surgery:		
(a) Tooth extractions—local anesthetic	1.50	2.50
(b) Tooth extractions—general anesthetic	3.00 to 5.00	5.00 to 10.00
(c) Removal of impacted teeth, each	2.00 to 5.00	5.00 to 15.00
(d) Alveolectomy, partial	2.00	3.00
(e) Alveolectomy, complete	5.00 to 8.00	10.00 to 15.00
(f) Tumor or cyst, removal of or similar operation	4.00 to 8.00	10.00 to 15.00
(g) Gum resection, single arch	5.00 to 8.00	10.00 to 15.00
(h) Tooth erupting, lancing of	1.00 to 2.00	2.00 to 5.00
(i) Fracture, reduction of, maxilla or mandible	4.00 to 10.00	5.00 to 25.00
(j) Wiring of jaw or application of splint, following fracture	3.00 to 10.00	5.00 to 25.00
(k) Abscess, incision and drainage	2.00	3.00
(l) Apicoectomy	5.00 to 8.00	10.00 to 15.00
4. Crowns:		
(a) Gold, all types	5.00 to 12.00	12.00 to 20.00
(b) Porcelain jacket crown	5.00 to 12.00	15.00 to 35.00
(c) Acrylic crowns	5.00 to 12.00	15.00 to 35.00
(d) Crown, repair of	2.00 to 5.00	3.00 to 6.00
5. Bridgework, fixed:		
(a) Units of fixed bridgework (gold or gold and porcelain)	5.00 to 12.00	10.00 to 25.00
(b) All porcelain or acrylic bridges, per unit	5.00 to 12.00	10.00 to 40.00
(c) Bridges, repair of	2.00 to 12.00	2.00 to 35.00
(d) Replace broken facings, bridge	1.50 to 3.00	3.00 to 5.00
6. Bridgework, Gold, Vitallium, Titanium, or similar metal:		
(a) Cast removable bridgework, per unit	3.00 to 18.00	3.00 to 25.00

Group 1—\$0.50 hourly or \$86 per month or less.

Group 2—\$0.51 to \$1.30 hourly or \$86.01 to \$225 per month.

Group 3—\$1.31 to \$2.30 hourly or \$225.01 to \$400 per month.

Group 4—\$2.31 to \$2.87 hourly or \$400.01 to \$500 per month.

Group 5—\$2.88 hourly or \$500.01 per month or more.

Group 6—Private pay patients.

TABLE 3—Continued

	Salary Groups	
	Groups 1 and 2	Groups 3, 4, 5 and 6
7. Dentures:		
(a) Full upper or lower, Vulcanite, each	\$20.00 to 30.00	\$40.00 to 50.00
(b) Full upper or lower, Acrylic, each	25.00 to 50.00	50.00 to 70.00
(c) Partial denture, Vulcanite	15.00 to 50.00	30.00 to 60.00
(d) Partial denture, Acrylic	25.00 to 50.00	50.00 to 90.00
(e) Lingual or palatal bar	10.00 to 15.00	10.00 to 15.00
(f) Re-base denture	5.00 to 15.00	15.00 to 30.00
(g) Denture, repair	2.00 to 10.00	4.00 to 15.00
8. Oral Prophylaxis and Treatment of Gum Conditions:		
(a) Oral prophylaxis, adult, per sitting	1.00 to 2.00	2.00 to 5.00
(b) Oral prophylaxis, children	1.00 to 2.00	2.00 to 3.00
(c) Gingivitis, treatment for, per sitting	1.00	2.00
(d) Gingivitis, Vincentis treatment for, per sitting	1.00	2.00
(e) Pyorrhoea, treatment for, per sitting	1.00 to 2.00	2.00 to 3.00
(f) Sodium fluoride prophylaxis for prevention of dental caries, series of treatment	5.00	5.00 to 10.00
9. Root Canal Work:		
(a) Devitalization and removal of pulp	1.50 to 3.00	3.00 to 5.00
(b) Root canal treatment	1.00	2.00
(c) Root canal filling	1.00	2.00
10. Orthodontia Appliances and Treatments:		
(a) Appliances, each	15.00 to 25.00	25.00 to 50.00
(b) Orthodontia treatments, per month	5.00	10.00
11. Miscellaneous:		
(a) Treatments, pre- or post-operative, per sitting	.25 to .50	1.00 to 1.50
(b) Occlusion balanced	2.00	3.00
(c) Various minor operations	1.00 to 5.00	3.00 to 15.00
(d) Goldummies on dentures	6.00	10.00
(e) Re-cement crown or inlay	1.00 to 2.00	1.00 to 3.00
(f) Re-cement bridge	1.00 to 2.00	2.00 to 5.00
(g) Crown, removal of	.50 to 1.00	1.00 to 2.00
(h) Bridge, removal of	1.00 to 2.00	2.00 to 4.00
(i) Anesthesia, local for cavity preparation	.75	1.00
(j) Emergency treatment for relief of pain, for conditions not specifically included above	1.00	2.00
(k) Treatment for unusual or rare conditions not covered above	Estimated, with approval of Health Director.	
(l) Professional visit at home of patient or office consultation	Same as out-patient medical charge.	

NOTE: A unit is defined as each attachment to a natural tooth and each artificial tooth making up a bridge or cast.

Items 3f, i, j, k, and 11(c), free to employees of Panama Canal Company and Canal Zone Government.

TABLE 4

FUNERAL SERVICES

SALARY GROUPS	Coffins, caskets and urns	Cremation	Embalming	Lining and sealing of caskets for shipment	Storage of body in refrigerator, per day	Hearse	Interment
Groups 1 and 2	Actual cost, plus 10%	\$15.00	\$15.00	Actual cost, plus 10%	\$2.50	\$10.00	\$7.00
Groups 3, 4, and 5	Actual cost, plus 20%	25.00	25.00	Actual cost, plus 20%	2.50	15.00	40.00
Group 6	Actual cost, plus 50%	50.00	50.00	Actual cost, plus 50%	5.00	25.00	50.00

NOTES: 1. All costs incident to funeral services are free to employees of the Panama Canal Company and Canal Zone Government, provided the cost of funeral service for Local Rate employees does not exceed \$50.00. Funeral services include: Cost of embalming; cremation; interment; coffin, casket, or urn; refrigerator storage and hearse.

2. No charge will be made for body held in storage for the convenience of hospital or medico-legal authorities, or when body is disposed of prior to 4:00 p. m. on date of death.

3. Transportation of body other than to cemeteries: Truck transportation within the Canal Zone or to a railroad station, \$5.00 per trip; truck transportation to points outside of the Canal Zone, \$10.00.

4. Personnel and beneficiaries of other Government Agencies will be charged the rate shown for Groups 3, 4, and 5.

LOW INCIDENCE OF TUBERCULOSIS

(Continued from page 8)

of the Canal Zone Government and the Medical Department of the Army. The Army has installed two photofluorographic machines and provides for their maintenance and repair. The Health Bureau supplies the films and personnel for conducting the program. The Bureau's Division of Preventive Medicine schedules the groups for the examination.

All Employees X-Rayed

To date, all employees of the Canal Zone Government, the Panama Canal Company and all civilian employees of the Army have had chest X-rays made. Last month all college, high school, and junior high school students were X-rayed. Other groups will follow and it is expected that these will include families. Some will be X-rayed annually and others at intervals of two or three years.

Richard L. Wright and Louise Goldson take and develop all the X-ray pictures and keep the necessary day-to-day records. The films are developed at Gorgas Hospital and interpreted by the Chief of the Chest Service. The consolidated records are maintained by Mrs. Tulia Pinilla of the Chest Service.

Each person X-rayed receives a report of his examination. If the film shows a completely normal chest, the individual is so advised for his own assurance.

If the film suggests the need for a further examination, this is so arranged. This usually requires at least another X-ray and in some instances means a visit or repeated visits to the Chest Service at either Gorgas or Colon Hospital. When indicated, hospitalized observation and treatment are advised.

All examinations are made without charge but the hospitalization, when needed, is in accord with applicable rules of the Medical Tariff. Financial aid, if necessary, is supplied by the Canal Zone Chapter of the American Tuberculosis Association with funds derived from the annual sale of Christmas seals.

Started With Two-Fold Purpose

The program was started with a two-fold purpose: 1, To determine the extent of pulmonary tuberculosis in the Canal Zone, and 2, to find cases in the early stages of the disease when an early diagnosis means an early cure.

Since tuberculosis is a communicable disease, it is important that open cases be isolated from fellow workers and fellow members of the household and that all possible efforts be expended in order to get the patient well as soon as possible.

The treatment of pulmonary tuberculosis in some cases takes many months, but with the modern facilities of Colon and Gorgas Hospitals—including not only specially trained physicians and nurses, but also the antibiotics, particularly streptomycin and PAS (para-amino-salicylic acid), and surgery in selected cases—the period of hospitalization is not nearly so long as it was several years ago.

Both Gorgas and Colon Hospitals have established out-patient clinics for the management of cases that do not need further hospitalization.

BCG (Bilie Calmette Guerin—a vaccine which has been used in Scandinavian countries for years) vaccination of newborn infants has been a practice of the Panama and Colon Health Offices for the past two years and recently (See page 20)

## THIS MONTH'S CALENDAR

### FEBRUARY

- 1st—V.F.W. Post No. 3857, New Cristobal, 7:30 p. m.  
**American Legion**, Post No. 6, Gamboa, 7:30 p. m.  
 2d—**Track Foremen**, No. 157, Balboa B & B Shops.  
 4th—**Postal Employees**, No. 23160, Balboa Lodge Hall, 7:30 p. m.  
**Pedro Miguel Civic Council**, Union Church, 7 p. m.  
**Cristobal-Margarita Civic Council**, Margarita Clubhouse, 7:30 p. m.  
 V.F.W., Post No. 727, Fort Clayton, 7:30 p. m.  
 V.F.W., Post No. 3822, Curundu Road, 7:30 p. m.  
**American Legion**, Post No. 3, Gatun, 7:30 p. m.  
 5th—**Gamboa Civic Council**, Community Center, 7:30 p. m.  
**Gatun Civic Council**, Gatun Clubhouse, 7:30 p. m.  
**Teachers**, No. 228, Cristobal High School Auditorium, 3:30 p. m.  
 6th—V.F.W., Post No. 40, Balboa K. of C. Hall, 7:30 p. m.  
**Isthmian Nurses Association**, Diablo Clubhouse, 7:30 p. m.  
 7th—**Carpenters**, No. 667, Margarita Clubhouse, 7:30 p. m.  
 10th—**Plumbers**, No. 606, Balboa Lodge Hall, 9:30 a. m.  
**Pipefitters**, Margarita Clubhouse, 9:30 a. m.  
**Sheetmetal Workers**, No. 157, Balboa Clubhouse, 9:30 a. m.  
 11th—**American Legion**, Post No. 1, Balboa, 7:30 p. m.  
**Machinists**, No. 699, Margarita K. of C. Hall, 7:30 p. m.  
 12th—V.F.W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.  
**American Legion**, Post No. 7, Fort Clayton, 7:30 p. m.  
**American Legion Auxiliary**, No. 1, Balboa, 7:30 p. m.  
**Electrical Workers**, No. 397, Wirz Memorial Building, 7:30 p. m.  
 13th—**Pacific Civic Council**, Board Room, Administration Building, 7:30 p. m.  
**American Legion**, Post No. 2, Cristobal, 7:30 p. m.  
**Carpenters**, No. 913, Balboa Lodge Hall, 7:30 p. m.  
 15th—V.F.W., Post No. 3857, New Cristobal, 7:30 p. m.  
 17th—C.L.U.—M.T.C., Balboa Lodge Hall, 8:30 a. m.  
 18th—**Electrical Workers**, No. 677, Gatun Masonic Temple, 7:30 p. m.  
 19th—**Operating Engineers**, No. 595, Margarita K. of C. Hall, 7 p. m.  
 20th—A.F.G.E., No. 14, Balboa Clubhouse, 7:30 p. m.  
 V.F.W., Post No. 40, Balboa K. of C. Hall, 7:30 p. m.  
**American Legion Auxiliary**, No. 3, Gatun, 7:30 p. m.  
**Teachers**, No. 227, Balboa High School Library, 7 p. m.

- 21st—**American Legion Auxiliary**, No. 6, Gamboa, 7:30 p. m.  
 22d—**Washington's Birthday—Holiday**  
 25th—V.F.W. Auxiliary, Post 3822, Post Home, 7:30 p. m.  
**Machinists**, No. 699, Margarita K. of C. Hall, 7:30 p. m.  
 26th—**American Legion**, Post No. 7, Fort Clayton, 7:30 p. m.  
**Operating Engineers**, No. 595, Balboa Lodge Hall, 7 p. m.  
 V.F.W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.  
 27th—**American Legion Auxiliary**, No. 2, Cristobal, 7:30 p. m.  
 A.F.G.E., No. 88, Margarita Clubhouse, 7:30 p. m.  
 28th—**Governor-Employee Conference**, Board Room, Administration Building, 2 p. m.  
 29th—**Blacksmiths**, No. 400 (affiliated with **Boilermakers**, No. 463 and 471) Margarita K. of C. Hall, 7:30 p. m.

### MARCH

- 1st—**Track Foremen**, No. 157, Balboa B & B Shops.  
 3d—**Postal Employees**, No. 23160, Balboa Lodge Hall, 7:30 p. m.  
**Pedro Miguel Civic Council**, Union Church, 7 p. m.  
**Cristobal-Margarita Civic Council**, Margarita Clubhouse, 7:30 p. m.  
 V.F.W., Post No. 727, Fort Clayton, 7:30 p. m.  
 V.F.W., Post No. 3822, Curundu Road, 7:30 p. m.  
**American Legion**, Post No. 3, Gatun, 7:30 p. m.  
 4th—**Gamboa Civic Council**, Community Center, 7:30 p. m.  
**Gatun Civic Council**, Gatun Clubhouse, 7:30 p. m.  
 5th—V.F.W. Post No. 40, Balboa K. of C. Hall, 7:30 p. m.  
**Isthmian Nurses Association**, Diablo Clubhouse, 7:30 p. m.  
 6th—**Carpenters**, No. 667, Margarita Clubhouse, 7:30 p. m.

## February Sailings

	From Cristobal
Ancon	February 1
Panama	February 8
Cristobal	February 15
Ancon	February 22
	From New York
Cristobal	February 6
Ancon	February 13
Panama	February 20
Cristobal	February 27

## PROMOTIONS AND TRANSFERS

### December 15 Through January 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another or from one type of work to another. It does not contain within-grade promotions or regradings or the long list of those who were transferred to the Maintenance Division from the former Building and Municipal Divisions because of the consolidation of those two divisions into the Maintenance Division.

#### ADMINISTRATIVE BRANCH

Mrs. Grayce L. Nadeau, from Clerk (Typist), Gorgas Hospital to Clerk-Stenographer, Administrative Branch.

#### CIVIL AFFAIRS BUREAU

Mrs. Lucille P. Reece, from Substitute Teacher to Elementary School Teacher.

Ray B. Wells, from Clerk, Police Division to Clerk, Fire Division.

Calvin L. Geiswite, from Utility Op-

erator, Maintenance Division, to Policeman in Police Division.

Michael Zombory, from Clerk (Typist) Administrative Branch, to Clerk (Typist), Police Division.

#### ENGINEERING AND CONSTRUCTION BUREAU

Fred W. Morrill, from Safety Engineer, Safety Branch, to Surveying and Cartographic Engineer, Surveys Branch.

Roy D. Reece, from Chief, Construction and Maintenance Branch, to Assistant Electrical Engineer, Electrical Division.

Mario Calleja, from Civil Engineering Aid, Municipal Division, to Surveying and Cartographic Engineer, Engineering Division.

Curtis L. Mullins, from Utility Operator to Tractor-Bulldozer Operator, Maintenance Division.

## ANNIVERSARIES

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

#### 40 YEARS

Gregor Gramlich, Master, Dipper Dredge *Las Cascadas*.

Joseph B. Higginbotham, Motor Inspector, Fire Division.

John E. Ridge, Boilermaker, Industrial Division.

#### 35 YEARS

\*Edward R. Japs, Assistant Superintendent, Division of Storehouses.

James McKeown, Foreman Rodman, Maintenance Division.

#### 30 YEARS

Walter E. Benny, Mechanical Supervisor, Electrical Division.

Homer V. Crooks, Sergeant, Police Division.

William J. Dorgan, Foreman, Electrical Division.

John H. Ward, Lockmaster, Locks Division.

#### 25 YEARS

Alva H. Cooke, Safety Inspector, Dredging Division.

Walter G. Laurie, Assistant Foreman, Marine Bunkering Plant.

Anthony G. Maggiori, Lock Operator, Locks Division.

Mrs. Gretchen E. Melanson, Commissary Assistant, Commissary Division.

Marc Quinn, Chief, Management Division.

Ray B. Wells, Clerk, Fire Division.

#### 20 YEARS

James A. Brooks, Storekeeper Checker, Terminals Division.

Robert Cole, Clerk, Health Bureau.

Paul W. Colby, Architectural Designer, Engineering Division.

John C. DeYoung, Gas Plant Operator.

\*Elmer F. Forbes, Jr., Moving Picture Operator, Clubhouse Division.

Carleton F. Hallett, Fireman, Fire Division.

Florence M. Peterson, Clerk-Typist, Finance Bureau.

William F. Robinson, Commissary Manager, Commissary Division.

#### 15 YEARS

Bruce A. Chance, Pumpman and Tractor-Bulldozer Operator, Maintenance Division.

Howard L. Clarke, Jr., Rigger and Diver, Industrial Bureau.

Matthew A. Gabric, Pharmacist, Gorgas Hospital.

William M. Martin, Lock Operator, Wireman, Locks Division.

Rose A. McGuigan, Voucher Examiner, Finance Bureau.

Paul W. Morgan, X-Ray Technician, Health Bureau.

David C. Rose, Special Postal Clerk.

Louis H. Schmidt, Jr., Cash Accounting Clerk, Commissary Division.

Elmer B. Stevens, Chief, Structural Branch, Engineering Division.

Frank Turman, Paul E. Whitaker, William J. Leddy, from Plumbing Inspector, Municipal Division, to Plumbing Inspector, Contracts and Inspection Division.

Frank R. Shea, from Chief Plumbing Inspector, Municipal Division, to Chief Plumbing Inspector, Contracts and Inspection Division.

Clarence H. True, from Supervising Construction Inspector, Contracts and Inspection Division, to Structural Engineer, Engineering Division.

James F. Ahearn, from Foreman Plumber, Building Division, to Plumbing Inspector, Contracts and Inspection Division.

#### FINANCE BUREAU

Ernest H. Terry, from Accounting Clerk, Building Division, to Accounting Clerk (Check Writer), Fiscal Division.

William H. Dunlop, from Chief, Management Division, and Budget Coordinator, to Finance Director. (See next page)

## STATISTICS ON CANAL TRAFFIC

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

# Panama Agencies Predates Canal Opening

An important part of any business is the liaison between that company and its customers. For the Panama Canal Company the liaison men are the shipping agents, who handle the million and one details of shipping which are not directly concerned with the transit itself. One of the oldest of the Canal Zone agencies is Panama Agencies Company.

Although Panama Agencies Company was established in 1911 as a direct subsidiary company of W. R. Grace & Company, with offices in Cristobal, Balboa, and Panama, the parent company's contacts with the Isthmus date back to 1848. Today the lines handled by Panama Agencies pay tolls of close to \$6,000,000 annually.

In addition to the toll payments of nearly \$6,000,000, other payments to the Canal organization for cargo handling, Commissary supplies, wharfage, and repairs amount to a considerable sum each year.

Payments to Panamanian merchants for supplies and service rendered to vessels under the direction of Panama Agencies total \$350,000 to \$400,000 annually. This, of course, is in addition to the direct income from passengers shopping in the Republic's stores.

### Oil, Lumber Handled

Other activities of Panama Agencies include the handling of fuel and Diesel oil through an affiliated company, Arrow Oil Company, with storage tanks in Cristobal and Balboa. Through the Panama office a considerable quantity of lumber is sold to construction firms and lumber yards of Panama. Steamship passage can be arranged to practically every part of the world on vessels handled by Panama Agencies.

The present business activities of this firm require the services of 79 employees in its three offices. The manager is Albert G. Deisz, who has been in the Canal Zone for 11 years and has had over 20 years of service with the Grace organization's San Francisco, New York, and Canal Zone offices. His assistant, Daulton Mann, Jr., is a newcomer to the Isthmus. He arrived here last June with several years of shipping experience behind him. His father was executive vice president of the Grace Line for many years. The Balboa office is under the direction of Arthur E. Erb who holds a Master's license and whose background includes time at sea for the Grace Line.

The earliest Isthmian contacts of the Grace Line were with the Pacific Mail Steamship Company and were indirect at that time—W. R. Grace and Company later acquired an interest in Pacific Mail—but they did serve to establish a lasting interest in the affairs of commerce and industry in this area for W. R. Grace and Company and its affiliates.



A LANDMARK on Steamship Row in Old Cristobal is the Panama Agencies Building. The Agencies' Balboa office is on the second floor of the Port Captain's Building. The Cristobal office was built in 1931, 20 years after the Panama Agencies Company was established on the Isthmus as a direct subsidiary of W. R. Grace and Company.

### Taboga Was Water Supply

During this early period, about 1850, property on Taboga Island was acquired mainly for supplying water to the Pacific Mail vessels. This property was used as a water supply until the opening of the Panama Canal. Later this same general area was a U. S. Naval base and still later became a recreational area under the control of the Panamanian Government.

Between 1911 and the opening of the Panama Canal in August 1914 the main duties of the Panama Agencies Company were the handling of vessels bringing "Grace" lumber for the building program of the Isthmian Canal Commission. The green and white colors on these old quarters were the same as the green and white of the Grace Line stacks.

Four of the vessels put through the Canal on August 16, 1914, the first day for actual commercial transits, were owned by the American-Hawaiian Line whose ships are now handled by Panama Agencies. These first ships were the *Pennsylvanian* and *Arizona*, from San Francisco to New York,

and the *Missourian* and the *Nebraskan*, from New York to the Pacific. (Another ship of the American-Hawaiian Line, the *Nevadan*, won the distinction last April 26 of being the 150,000th ship to transit the Canal.) Another early transit of the Canal was made a few days after the opening by the Grace Line's *Santa Catalina*.

### Handles Large Percentage

Since the opening of the Panama Canal, Panama Agencies Company has consistently handled a large percentage of its commercial traffic. For instance, in 1918 approximately 20 percent of the overall Canal traffic was handled by Panama Agencies.

During World War I, the agencies handled at the Canal all Grace Line and Johnson Line vessels and many smaller lines, in addition to the many ships operated by W. R. Grace & Company for the United States Shipping Board.

In the next two decades, Panama Agencies Company steadily grew, becoming representatives here for many of the important U. S. flag steamship (See page 20)

## PROMOTIONS AND TRANSFERS

(Continued from page 16)

**Howard M. Fuller**, from Accounting Clerk, Accounting Division, to Accounting Clerk, Audit Division.

### HEALTH BUREAU

**Mrs. Griselda H. Ferrabone**, from Nurse to Nurse (Anesthesia), Gorgas Hospital.

### INDUSTRIAL BUREAU

**Andrew Bleakley**, from Shipfitter, Leader, to Shipfitter Leadingman, Shop Section, Production Division.

**David E. Coffey**, from Shipfitter to Shipfitter Leader and Loftsmen, Shops Section, Production Division.

### MANAGEMENT DIVISION

**Marc P. Quinn**, from Assistant Chief to Chief.

### MARINE BUREAU

**Rudolph A. Gangle**, from Fleet Machinist, Dredging Division, to Lock Operator, Machinist, Pacific Locks.

**Ernest M. Krueger**, from Machinist, Dredging Division, to Lock Operator, Machinist, Pacific Locks.

**John I. Frank**, from Machinist, Industrial Bureau, to Fleet Machinist, Dredging Division.

**Clarence M. Chambliss**, from Pilot-in-Training to Probationary Pilot, Navigation Division.

**Gerald E. Cooper**, from Operator, Tractor-Bulldozer, to Mate, Dipper Dredge, Dredging Division.

**Raymond S. Europer**, from Chief Towboat Engineer, Dredging Division, to Chief Towboat Engineer, Navigation Division.

**William Hannigan, Jr.**, from Wireman, Electrical Division, to Electrician, Aids to Navigation Section.

**Irl R. Sanders**, from Tunnel Operator, Wireman, to Junior Control House Operator, Atlantic Locks.

**Leslie W. Croft**, from Lock Operator, Wireman, to Tunnel Operator, Wireman, Atlantic Locks.

**Donald J. Grimm**, from Wireman, Electrical Division, to Lock Operator, (Wireman), Pacific Locks.

**Norman R. Hallock**, from Pump Operator to Tractor-Bulldozer Operator, Dredging Division.

### RAILROAD AND TERMINALS BUREAU

**Mrs. Marion E. Middlebrook**, from Clerk Typist, License Section, to Clerk Typist, Terminals Division.

### SAFETY BRANCH

**Hayward H. Shacklett**, from Safety Inspector, Commissary Division, to Safety Engineer, Safety Branch.

### SUPPLY AND SERVICE BUREAU

**Mrs. Esther A. Bullock**, from Cashier to Cash Accounting Clerk, Commissary Division.

## RETIREMENTS IN JANUARY

Employees who retired at the end of January, their birthplaces, titles, length of service at retirement, and their future addresses are:

**Julius H. Bornefeld**, Texas; Lock Operator, Machinist, Gatun Locks; 31 years, 6 months and 22 days; Houston, Tex.

**Ora F. Henderson**, Iowa; Watchmaker, Industrial Bureau; 36 years, 6 months and 24½ days; Gamboa.

**Wayne H. Nellis**, South Dakota; Lock Operator, Wireman Leader, Gatun Locks; 27 years, 7 months, 28 days; Burbank, Calif.

## Canal Company To Go On Break Even Basis

(Continued from page 13) on at least a break even basis.

This means, in effect, that the price of eggs in the Commissaries will not be affected by any change in the rate of Canal tolls.

### Groups On Individual Basis

While each of the main groups—Canal, Commercial, and Services—is required to stand on its own feet, financially speaking, the units composing the three categories are not required to do so individually. If, for example, within the Services group some unit fails to collect enough revenue to meet all its expenses, this deficit must be offset by income from the others.

This condition is of particular significance in the Commercial Activities where some units are unlikely to produce sufficient additional revenue or effect enough economy in operations to meet their fair share of expenses.

Under present operating conditions it is not expected that the rate of tolls on shipping will have to be increased to meet budget obligations.

The additional revenue required by Service Activities to meet budget requirements in the coming fiscal year will amount to slightly over \$700,000. The increases for the last four months of this fiscal year are estimated at \$150,000.

Revenue of units in the Commercial Activities will be increased by an estimated \$1,814,100 next year, and \$400,000 between March 1 and July 1 of this year.

### Results Are Estimated

These figures are estimates based on the judgment as to business which may be anticipated and to which increased rates will be applied after March 1. There is no assurance that the indicated goals will be met and this condition is indicated in the Panama Canal Company's budget as transmitted to Congress.

Careful consideration was given by the Board of Directors at the last meeting to the types of adjustments in the various rates necessary to meet the new operating conditions and place the Canal Company on a break-even basis.

## FINANCES AND QUARTERS

(Continued from page 3) in matters of supervision and who attended the Conference, was holding "conferences with a great number of employees at different levels." One of Dr. Beach's subjects, he added, was that of "communications," or how best to get information to the employees.

Those attending the conference were: the Governor and Lieutenant Governor, Mr. Doolan, and Forrest Dunsmoor, for the Administration; Dr. Beach as an observer, and the following employee representatives:

J. J. Tobin; Carl W. Hoffmeyer; O. J. Corrigan, Walter Wagner and Albert Saarinen, for the Central Labor Union; F. J. Moulblow and C. W. Hammond, General Committee of Civic Councils; R. C. Daniels, Railway Conductors; H. J. Chase and Rufus Lovelady for the A. F.-G. E.; Andrew Lieberman, Marine Engineers; J. L. Hummer, Machinists; R. L. Hileman, Cristobal-Margarita Civic Council; R. F. Ralph, Gatun Civic Council; William Ward, Gamboa Civic Council; J. H. Jones, Pedro Miguel Civic Council and Charles Garcia, Pacific Civic Council.

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

Figures in parentheses in 1938 and 1951 columns indicate relative positions in those years

### PACIFIC TO ATLANTIC

Commodity	Second Quarter, Fiscal Years		
	1952	1951	1938
Ores, various	936,585	897,932 (1)	524,191 (3)
Lumber	829,215	831,250 (2)	671,973 (2)
Wheat	413,053	195,103 (4)	217,658 (7)
Nitrate	370,334	342,214 (5)	306,890 (5)
Canned food products	285,351	320,969 (6)	303,166 (6)
Metals, various	204,389	159,754 (8)	179,591 (8)
Bananas	182,532	135,714 (9)	4,911 (29)
Mineral oils	166,515	251,930 (3)	665,884 (1)
Sugar	158,607	151,442 (7)	302,617 (4)
Refrigerated food products (except fresh fruit)	95,533	92,358 (10)	64,079 (10)
Copra	66,016	74,618 (11)	33,454 (18)
Coffee	44,176	40,206 (12)	33,884 (16)
Dried fruit	38,963	41,807 (19)	120,664 (12)
Raw cotton	38,368	42,089 (15)	32,369 (20)
Scrap metal	7,517	38,842 (23)	1,928 (*)
All others	779,083	638,865	920,582
Total	4,616,237	4,255,093	4,383,841

\* Not ranked in 1938—included in "all others."

### ATLANTIC TO PACIFIC

Commodity	Second Quarter, Fiscal Years		
	1952	1951	1938
Mineral oils	909,773	416,682 (1)	287,537 (3)
Coal and coke	410,689	216,151 (3)	37,108 (14)
Manufactures of iron and steel	381,639	410,886 (2)	479,661 (1)
Phosphates	187,657	82,313 (4)	71,763 (6)
Sugar	124,311	139,782 (7)	971 (31)
Paper and paper products	107,185	104,888 (5)	94,572 (5)
Raw cotton	98,985	82,597 (6)	18,155 (13)
Automobiles and parts	97,693	62,271 (10)	81,751 (9)
Machinery	70,287	52,261 (11)	40,773 (10)
Sulphur	68,856	84,634 (9)	101,599 (7)
Tinplate	67,395	48,019 (13)	54,507 (8)
Cement	57,850	45,757 (15)	37,256 (11)
Metals, various	36,957	53,326 (12)	118,833 (4)
Ammonium compounds	30,964	59,646 (14)	15,806 (22)
Canned food products	26,810	32,924 (17)	38,451 (15)
All others	922,321	782,257	807,657
Total	3,599,372	2,674,394	2,286,400

## Canal commercial traffic by nationality of vessels

Nationality	Second Quarter of Fiscal Years					
	1952		1951		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Brazilian	3	1523				
British	297	1,871,704	258	1,677,177	297	1,447,720
Chilean	11	50,899	11	57,079	1	6,127
Chinese	5	40,252	2	15,750		
Colombian	25	29,926	19	17,263		
Costa Rican	3	16,676	2	594		
Danish	47	235,345	46	158,473	56	220,973
Ecuadorian	31	26,451	70	24,079		
Finnish	1	2,200				
French	36	153,920	27	148,543	28	163,965
German	1	9,400			83	384,808
Greek	19	163,541	25	196,314	19	82,437
Honduran	115	139,349	93	123,537	1	869
Hungarian					3	13,235
Iceland	2	434				
Irish	6	3,070				
Italian	17	89,716	18	80,627	13	46,192
Japanese	29	154,169	2	15,308	72	418,523
Liberian	22	67,049	2	13,243		
Mexican	1		4	12,747		
Netherlands	23	135,513	37	144,295	74	205,439
Nicaraguan			2	501		
Norwegian	210	861,976	115	459,235	151	795,486
Panamanian	91	491,110	56	273,611	39	94,155
Peruvian	6	1,986	12	30,870	1	1,148
Philippine	7	40,216	6	37,319		
Portuguese	4	11,656	4	18,444		
Soviet					2	4,990
Spanish	5	25,395	4	16,003		
Swedish	36	168,738	37	160,864	27	180,032
Swiss	2	12,566				
United States	535	3,400,570	520	3,241,068	464	2,583,090
Venezuelan	6	10,259	6	6,543		
Yugoslavian					4	21,052
Total	1,596	8,215,609	1,378	6,929,487	1,335	6,670,241

# Upset World Conditions Reflected In Canal Traffic Of Past Quarter

## Commercial Shipping Highest In December Since Pre-war Period

Unsettled world conditions were reflected in Panama Canal traffic during the second quarter of this fiscal year, ending December 31, by fluctuations in ship movement over some of the principal trade routes. Factors affecting commercial traffic included the longshoremen's strike at east coast ports in November, unsettled conditions at the Suez Canal, and the disruption of Iranian oil production.

Commercial traffic through the Canal in December showed an upsurge following settlement of the strike with 550 transits by ocean-going vessels, the highest number in any one month since March 1939. December was the fourth consecutive month in which commercial transits exceeded the 500-mark.

The level of commercial shipping for the first half of this fiscal year, as measured by net vessel tonnage, was 5.1 per cent greater than that in the corresponding period in the previous fiscal year. The gain in number of ships was 275, although tolls for the six-month period were not correspondingly high due chiefly to fewer large tankers in operation over the United States intercoastal run.

### Intercoastal Traffic Down

Comparative figures on commercial traffic for the second quarter of this year with that of the fiscal year 1951 showed increased traffic movement over all of the eight main trade routes, with the exception of the United States intercoastal.

The disruption of oil production in the Iranian fields has resulted in considerable gain in the tanker traffic through the Canal within recent months, despite the loss of the intercoastal tanker trade.

In the second quarter, shipments of mineral oils from the Atlantic to the Pacific were more than double those of the corresponding period of a year ago. The total shipments for the three months, in both directions, aggregated well over 10,000,000 tons, as compared with less than 7,000,000 tons the previous year.

Some gains in Panama Canal traffic recently are believed to have resulted from unsettled conditions at the Suez Canal, with ships being rerouted between Europe and Australasia. Transits over this route in the past quarter were 106 vessels, as compared with 60 in the second quarter of the 1951 fiscal year.

### Traffic Higher Than 1938

Panama Canal traffic is at a considerably higher peak this fiscal year than in the fiscal year 1938, which is considered as a normal for pre-war, peacetime operations. Transits this year exceed those of 1938 by over 300 and tolls are slightly over \$1,000,000 higher. Comparative figures on the movement of traffic over main trade routes show substantial gains on all except the United States intercoastal.

The movement of dry storage cargo, as well as petroleum products, for the second

## Tourist Season Opens



TOURISTS, 361 of them, arrived in Cristobal January 11 aboard the Holland-America Line's new *Ryndam*, to open the 1952 tourist season. The ship put into Cristobal again on January 26, with 322 passengers, on her second cruise of the season. Local agents for the ship are the Pacific Steam Navigation Company.

Launched December 17, 1949, the *Ryndam* made her maiden voyage July 16, 1951, on the trans-Atlantic route. Second of her name, she is 503 feet overall, has a 69-foot beam, and a registered gross tonnage of 15,014.91. She is equipped with radar and Loran and is air-conditioned throughout.

The *Ryndam* was built for the tourist trade and her accommodations are tourist class, except for a few first class cabins and public rooms. The ship has eight decks and the public rooms include two lounges, two dining rooms, a Palm Court, a gymnasium, barber and beauty shops, and a children's playroom which has a piano mounted on a turntable which may be concealed behind the paneling. An outstandingly noticeable feature of the liner is her specially designed funnel which is so planned as to cause a "top whirl," which prevents unwelcome deposits of soot and ash on the after-decks.

quarter of this fiscal year fluctuated widely from the commodity shipments of a year ago. Shipments of coal and coke from the Atlantic to the Pacific were almost twice as high this year, and increases were shown in phosphates and cement. Substantial losses were reported in shipments of manufactures of iron and steel,

ammonium compounds.

Variations in cargo shipments from the Pacific to the Atlantic in the second quarter of the two fiscal years were: Gains in various ores, wheat, bananas and various metal shipments, and losses in tonnage of canned food products, copra, scrap metal, and raw cotton.

### MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1952	1951	1938	1952	1951	1938
July-----	463	513	457	\$1,981	\$2,373	\$2,030
August-----	490	453	505	2,103	2,093	2,195
September-----	516	446	444	2,188	1,962	1,936
October-----	544	480	461	2,230	2,068	1,981
November-----	502	446	435	2,053	1,844	1,893
December-----	550	452	439	2,347	1,886	1,845
January-----		452	444		1,854	1,838
February-----		444	436		1,853	1,787
March---		474	506		1,943	2,016
April-----		470	487		2,007	1,961
May-----		485	465		2,020	1,887
June-----		478	445		1,982	1,801
Totals for first six months of fiscal year-----	3,065	2,790	2,741	\$12,902	\$12,246	\$11,880
Totals for fiscal year-----		5,593	5,524		\$23,906	\$23,170

# Panama Agencies Predates Canal Opening



CARGO PASSENGER ships like this Grace Line "Santa ship" make weekly trips through the Panama Canal from New York to the West Coast of South America. Nine of these new air-conditioned vessels have been added to the Grace Line fleet since the end of World War II.

(Continued from page 17) companies. Among those represented were American President Lines, American Pioneer Line, American-Hawaiian Steamship Co., Calmar Steamship Co., Grace Line, Lykes Bros. Steamship Co., Ore Steamship Co., Panama Mail Steamship Co. (a direct off-shoot of the original Pacific Mail Steamship Co.) and United States Lines.

Also during this period, a new headquarters building was constructed—in 1931, in the heart of steamship row in Old Cristobal. This building also became the first head office for Panagra (Pan American-Grace Airways). After the airline expanded its service to Argentina, the Panagra headquarters were transferred to a more central point at Lima, Peru.

## Feeder Service Established

Some years ago the Grace Line set up a feeder service for trans-shipment of cargo to and from the ports on the west coast of Central America. This service has been managed by Panama Agencies for the Grace Line and is comparable to a steamship company within a steamship company.

By this service cargoes are brought to the Canal for trans-shipment to ports in the United States, South America, the Caribbean Islands, England, Europe, and the Orient. On the outward voyages cargoes from all over the world are loaded for the Central American west coast.

With the entry of the United States into World War II, the U. S. shipping industry was taken over completely and operated by the War Shipping Administration, a specially set-up U. S. Government Agency.



ALBERT G. DEISZ, seated, Manager of Panama Agencies, and his assistant, Daulton Mann, Jr., look over papers connected with the operations of one of the many lines handled by this agency, one of the oldest on the Isthmus.

The arrival of vessels in convoys created innumerable problems for all the shipping agencies in the Canal Zone as well as for the Panama Canal. Ships would arrive with large requisitions for ship stores and chandlery in addition to repairs which needed to be made.

## Subs Sank Ships

In 1942, the Caribbean was the hunting ground for Nazi submarines. In one short stretch some 17 vessels were sunk between the Yucatan peninsula and Panama. The

crews of several torpedoed vessels handled by Panama Agencies were brought to Cristobal by the U. S. Navy. The staff of Panama Agencies lodged these seamen in barracks at Fort Gulick, provided for medical services, outfitted the crewmen with clothes, and took care of their other needs until repatriation could be arranged.

At one time, there were at least 100 vessels anchored in Limon Bay in addition to those occupying all berths at the Cristobal piers.

During this same period Balboa was the home port for scores of tankers which constituted the fuel supply for the Navy in the Pacific.

It was undoubtedly the most hectic and exciting period in the shipping history of the Panama Canal and the Panama Agencies Company was handling as high as 25 percent of the shipping activities of the Canal at peak periods. During the war years the Agencies also stevedored approximately 750,000 tons of cargo for War Shipping Administration and U.S. military cargo vessels.

## LOW INCIDENCE OF TUBERCULOSIS

(Continued from page 15) has been inaugurated at Gorgas and Colon Hospitals.

Another important feature of the tuberculosis control program just inaugurated was the employment of Melida Tack, a specially trained public health nurse. She devotes all her time to visiting the homes of patients, giving advice in regard to protection for other members of the family, arranging for special clinic and X-ray examinations, and helping in the follow-up of cases after discharge from the hospital.

## CANAL TRANSITS COMMERCIAL AND U. S. GOVERNMENT

	Second Quarter—Fiscal Year				
	1952			1951	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going.....	773	823	1,596	1,378	1,335
*Small.....	141	117	258	219	236
Total, commercial.....	914	940	1,854	1,597	1,571
**U. S. Government vessels:					
Ocean-going.....	88	64	152		
*Small.....	44	40	84		
Total commercial and U. S. Government.....	1,046	1,044	2,090		

\* Vessels under 300 net tons or 500 displacement tons.

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

## TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	Second Quarter, Fiscal Year		
	1952	1951	1938
United States Intercoastal.....	127	168	311
East Coast of U. S. and South America.....	386	296	124
East Coast of U. S. and Central America.....	164	121	3
East Coast of U. S. and Far East.....	183	151	139
U. S./Canada East Coast and Australasia.....	64	41	42
Europe and West Coast of U. S./Canada.....	159	122	252
Europe and South America.....	102	88	142
Europe and Australasia.....	106	60	38
All other routes.....	305	331	284
Total Traffic.....	1,596	1,378	1,335

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