

MOVING DAYS STARTING FOR EMPLOYEES ASSIGNED TO NEW QUARTERS IN ANCON AND DIABLO HEIGHTS



ALL THIS PICTURE proves is that Thanksgiving is just around the corner and that there are some cute youngsters in the Canal Zone. The cover girl—or is it a boy—is five-year-old Elaine Grace Vestal, daughter of Mr. and Mrs. R. T. Vestal of Davis Street in Diablo Heights. She says she's a boy—"Can't you tell by my pants?"

Canal Sets New Records In October For Commercial Transits, Lockages

A new record for the number of commercial ships to transit the Panama Canal in one month was set in October when 674 ships of 300 tons and over were put through the Canal.

The previous record for one month of 622 ships, set last May, was broken on October 29. At the close of that day the total transits amounted to 629 and the next days' transits brought the month's total to 674.

October also set a new record for lockages. Lockage figures include not only commercial ships, large and small, but also government vessels, such tolls-free craft as Colombian naval vessels, and Canal equipment. Small craft frequently are put through the locks in tandem, two or more vessels to a lock chamber. Recent average is about 1¼ ships per lockage.

Lockage figures also differ from lock

to lock, since Canal equipment ordinarily moves through only one end of the Canal on a single trip.

Until the present calendar year, lockage records had not been broken since August 1945. In that month, new records were set at all three locks: Gatun, 664 lockages; Pedro Miguel, 700 lockages; and Miraflores, 689 lockages.

In April of this year, however, lockages at Gatun totalled 665. In September this record was broken with 674 lockages at Gatun for the month.

Last month new records were established at all three flights of locks: Gatun, 729; Pedro Miguel, 748; and Miraflores, 741.

In addition to the 674 large commercial vessels which transited the Canal in October, there were 88 government vessels of 300 tons or

The first five apartments to be completed by contract this fiscal year were to be occupied this week end by the families to which they were assigned several weeks ago.

By next spring, probably by April, a total of 70 U. S.-rate families will have moved into their new masonry quarters on the Pacific side, and other families will be in some of the new homes in Margarita.

The first five apartments to be occupied were a duplex, located close to the site of the former Diablo mess hall, and three cottages nearby. One of these is a revised version of the Breezeway type, another is a type 327, which has two bedrooms, and the third is a type 331, with three.

Notices were sent October 28 to the four families to whom these houses were assigned, asking that they occupy their new quarters not later than November 8.

A second group of the Diablo houses is to be turned over to the Housing Division soon and these will probably be occupied by November 15. All of the new Diablo houses will probably be occupied by mid-December.

Application for these 14 units, in 12 houses, were accepted in September. All of the new Diablo houses have been assigned. Service of the occupants ranges from 31 to 13 years. One of the houses was designated for official assignment.

Applications By November 17

In Ancon, the first of the new quarters will be completed this month. Applications will be received until November 17 for 16 of the 56 apartments which are now under construction. These houses are located along Ancon Boulevard and in Parita Place, which is in the area formerly known as Reservoir Hill.

Two of the houses in this area, Nos. 502 and 509, are not sufficiently completed to be included in the group for which applications will be received.

Signs carrying the type and house number of each quarters are placed near each house.

As in Diablo, the Ancon (See page 20)

SPECIAL FEATURES FOR NOVEMBER

- Mutual Benefit Association provides supplement for employees' insurance. See Page 2.
- Lock Supervisor has unusual hobby of seeking beneficial plants on Isthmus. See Page 4.
- Your favorite football team and your favorite cheerleaders are pictured on Pages 10 and 11.
- Rainbow City band furnishes Atlantic Side music. See Page 12.
- The story of one of the Canal's best customers, the United Fruit Company, is interestingly told on Page 17.

21-Year-Old Mutual Benefit Association Holds Unique Place In Canal Zone Life

The Mutual Benefit Association, the only death benefit group for American employees in the Canal Zone, is about to move into a new home.

On December 1 the Association, whose headquarters have been in Gamboa since 1943, will have offices in one wing of the Canal Zone Credit Union Building on Balboa Road.

Its officers hope that the move will be a permanent one, for almost since its formation in 1931 the Mutual Benefit Association has had a "pillar to post" existence as far as offices are concerned. Until 1940 it had operated from an office in the basement of the Administration Building at Balboa Heights; enlargement of the cafeteria took over this space.

Next stop was the old Ancon Clubhouse Building in space once occupied by what was then the Silver Personnel Bureau. Then came offices in the Property Shed at Gamboa followed by other offices in the Gamboa Clubhouse and Theater buildings.

Once settled into its new offices in Balboa the Mutual Benefit Association—MBA to practically everyone—will go about its main business: "To provide to their beneficiaries as quickly as possible after the deaths of the members the substantial monetary assistance which is all too frequently necessary at such times."

Long Standing Problem

For a number of years this problem, the situation in which employees' families often found themselves at the death of their main provider, was of major concern to a group of Canal Zonians.

As J. F. Everett, one of the founders and a former officer of the MBA, put it 20 years ago:

"When the family of a deceased Gold employee needed assistance, the hat was passed; the popularity of the employee, rather than the amount needed by his family, governed the amount collected."

That the plan has worked and "hat passing" has practically become a thing of the past is evident from the fact that today's MBA membership is over four times as many as the 1,250 which the MBA counted as members in the first year of its existence.

Any of its 5,266 members—the figure is as of September 30—can be sure that within a matter of days and frequently within hours the sum of \$1,000 will be turned over to their survivors by the MBA.

Since it was organized in June 1931, the MBA has paid 712 death benefits; the total dollar amount of these is \$700,230.54 again as of September 30. In addition the Association has on hand funds amounting to approximately \$300,000.

MBA Supplements Insurance

The MBA makes no pretense of operating on an actuarial basis, as do insurance companies. Its operations were defined some years ago by the late C. F. Chase, for many years its vice president, as follows:

"It is not the purpose of our association to offer a substitute for commercial insurance, but merely to supplement it with ready cash payments and to relieve immediate distress of dependents not provided for otherwise."

The idea of an MBA met with immediate, favorable response. By February



WALTER W. WHITE will become secretary of the Mutual Benefit Association this month when he retires after 39 years of service with the Canal organization. Now Records Analyst in the Administrative Branch, he came to the Canal Zone in 1913 to work for the Commissary Division.

1933, the membership had grown to 1,750; in 1938 there were 2,559 members, and by January 1947, the MBA had 5,508 members, had paid 444 death benefits, including 15 war casualties and had on hand a reserve of \$248,000.

The war casualties were young Canal Zonians who had gone into the military service and had died or been killed in action. Only recently the MBA paid a death benefit to the family of a young man killed in Korea.

Four Presidents

Its officers have been as permanent as its membership. The first president of the MBA was H. H. Evans, for many years Assistant Superintendent of the Mechan-



JAMES R. JOHNSTON, according to MBA President A. C. Medinger, is "Executive Assistant to the President, MBA." That is his out-of-hours title; between 7:15 and 4:15 daily he is Assistant Chief Accountant in the Finance Bureau. He is a long-time member of the Mutual Benefit Association's Board of Directors and works closely with the MBA secretary.

ical Division. He served as MBA president until his retirement in April 1943, and was succeeded by John G. Claybourn, Superintendent of the Dredging Division.

The next MBA president, who also served until his retirement in July 1950, was Vern D. Calloway, Administrative Assistant to the Municipal Engineer; its president for the past two years has been A. C. Medinger, Railroad and Terminals Director.

With the longest continuous service of all, although he says he is now retiring from active MBA work, has been its secretary, William A. Moore. He has held that post for the past 18 years.

Leaving MBA Work

"Judge" Moore was the MBA's first auditor when the Association was formed. He was then working as an accountant in the Chief Examiner's Section. "Judge" has been his nickname for 45 years but he says that he can't remember how it started.

Since his retirement in 1937 he has devoted most of his time to MBA work. He plans to stay on the Isthmus for the time being, certainly until warmer weather comes in the United States. Then, possibly, he may go back to his native state of South Carolina which he left in 1907 to come to the Canal Zone.

Membership in the MBA is open to anyone in good health who is not more than 35 years old and who is a permanent U. S.-rate employee of the Company-Government, and American citizens who are civilian employees of other departments of the U. S. Government or directly allied interests on the Isthmus. Newly appointed employees of the Company-Government are eligible up to 45 years of age, provided they apply for membership within six months after their permanent appointments.

Membership is for life, regardless of change of residence or employment, and can be forfeited only upon failure to pay assessments as prescribed.

Originally the MBA admitted its members up to the time they were 45 years old; in 1935 the maximum age for admission was reduced to 35 years, except in case of prospective members under 45 who previously have had no chance to join and who submit applications within six months after their permanent employment.

Members In Three Classes

Members are divided into three classes: A, who are those under 35 years of age; B, those between 35 and 50, inclusive; and C, those over 50.

When a death occurs the Class A members pay 25 cents for each death; Class B members pay 50 cents; and Class C, \$1. At first the death benefit was \$1 multiplied by the total number of assessable members of all classes. As the membership increased, so did the death benefit and for some time it has been the \$1,000 which was set as a maximum in the original constitution and bylaws.

The sum collected over and above the amount of the benefits paid goes into a reserve fund created to take care of extraordinary conditions. The initiation fee is \$3, of which \$2 goes (See page 20)

Conference Hears Talk On Housing, Rents, Hospitals

Questions regarding hospitals, rent, quarters assignments, and a wide range of other subjects were raised October 22 at the latest Governor-Employee Conference.

The matter of hospitals was raised by John J. Tobin of the Central Labor Union who asked if anything was being done to improve this situation on the Atlantic side. Mr. Tobin was supported in his inquiry by Jack Rice, representing the Cristobal-Margarita Civic Council.

William H. Ward of the Gamboa Civic Council pointed out that for some time the Company has been buying certain drugs through the Army, thereby getting a discount.

"Why can't the Armed Forces get together with the Administration and have one hospital on each side," he asked. "If they can work out something on the drug angle, why can't they on the hospital angle?"

Governor Seybold said he realized that Colon Hospital is obsolescent and that "something will have to be done about hospitalization on the Atlantic side." He added, however, that consolidation of drug purchases and consolidation of hospitals are not exactly similar. "Hospitals deal with humans," he said. "Drugs have to do with bottles."

Representation Asked

E. W. Hatchett, secretary of the Central Labor Union, appealed to the Governor for labor representation on the Company's Board of Directors. He cited the successful representation of labor on the Wage Board and added: "I would like to have someone on the Board of Directors who represents me. I honestly think that this would solve half your problems. Certainly it would scotch rumors."

Governor Seybold said he thought this matter one which was beyond "management here and one which I'm not capable of commenting on."

Margaret Rennie, president of the Pacific Civic Council, asked for a clarification of the quarters assignment policy, pointing out that an employee with 23 years service had anticipated assignment to certain quarters only to have the house assigned to a man with one month's service. The Governor said that a policy would be presented at the next meeting.

Policy Discussed

This led to the matter of policy in general. Charles W. Hammond, president of the General Committee of Civic Councils, asked if the Company had a definite policy for the next three years. Since he was relaying the question from a constituent, he was unable to say whether this meant a policy on labor, housing, or what.

After some discussion, the Governor answered that "generally speaking there is a policy on everything, housing, labor, etc., but I can't say that the policy won't change."

In answer to questions from several of the employee representatives present, the Governor said that members

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Shipwrights, Plumbers Organize After Hour Classes For Study



SHIPWRIGHTS from the Industrial Bureau's Woodshop at Cristobal are a third of the way through their course in Hull Lines and Tables of Offsets, the first of four projects which they have planned for this year. The group, which includes 12 journeymen

and five apprentices, meets for two hours each Monday evening. The night class was formed by the shipwrights to study some of the technical aspects of the shipwright and boatbuilder crafts.



PLUMBERS from both sides of the Canal Zone meet twice a month in Cristobal to work out problems of their trade. A major consideration of the seminar which was organized by Local 606 of the Plumbers' Union is reduction of maintenance costs. Attending a recent meeting were: Oliver Culp, Thomas Herring,

(an apprentice), Samuel Garriel, George Bennet, Edmond J. Roddy, seated, and standing, James Young, (an apprentice), William Carson, Milo Kissam, and Bob Maynard. Out of range of the camera was Thomas O. Custer.

Two more groups of skilled craftsmen in the Company-Government organization have organized after-hour classes to develop even more skill in their particular fields.

One study group was formed by Local 606 of the Plumbers' Union, with the cooperation of Bob Maynard, Assistant Supervisor of Plumbing for the Maintenance Division. The other program was organized by a group of mechanics from the Industrial Bureau's Wood Shop in Cristobal, with the help of Wallace Melanson, Master Shipwright, and Industrial Training Coordinator Philip Green.

Although the plumbers' seminar was started by Atlantic side plumbers and the group meets twice a month in Cristobal, plumbers from both sides of the Isthmus attend. Apprentice plumbers James Young and Thomas Herring are always present at the meetings.

Mr. Maynard, on the invitation of the plumbers, acts as chairman for the seminars. After holding several meetings by themselves, the group invited the Assistant Training Coordinator, Kenneth Krogh, to sit in as secretary and prepare their reports for distribution.

In return for the time and service supplied by the Apprentice School, the Plumbers' Union has arranged for some of the union members to give off-the-job practical craft training to apprentices.

During the seminar sessions, the plumbers discuss problems which arise during the course of their every day work. The group "kick these around," and try to work out a solution. An important subject of discussion is that of methods for reducing maintenance costs.

The Wood Shop mechanics have formed a night class devoted to some of the technical aspects of the

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Lock Supervisor Spends Spare Time Prospecting For Beneficial Plants

Andrien M. Bouche, Control House Supervisor at Pedro Miguel Locks, is a prospector of a special sort who gives away his finds.

He prospects for plants in off-duty hours and passes them on to botanists, pharmaceutical research laboratories, other scientific institutions, or to interested individuals who can propagate or put them to good use.

His plant prospecting has led him to an Indian cancer cure and arrow poison; yams which might be good to eat or might make cortisone; wild grapes that grow to golf ball size, the root stock of which he sent to his ancestor's home in France for trial propagation; and huge red, white striped orchids little known until he found them.

For 40 years he has prowled jungles and llanos from Mexico to Brazil, spying out thousands of different plants—useful and otherwise.

His individual finds may or may not interest scientists, or horticulturists or laymen but, big, little, showy, or obscure they always interest the collector.

Native Remedy Plants

Native remedies which might have a basis in botanical fact are sometimes important to collectors.

West Indians in Bohio told him some 30 years ago about something called a "rheumatism root" which they used for infusions for rheumatism.

The plant from which the home remedy came was *Dioscorea sapinoides* known to some Isthmians as "cabeza negra" and to others as just "wild yams."

Many years later, news of the medical miracle of cortisone spread to a large part of the public, and research laboratories started experimentation with wild yams as a possible new source of the product.

Knowing of the scientific interest, Mr. Bouche started his own search for wild yams. So far he has discovered and sent to laboratories, five new species that grow on the Isthmus.

He explains that some which might have medical possibilities take several years to mature. His hope—and of course, the hope of researchers—is to find a perennial or biennial wild yam from which cortisone could be extracted more quickly.

Yam Chips Are Mailed

The yams he finds he chops into mailable "potato chips," dries them to one-eighth their original weight, then sends them to laboratories in the United States for identification and analysis.

The two types of yams that are used for food on the Isthmus, according to Mr. Bouche, are both introduced, one from the South Pacific and the other from the West Indies. The "yampi," the more generally used of the two, is available only in the dry season.

He hopes that his probing in the field of wild yams might turn up a native variety that would prove a better staple food than those now used on the Isthmus. Nothing in the yam family is toxic, he says, so he gives them his own taste test. He also farms out to friends—or perhaps the Canal Zone Experiment Gardens—any find that seems worthy of trial propagation.



THOSE MAY LOOK like plain old spuds to you but they might be a source of cortisone. Inspecting them is Adrian M. Bouche, Control House Supervisor at Pedro Miguel Locks, and an off-duty plant collector. He explains that they are wild yams, possibly of unknown species, which he finds in local jungles and sends to pharmaceutical firms for study as a possible source of cortisone.

Mr. Bouche works with pharmaceutical firms, botanists, and scientific institutions on what might be termed a free lance basis.

Listed As Plant Collector

He is listed as a plant collector by the Missouri and New York Botanical Gardens, Smith Institute, and the Botanical Museum of Harvard, for instance.

He attempts to fill any requests they, or others, send him for plants of a certain species. Unsolicited finds, if he cannot identify them himself, are sent to the expert in a particular field or the institution he believes would be most interested in them. Orchids go to Harvard, ferns and fungi to Iowa State College or the National Herbarium in Washington, for instance.

The plant folklore picked up by Mr. Bouche in his years of collecting often involves native remedies or tonics, which he always considers interesting if not of real medical value.

The big, long roots of the native "iron weed," actually purslane, are brewed into tea, he says, which, supposedly because of the strength of the plant, makes the person who drinks it strong.

The peperoma, he says, can provide a fast, cheap drunk, but might also have possibilities in the field of local anesthesia.

The *Mormodica chinensis*, known locally as surree, is used as a cure for headaches, either twined around the head or brewed into a headache curing tea.

"Cancer Cure" Investigated

What was once reported to him as a supposed cure for skin cancer used by Indians in the Estrella River area of Costa Rica, proved to be their own empiric cure for yaws, which was already known to science.

A request for a pure sample of Indian arrow poisoning once came to Mr. Bouche

from a drug company in the United States. He found that two species of the plant from which the poison was extracted (*Strychnos Spp.*) were known to grow in Panama but he went further and found a third species unknown even to those best versed in the plant lore of the Isthmus.

Wild grapes with fruit the size of golf balls and skins like a potato were first classified after Mr. Bouche found them about 20 years ago in the Talamancas Valley in Costa Rica, where he was serving at the time as an engineer for a gold mining company.

Although the fruit is inedible, the plant seemed to him to have possibilities for use as root stock for edible, but more fragile grapes, which cannot be cultivated in many places.

Stock Sent To France

He sent some of the root stock to his father's original home in Normandy, where his distant relatives have attempted to propagate it in connection with their own native grapes.

Another prize find was a new species of dewberry (*Rubus Spp.*) which he found in Nicaragua in 1921. The individual berries of this plant measured 6½ inches in circumference.

Many New Orchids Found

Other virgin territory, as far as botanical work is concerned, in Cerro Punto and El Valle netted Mr. Bouche some 18 to 20 discoveries in the fields of orchids and lilies.

Mr. Bouche came to the Isthmus when he was 9 years old, when his father was employed by the Canal, and started his own Canal service 2 years later working for short periods as a messenger. Since 1912, he has been a regular employee, except for some short breaks in service. He served as wireman and machinist for the Canal before starting the climb of promotions within the Locks Division up to his present position as Control House Supervisor.

The Isthmus and this general part of the world are rich in its offerings to the botanist or collector, partly he says, because few scientists have worked here and there are few, if any, laymen-collectors.

ROTC Head



CAPT. EARL J. WILSON, Professor of Military Science and Tactics, is in charge of the ROTC program this year at Balboa and Cristobal High Schools.

A veteran of the Korean War, Captain Wilson replaces Maj. Wayne L. Bart, who was reassigned to the Command and General Staff School.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

ELECTRICAL SAFETY IN THE HOME

Have you ever replaced an electrical fuse? If you haven't, there is the possibility that you will have such an opportunity in the near future. Elsewhere in this issue of THE REVIEW, there is an article explaining the change in the Company's policy, which will permit you to replace an electric fuse when one blows out. This change of policy will apply to most quarters, except some of the older types, which have an obsolete type of construction and electrical wiring system. In these quarters the electrical panel box, where the fuses are located, will remain locked. When a fuse blows, it will be necessary for the tenant to call the district wireman to replace it.

What is a fuse? The old overworked

definition that a fuse is a safety valve is still a good one. A fuse is normally a part of the electrical circuit, and its function is to open the circuit should trouble develop. There are three types of fuses you will encounter in Panama Canal Company quarters. The newer type quarters may have an automatic type, which opens the circuit mechanically. The older quarters have a screw plug type, with the electric range and some main switches by the meter having a cartridge type. These contain a low melting-point metal which completes the circuit, and melts, or blows, when the current becomes too heavy because of a short circuit. The plug type fuse has to be replaced entirely with a new fuse, which you will be permitted to do. The cartridge type fuse has a replaceable metal fuse inside, which is to be replaced only by the district wireman.

In those quarters where you will be permitted to change a blown fuse, you will usually find the fuse box and distribution panel located in the kitchen, hallway, or basement. Sometimes the short circuit you have caused will not blow the fuse in the distribution panel, and instead blows the fuse at the main switch. In this case call the district wireman to replace the blown fuse.

When a fuse blows it indicates that there is trouble in the electrical system, or in the appliances connected to it. If you are using an electric iron, for instance, and a fuse blows on the circuit to which the iron is connected, the odds are that there is trouble in the cord, or in the iron, so be sure to disconnect the faulty appliance before replacing the fuse. You can save much of the inconvenience of a blown fuse by keeping all your appliances in good repair.

Inspect your electrical appliances and lamps regularly for frayed and worn cords, which usually are the source of much trouble. Inspect the attachment plugs often for loose wires and screws, because pulling on the wire to disconnect it puts an extra strain on the cheap fragile plastic plugs usually furnished today. These plugs

break easily when stepped upon. Due to the lack of sufficient baseboard receptacles in the older type quarters, many have installed open wires along the baseboard to a temporary receptacle. These circuits are a dangerous hazard and should not be installed. Some gadgets also will permit the connecting of as many as six or eight appliances and floor lamps on one outlet, which was intended for only one or two. Overloading a circuit like this will blow a fuse if nothing worse happens.

Always keep a couple of 15- and 20-ampere fuses, of an approved type, on hand for emergencies. Remember, that a blown fuse must be replaced with one of the same size. If you replace it with a larger one and overload the circuit, you may start a fire by overheating the concealed wires. In other words replace a 15-ampere fuse with a 15-ampere fuse, not a 20-ampere fuse. They are marked plainly on the bottom. So much has been written about the hazard of putting pennies back of fuse plugs, that we can only add that if you had trouble when the fuse blew, it is nothing compared to that which you can get into by "plugging" the fuse with a coin.

Should the fuse you replaced blow, after you have disconnected all suspected appliances, this is evidence that the trouble is in the wiring and equipment concealed within the building, in which case call the district wireman. Also, if your electric range, water heater, or your entire house is without electricity, the district wireman should be called. It is hazardous to change fuses or touch the inside of the fuse box with wet hands, or if you are standing on a damp concrete floor. If you are in doubt as to your ability to change a blown fuse, or if you have doubts as to your safety when doing so, it is better that you get the help of the district wireman. Remember that even 110 volts going through a well-grounded body can cause severe shock or even more serious injury.

HONOR ROLL

Bureau Award For
BEST RECORD

September

ENGINEERING AND CONSTRUCTION
BUREAU

AWARDS THIS CALENDAR YEAR

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

Division Awards For
NO DISABLING INJURIES

September

MAINTENANCE DIVISION

MOTOR TRANSPORTATION DIVISION
GROUNDS MAINTENANCE DIVISION

AWARDS THIS CALENDAR YEAR

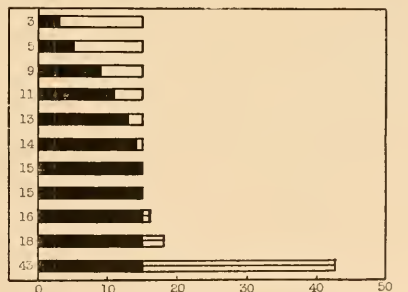
Grounds Maintenance.....	7
Clubhouses.....	6
Motor Transportation.....	5
Electrical.....	4
Dredging.....	3
Hospitalization and Clinics.....	3
Storehouses.....	3
Maintenance.....	2
Railroad.....	2
Sanitation.....	2
Navigation.....	1
Commissary.....	0
Locks.....	0
Terminals.....	0

SEPTEMBER 1952

Engineering and Construction Bureau	3
Supply and Service Bureau	5
Community Services Bureau	9
Civil Affairs Bureau	11
Health Bureau	13
C.Z. Gov't—Panama Canal Co. (1952 to Date)	14
C.Z. Gov't—Panama Canal Co. (Best Year)	15
Marine Bureau	15
C.Z. Gov't—Panama Canal Co. (This month)	16
Industrial Bureau	18
Railroad and Terminals Bureau	42

Number of Disabling Injuries.....44

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



Man-Hours Worked.....2,827,179

LEGEND

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

First You See It And Then You Don't When You're Watching Zone Magicians

Intellectuals are the easiest to fool and children are the hardest, in the opinion of some of the Canal employees who are or were magicians.

Local sleight-of-hand artists are not organized; they just get together occasionally to review their tricks and see the performance of newly-arrived magicians.

Clyde S. LaClair, Official Photographer for the Canal and formerly a professional magician, says the fiction that the hand is quicker than the eye was probably invented by a magician.

Because the eye is infinitely faster than even the most dexterous hand, magicians rely primarily on psychology to give people the fooling they love.

Children are not easily taken in, according to the former magician, because they have not learned the habit of concentrated attention. The magician's movements which capture the eye of sophisticated adults may be lost on children whose interests flit unschooled from first one thing to another.

While an adult is concentrating on the "significant" action experience has taught him to see, guided through just the right mental hoops by the manipulating magician, a child may be watching an ant on the floor or the "insignificant" movement which unravels the trick and exposes the whole carefully-set-up plot.

Pupil Stumps Teacher

Frank H. Lerchen, Maintenance Engineer for the Canal, learned his tricks from his neighbor, Mr. LaClair. Proof of the student's aptitude, highly touted by the teacher, came when Mr. Lerchen stumped the photographer with one of the teacher's own tricks.

Mr. Lerchen specializes in card tricks. So does Col. Craig Smyser, Engineering and Construction Director, a comparatively new member of the local magicians' informal group.

Russell T. Wise, Supervising Safety Inspector for the Canal, and Pat Ryan, now an Air Force safety engineer and a former Canal employee, concentrate on sleight-of-hand tricks as their magician's specialty. Both of them formerly gave shows, primarily for Isthmian audiences.

Maj. Greg Carpenter, Public Information Officer for the Caribbean Command, also specializes in card tricks but spices them liberally with quips and cracks from a seeming boundless vitality. He is the most enthusiastic of the local magicians and keeps his tricks and patter well polished. The others continue to follow developments in the magic business, but perform very little themselves. They explain that a magician, like any virtuoso, must have constant practice for proficiency.

Magicians are of two schools of thought, according to Mr. LaClair. One works on the theory people are going to like magic; the other, that they are not. The former try to astonish the audience with feats that defy belief; the latter try most to entertain, not to astonish or astound.

Trickery Isn't Enough

Mere trickery, he says, is no longer enough to keep audiences entertained in an age in which people have learned to accept many scientific wonders they cannot understand.



THIS TRICK of dropping cards horizontally, well spaced and spread through mid-air, fascinates the shop talking-magicians gathered at the home of Frank H. Lerchen, Maintenance Engineer for the Canal. The performer is Maj. Greg Carpenter, Public Information Officer for the Caribbean Command.

The audience of fellow magicians includes (left to

right) Pat Ryan, Safety Engineer for the Air Force; Col. Craig Smyser, Engineering and Construction Director for the Canal; Russell T. Wise, Supervising Safety Inspector for the Canal; and Mr. Lerchen. The missing magician, not shown in the group, is Clyde S. LaClair, Official Photographer for the Canal, who took the picture.

The traditions established by the old master magicians, Professor Herman, Kellar, Houdini, Thurston, and Blackstone, have recently been revamped to fit a new age and new staging conditions.

The old masters performed on vaudeville stages and used large props primarily to astound their attentive theater audiences. The masters among magicians today are frequently night club performers. They may carry their props in one of their pockets and must pace their chatter to livelier and more intimate audiences.

The old patterns for performances established by the masters were carried

on for many years and it was not until 1939 that new creative tricks began to appear. Now, according to Mr. LaClair, magic is really ingenious. The current bag of tricks and principles of entertainment are new conceptions in the business.

Most good magicians, like other virtuosos, take up their trade in childhood when their fingers are nimble enough to learn the tricks that must be continuously practiced for good performances.

Each Has "Trade-mark"

Every magician, amateur or professional, has his "trade-mark" tricks.

Mr. Ryan's specialty is the silk knot trick, a classic in the business, but such a classic, his fellow magicians say, a good performance proves a real craftsman.

It consists of holding up by one corner a large silk handkerchief knotted in the middle. The handkerchief then unties itself, leaving no wrinkle behind.

Mr. Ryan's specialty is another classic, one in which big brass Chinese rings are first shown separately, then miraculously welded into an unbreakable chain.

Mr. LaClair's specialty, although he runs the gamut, are card tricks that "read the mind." You think of a card and he finds it in the deck and presents it to you.

Major Carpenter is noted primarily for the patter that bubbles forth as he goes through his bag of card tricks, but he has a way of standing cards in mid-air when he drops them horizontally (shown in the picture) that other long-time followers of the magic business have never seen performed before.

Magicians think it's a dirty trick to reveal the tricks of their trade. People want to be fooled and if a trick doesn't fool them because they know the "secret," they feel the same as the child who learns there is no Santa Claus.

Braniff And Panama Line Sign Air-Sea Agreement

Confirmation that Braniff Airways has recently signed an air-sea transportation agreement with the Panama Line has just been received on the Isthmus. The agreement is similar to that signed in August by the Panama Line and Pan American World Airways.

Under this agreement, Canal employees are eligible for a 10 percent discount on one-way airline fares to and from the United States.

In order to take advantage of the airline discount on the air-sea transportation, Canal employees must first purchase their steamship tickets from the Panama Line offices on the Isthmus; the tickets will be stamped to identify them as part of an air-sea trip ticket.

After the tickets are so stamped they are to be taken to the Braniff offices where arrangements for the trip can be completed.

Official
Panama Canal Company Publication
Published Monthly at
BALBOA HEIGHTS, CANAL ZONE

Printed by the Printing Plant
Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President

SUBSCRIPTIONS—\$1.00 a year

SINGLE COPIES—5 cents each

On sale at all Panama Canal Clubhouses, Commissaries, and Hotels for 10 days after publication date.

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

On sale when available, from the Vault Clerk, Third Floor, Administration Building, Balboa Heights.

Postal money orders should be made payable to the Treasurer, Panama Canal Company, and mailed to Editor, THE PANAMA CANAL REVIEW, Balboa Heights, C. Z.

Safety Engineers Will Hold Monthly Meeting

A safety meeting will be held each month for all safety engineers and inspectors, it was decided October 14 at a meeting of the Canal Zone Government-Panama Canal Safety Board.

Safety inspectors said they have felt the need of such a meeting for some time and expressed the opinion that it would benefit the entire organization by creating a better means of coordinating the individual division safety programs and accident prevention campaigns.

Such a meeting would also present a means whereby the safety inspectors could discuss and submit any new safety policies for the consideration and approval of the Safety Board.

Lt. Gov. H. O. Paxson, a visitor at the meeting, said he was very much in favor of a monthly meeting for the safety men. He pointed out that the responsibility for safety was still that of the Bureau Directors; the Safety Board should act to promote and improve the safety programs by finding ways and means to help those units in need.

The safety engineers and inspectors would exchange ideas and mutually assist each other at the working level.

The Administration is particularly interested in the safety problems of the local-rate employees.

Part time safety assistants, in those divisions not at present having full-time safety engineers and inspectors will be given the opportunity to attend these safety meetings which will be held on alternate months in the northern and southern districts.

OF CURRENT INTEREST



RAIN? We haven't seen anything this year. This is what the weather can do when it really tries. No rainfall this season has been able to even approach the Pacific side record set August 27, 1944, when this photograph was taken and when 4.78 inches fell in Balboa in one hour.

Canal Zone Commissaries will be open next Monday, November 10, as the regular schedule is shifted to provide for the Armistice Day holiday on November 11.

Instead of closing on Monday of next week, the retail stores will close on Thursday.

The shift will prevent the commissaries from being closed for three days in succession.

A round dozen of Congressmen, with their wives, are scheduled to visit the Canal Zone this month and next. One of the 12, Representative W. K. Van Pelt of Wisconsin, is a member of the House Merchant Marine and Fisheries Committee which handles Panama Canal affairs.

Nine of the Congressmen are arriving November 17 aboard the SS *Ancon* of the Panama Line. They are: Representative E. Ross Adair of Indiana, with Mrs. Adair, their daughter, Caroline Ann, and son, Stephen; Representative S. J. Crumpacker, Jr., also of Indiana, and his wife; Representative Paul B. Dagüe of Illinois, and Mrs. Dagüe, Representative Frazier Reams, of Ohio, with his wife; Representative Edward L. Sittler, Jr., of Pennsylvania, with his wife, their daughter, Jane, and son, Richard; Representative and Mrs. Van Pelt; Representative Earl Wilson, another Indianan, with Mrs. Wilson, their daughter, Linda Sue, and son, Phillip; and Representative and Mrs. Clement J. Zablocki, of Wisconsin.

Due on December 1, aboard the SS *Cristobal*, is Representative Charles B. Brownson with his wife and their three children, Nancy, Judith and Charles.

The following Monday, Representative H. R. Gross of Iowa, with Mrs. Gross and their son, Alan, are due on the SS *Ancon*. The last of the Congressional group, arriving December 22 on the SS *Cristobal*, will be Representative Carroll D. Kearns, of Pennsylvania, and his wife.

Representatives Adair, Crumpacker, Dagüe, Sittler, Van Pelt, Wilson, Brownson, Gross, and Kearns are members of the

Republican party. Representatives Gordon and Zablocki are Democrats, and Representative Reams is an Independent.

For the first time in Canal history, residents of some Company-Government quarters will be permitted to change electric fuses in their houses, according to an announcement just made by the Electrical Division. In the past householders have had to call an electrician whenever a fuse has blown.

The change will apply to a majority of U. S.-rate quarters and to some quarters in the local-rate towns. For better fire protection and for safety reasons, however, residents of some of the older quarters will still have to call for an electrician when a fuse is blown.

Electric plug fuses of 15- and 20-ampere capacity will go on sale today in the retail commissaries. The entire stock of some 17,000 fuses which has been carried by the Division of Storehouses has been transferred to the Commissary Division and fuses will no longer be carried as a Storehouse item.

On the Safety Page of this issue of THE PANAMA CANAL REVIEW will be found hints as to the safety precautions to be followed when changing fuses.

A master schedule of all foreseeable school activities for the school year has been set up in the office of the Director of Physical Education and Recreation for the Schools Division.

Organizations not connected with the schools are invited to consult this master schedule, which has been established as a flexible file. Such consultation, it is believed, would avoid conflicts with scheduled school activities.

A fraternal organization, for instance, probably would not wish to plan a dance or other large affair for the same evening on which it is traditional that the Balboa High School holds its annual Junior-Senior Banquet according to G. C. Lockridge, Director of the Physical Education and Recreation Branch.

PANAMA RAILROAD TRAIN SCHEDULE

NORTHBOUND				
	Daily a. m.	Monday—Friday p. m.	Daily p. m.	Saturday, Sunday, Holidays p. m.
Panama, Leave	7:00	12:40	4:40	10:10
Colon, Arrive	8:25	2:05	6:05	11:35
SOUTHBOUND				
Colon, Leave	9:40	12:30	4:30	10:00
Panama, Arrive	11:05	1:55	5:55	11:25

Northbound, freight train leaves Diablo crossing at 6:15 a. m. daily, except Saturdays, Sundays, and Holidays.

Southbound, freight train leaves Mount Hope at 9:55 a. m. daily, except Saturdays, Sundays, and Holidays.

Scholarship Students

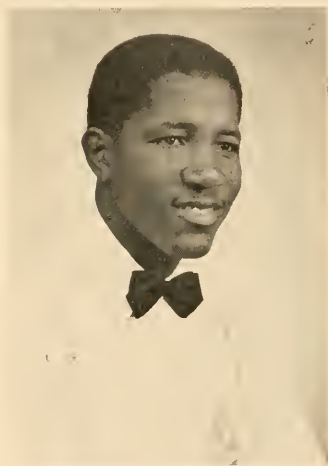


SHOWN UNDER THE SHADE of Shakespeare in the library of the La Boca school are two of the three scholarship students now attending the La Boca Junior College. The third, George Hamilton, is shown at the left.

Eldeka Daniels (left, above) is attending the College on a tuition scholarship from St. Peters Church in La Boca. She is a first year student and is the daughter of Mr. and Mrs. Ethelridge Daniels of La Boca.

William A. Ellington (right, above) is also starting college this year on a scholarship awarded him by Aurora Lodge No. 523, I.B.P.O.E.W. of Rainbow City. He is the son of Mr. and Mrs. Robert Ellington of Rainbow City.

George Hamilton's tuition scholarship was an award from Club 20 of La Boca, a social club of teachers in the colored schools. Because he did not take a full course last year, he is now in his third year at the College. He lives with his grandfather Joseph Grant, in Red Tank.



Forty Years Ago In October

Politicking and pre-election plans pre-occupied Canal Zonians 40 years ago in October.

Local politicians took to the hustings in Isthmian Canal Commission Clubhouses to get out the vote for "Married Progressive" and "Independent" party candidates in Culebra, for instance, seeking such posts as "poor food inspector," "overseer of the poor," etc.

The mock election shenanigans in the Clubhouses were planned to fill the entertainment void in intervals between receipt of actual election results from the United States, to be thrown on screens in the Clubhouses as they came in on election night.

Other pre-election plans included extra trains on the Panama Railroad on election night, November 5, so that employees could get to the points at which election results were to be received.

The returns were to be transmitted from the cable office to the main telephone exchange at Cristobal and from there to the clubhouses and other points. The returns also were to be sent to Portobelo by "wireless telegraph."

The "future facilities" of the Atlantic and Pacific entrances of the Canal were de-

scribed in THE CANAL RECORD and plans for construction at the Pacific terminal were approved.

The piers for commercial use at Balboa were to be about 1,000 feet long and 200 feet wide with 390-foot slips between. Only one pier was to be constructed at first and an old French steel wharf, about 1,000 feet long, was to be retained "for some time in the future," for commercial use.

Permanent shop buildings on the Pacific side were to be built in this order: Planing mill; foundry and pattern storage building; machine and erecting shop, forge shop, boiler house, gas house, storehouse, and office; paint shop and steel storage shed; boiler shop, car repair shop, and galvanizing plant; and roundhouse and lumber shed.

Two wharves and one pier were under construction at Cristobal. The Atlantic side docks were planned primarily to meet the commercial requirements of the Panama Railroad. It was explained, however, that if there were enough traffic to justify it after the Canal was completed, four other piers, each about 1,000 feet long and 200 feet wide, would be constructed.

Four steel tanks to be erected on the Isthmus for the storage and distribution of fuel oil were contracted for by the Canal Commission. Each was to have a capacity of 42,000 barrels of oil and was to be 93 feet in diameter by 35 feet high.

Conference Hears Talk on

Housing, Rents, and Hospitals

(Continued from page 3)

of the Board of Directors draw no salary from the Company but that they do receive expenses for travel and subsistence when they attend Board meetings.

Also in answer to questions, the Governor said that he knew nothing of rumors that employees would be required to buy their own stoves and garbage cans and that rents on garages will be increased.

Want Legislation

Rufus Lovelady of the AFGE asked whether the administration would support a bill to make tolls carry a portion of housing expenses, pointing out that "it is inconceivable that the basis of toll rates are what was set years ago when everything else has doubled." The Governor answered that this question of backing legislation would have to go to the Board for decision.

Herschel Gandy, President of AFGE Lodge No. 14, supported Mr. Lovelady, adding that employees are "getting less and less and if we don't make a fight things will go on and on."

Touched on more briefly were: the Diablo dump, for which the Governor said authorities are trying to find an alternate site; the difference in commercial courses in U. S.-rate and local-rate high schools, with the Governor reporting that 67 percent of the U. S.-rate high school graduates go to college while the local-rate high schools prepare their students for jobs immediately after high school; covered walkways for some schools, this matter being included in the 1955 budget; standardization of equipment to prevent a large inventory of such items as plumbing parts; demolition of houses in Balboa Flats, half of which are now to be torn down in fiscal year 1954 and the remainder the following fiscal year; a tentative building program for Pedro Miguel where about 70 new houses may be constructed in 1956; and a question as to whether any costs of maintaining the Armed Forces are attributable to the Canal Zone Government, which the Governor answered in the negative.

Attending the meeting were: The Governor; E. A. Doolan, Personnel Director; and Forrest G. Dunsmore, Administrative Assistant to the Governor; and the following employee representatives:

William S. McKee, Machinists; Joseph Garriel, Plumbers; Mr. Lovelady and Mr. Gandy, AFGE; Walter Wagner, Mr. Tobin, Owen J. Corrigan, and Mr. Hatchett, Central Labor Union; Andrew Lieberman, Marine Engineers; Mr. Hammond, General Committee of Civic Councils; Mrs. Rennie, Pacific Civic Council; Mr. Rice, Cristobal-Margarita Civic Council; Captain Ward, Gamboa Council; Bronson Powell, Pedro Miguel Council; Raymond Ralph and Carl N. Nix, Gatun Council; and Chester Luhr, Pacific Locks Association.

Fireman's Ball Tonight

Tonight is the night of the annual Canal Zone Fire Fighters Ball, to be held at the Hotel El Panama. The affair is the second to be given by this group.

The advance sale of tickets indicates that an even larger attendance than last year's is expected.

Frederick A. Mohl, of the Balboa Fire Station, is chairman of this year's Ball. Features of the dance will be a floor show and three door prizes.

Washington Office Is Moved To Indiana Ave.

The Panama Canal Company's Washington office, established about 1905, was moved October 20 to its new location on the seventh floor of 101 Indiana Avenue in Washington, D. C. The move of the office from its longtime location was almost simultaneous with the retirement of B. F. Burdick, who had headed the Washington office since 1939.

The new Washington office will be the headquarters of the Company's Secretary, W. M. Whitman, and will have a staff of eight.

Many of its functions have been transferred within the past months to other units of the Company. Purchasing operations are now handled by the Office of the Vice President in New York; accounting becomes the function of the Comptroller, and personnel work now comes under the Personnel Director.

The Personnel Bureau is maintaining a small staff in the Washington office, under



B. F. BURDICK

the direction of Otto Helmerichs, formerly of the Central Labor Office here and more recently a recruiting officer with the Civil Service Commission. Mr. Helmerichs' staff will handle certain recruitment functions and will also do some wage statistical work as well as maintaining liaison with the Civil Service Commission.

All U. S.-rate recruitment is now centered in the Employment and Utilization Division of the Personnel Bureau and inquiries as to employment should be sent to the Canal Zone rather than to Washington.

Mr. Burdick retired October 18 after more than 34 years of Government service. Born in Houston, Ala., he worked for 18 years with the War Department and the General Accounting Office, joining the Canal organization in 1936.

After a few months in the Canal Zone, he was made Assistant Chief of the Washington office in 1936. He was made Chief in 1939, and at the same time he became a member of the Board of Directors.

Seven tons of war-vital crude rubber from the Darien section of Panama were dispatched to the United States on Army bombers during the early part of World War II.

In charge of the shipment was a representative of the Rubber Reserve Co.

B. I. Everson Named Assistant Director

The appointment of B. I. Everson as Assistant Railroad and Terminals Director was announced late in October.

Mr. Everson was Superintendent of the Motor Transportation Division from 1947 until his new appointment.

He has been succeeded as Motor Transportation Division Superintendent by Roger W. Adams.

Both appointments were effective November 2.

Both Mr. Everson and Mr. Adams are graduates of the in-service training course of the Canal organization, as well as of Balboa High School.

Both also hold degrees in Mechanical Engineering, Mr. Everson from Carnegie Institute of Technology and Mr. Adams from Iowa State College.

Shipwrights, Plumbers, Organize After Hour Classes For Study

(Continued from page 3) shipwright and boatbuilder crafts. Five apprentices and twelve journeymen meet for a two-hour session each Monday night.

Although the Industrial Training Coordinator is nominally the instructor, most of the actual teaching is done by members of the class.

Four projects have been planned for the mechanics and the first of them, a course in Hull Lines and Tables of Offsets was the project for October, November, and December.

Members of this class are the following journeymen: John Van der Heyden, Alrick L. Nelson, Duncan Laird, Martin G. Klontz, Charles K. McNeil, Walter D. Johnston, William Wirtz, Jr., Vincent D. Ridge, R. C. Casanova, O. P. Strickland, R. H. Kirkpatrick, and Vincent Canamas, and the following apprentices, John A. Pescod, Edward Bringas, Clifton Hayward, Robert Brown, and James Ramsey.

The bringing together of the practical knowledge of the journeymen and the theoretical knowledge of the apprentice school is proving advantageous to all in the class, but especially to the apprentices.



Look
Who's
Here!

RUDOLPH, the record reindeer, is back again this year, sticking his big, red, bulbous nose into our Christmas business.

And it isn't too soon to be thinking about Christmas either.

You'll find him at the records sections of Canal Clubhouses, along with a lot of other records you can buy for the holiday season

Rudolph's records will retell his adventures with Santa Claus. Other Christmas records will brighten the holidays with other songs and stories.

There are many records in the records sections especially for Christmas listening; and there are a lot of other records that are just right for Christmas giving.

There are records for children, records to please 'teen-agers, and records for all kinds of adult tastes. There are jazz and classics, tunes of today and oldtime tunes—something to please everyone.

They are available at the records sections in all speeds and in single records or albums. There are records to fit different phonographs and differing states of finance.

A record is a lasting thing that gives pleasure throughout the year.

When you're Christmas shopping, remember to buy records from the Canal Company Clubhouses.

Here Are The Canal Zone Teams—



BALBOA BULLDOGS have a big squad. Left to right: bottom row: Miller Haynes, (manager) Abdiel Flynn, Tom Davidson, Joe Oliver, Fred Cotton, Ed Benny, Ray Nickisher, Ronnie Stover, Carl Widell, Cesar Von Chong, Bob Glud, and Danny Gressang; second row: Francis Boyd, Jim Stevens, Jim Fulton, Don Huff, Curtis Jeffries, Paul Smith, Everett Stacy, Larry Keene, Bill Dawson, Bill Campbell and Dick Lomedico; third row: Tom Grimison (manager), Jim Jones, Tom Jenkins, Miles Pace, Tom Hale, Louis Charles, Jack Corrigan, Bob Coleson, Frank Smith, Bob Morris, and Jim May. Top row: Bob Presley (manager), Bruce Orvis, Ted Norris, Kirk Tibbetts, Bill Fulleton, Ronnie McConnell, Andy Wright, and Bruce Quinn (manager).



JUNIOR COLLEGE GREEN DEVILS huddle on the bench just before game time. Left to right they are, bottom row: Didacio Silvera, Jack Tiunin, William Nickisher, Ralph Huls, Freddy Aleguas, Bob Dolan, Bill Willoughby; top row: Bob Sievers, Salvador Aleguas, Nick Gorham, Elias Entibe, Johnny Albritton, Carl Meissner, Jerry Fox, and Dick Dillman.



CRISTOBAL TIGERS sit still for the camera. They are, left to right, bottom row: Anselmo Arias, Larry Cox, Roland Lees, Bruce Newhard, Luke Palumbo, Jr., Dick Cunningham, Dick Goodhead, Herbert Lewis, Floyd McDermitt, Bruce Sanders; second row: Leslie Rinehart, Dan George, George Bennett, Bob Salter, Stanley Smith, Dick Sasso, Ralph Reccia, Tony Dyer, Theodore Chin, Bill Price, and Bob Connard, third row: Coach Palumbo, Jim Everett, Demetrio Tagaropoulos, Leo Constantine, Ben Favorite, Bill Roberson, Vernon Bryant, John Robinson, Dick Reed, Tom Hughes, and Bob Orvis; top row: Carl Tuttle, George Sewell, Rudy Smith, Bob Anderson, David Lane, Eugene Didier, Anthony Naho, Charles Thompson, Bob Hodges, John Hayes, Coach Moser.

—And Here Are The Cheerleaders

November is football time and turkey time in the Canal Zone, just as it is in most parts of the United States.

This year the high spots of the Canal Zone's fourth tackle football season come during the Thanksgiving week end.

Then, Cristobal High School's Eleven will play the Key West, Fla., high school team, at Key West, and the team from Lake Worth, Fla., high school will fly to the Canal Zone to meet the Balboa High School team at the Balboa Stadium.

Both games will be played at night; the date for both is November 28.

Intersectional football was started here in 1950, the second year that tackle football had been played in the Canal Zone schools.

Miami Played Here

That year Balboa played Miami-Jackson at Balboa; in 1951 Balboa flew to Miami for an exchange game and Key West flew its team to the Canal Zone to play Cristobal High School. (An added attraction last year was a Key West-Cristobal basketball game, which Cristobal won.)

The local teams have put up valiant fights but, so far, have been losers in the football games; this year they hope to turn the tables and, with 3 years of experience behind them, come out winners.

G. C. Lockridge, Director of the Physical Education Branch of the Canal Zone Schools, gives credit for the success of football locally to two factors: The public, which has turned out in droves to attend the school games, and the Student Associations of Balboa and Cristobal High Schools and Junior College.

The Student Associations are responsible for all the football bills. They buy uniforms, pay for the lights and services of the men who officiate at the games.

Dad's Was Different

Today's 25-pound uniforms are a far cry from the 60-pounders which the fathers of some of the present players wore. For one thing, Dad's uniform was seldom, if ever, laundered during a football season. It couldn't be. Removable foam-rubber pads have replaced the weighty kapok and reed padding of the old days and afford just about the same protection to the players.

Balboa, for instance, uses easily washable uniforms of cotton, loosely woven for ventilation. The uniform is a "shell," Mr. Lockridge says, into which the rubber pads can be inserted. Balboa players have both shorts and conventional type pants, but seldom use the shorts.

Steering the three local school teams are two comparative oldtimers in the Canal Zone and a newcomer.

Luke Palumbo, who has been at Cristobal High School since 1943, is the dean of the local football coaches.

John Fawcett, who has been an Isthmian since 1946, is the man behind the Balboa High School football squad.

Junior College has a new coach this year, J. L. Wolf, who played halfback on the Pennsylvania State College team.

In addition to the intersectional games, in which only the high school teams will participate, the three schools have their own local championship to play off.

The football season, local and intersectional, winds up Thanksgiving week end.



CHEERLEADERS AREN'T BORN; lots of hard work and practice go into the maneuvers which they execute with such aplomb before crowded stands at football games. Using Joyce Gardner as a model, co-captain Marilyn Bevington shows the girls of the

Balboa High School cheering squad how to get that right toe up. The girls, in their perky red and white outfits, are, left to right: Judy McCoy, Joyce Collinge, Marguerite Neal, Marilyn Bevington, Joyce Gardner, Alice Paxson, Edna Hart, and Ann Gorman.



ON RAINY DAYS a big study hall makes a fine place for the Junior College cheerleaders to work out. They have additional inspiration from a series of Green Devils (for the team) on the blackboard. In

one of their favorite stunts are, bottom, left to right: Marguerite Flynn, Merry Mallen, Shirley Butler, Beth Lockridge, and, top, Betty Wilkinson, Mary Adelia Morley, Shirley Karst, and Marilyn Dupuis.



ON GAME NIGHTS spectators get full advantage of all the prior practice and training. Plus, of course, the full force of young lungs. Here, Cristobal's cheering squad goes into action before a grandstand full of rooters. Left to right are: Nancy Kariger,

Helene de Boyrie, Pat Kelly, Judy Palumbo, Ann Thomas, Blanquita McNatt, and Mercedes Peterson. Judy, daughter of coach Luke Palumbo, is a likely captain for CHS' cheerleaders in 1964; she is only six and a first grade pupil at Cristobal Elementary School.

Year-Old Rainbow City Community Band Provides Music For The Atlantic Side

Whenever anyone on the Gold Coast wants music for a concert or a parade, he is likely to think of the Rainbow City Community Band.

Although the band celebrated its first birthday only last month it has already made such a name for itself that it gave a concert for Colon's Alcalde, José Dominador Bazan, when he took office September 1.

The Rainbow City Band is a younger relative of the Panama Community Band which was formed in 1943 when the Isthmus was expecting a visit from Dr. Finley Wilson, then Grand Exalted Ruler of the Improved Benevolent and Protective Order of Elks of The World.

Last October a group of Atlantic sidlers got together and decided that they too wanted a band. As a result of their desire 45 musicians meet in the study hall of the Rainbow City High School twice a week for practice sessions under the baton of their Organizing Director, Reginald Prescott, who teaches instrumental music in the two colored high schools.

Membership in the band, according to its bylaws, is open to anyone interested in the progress and development of classical music, although the playing membership is limited to 50.

From 40 to 14

At the present time the oldest in the group is in his late forties. The youngest is 14, a seventh-grade student. Fifteen of the players are graduates of the Rainbow City High School, 14 are members of the community, 12 are students, and four are Atlantic side teachers. Seven of the band members are women.

Some bands have a few stringed instruments; the Rainbow City Band, however, has no strings. All of its instruments are wind or percussion, with the accent heavy on the brasses.

For public appearances, the band is uniformed in white.

The Rainbow City Band is sponsored by Roscoe Haining, Principal of the

Rainbow City High School. Mr. Prescott is its Organizing Director and its Secretary is Miss Myrtle Kirkaldy, a teacher, who is also a saxophonist in the band.

Director Is Well Known

The director is well-known in local circles. He attended school in Panama and in May of this year received the degree of Bachelor of Music, majoring in composition, from the Extension Division of the Chicago Conservatory of Music.

Three years ago he won first prize, \$100, in a contest sponsored by the Panama Carnival Junta to select carnival music. Two of his most recent compositions are sacred anthems. One is dedicated to the Reverend Mainert Peterson, Rector of Christ Church-by-the-Sea, where Mr. Prescott sings bass in the choir; the other is dedicated to the Acolyte Guild of the same church.

He plays eight or nine instruments but prefers piano, clarinet, saxophone, string bass, and flute. His oldest son—he is the father of four children—is in his second year at the Panama Conservatory, studying clarinet.

ALL LOCAL-RATE WORKERS TO BE PAID BY BANK CHECK

All local-rate employees of the Company-Government who are paid bi-weekly will receive their pay by bank check before the end of this month.

Checks will be issued to about half of the local-rate workers this coming week; the remainder will receive their first checks the week of November 23.

New, rectangular shaped plastic laminated photo badges which local-rate workers must have to cash their checks are being issued to those who do not have photo badges.

All U. S.-rate employees have been paid by check since last July.

Ten Years Ago In October

A tax bill "imposing the greatest revenue burden in history upon the people of the United States" was signed 10 years ago in October by former President Franklin D. Roosevelt.

Canal Zionians breathed a sigh of relief when they found it did not apply to them. The provision that would have required Canal Zone residents to pay income tax was excluded by a Senate and House Conference Committee responsible for the final form of the legislation.

Santa Claus in the Canal Zone, not quite a wartime casualty, had his beard singed by shipping problems and shortages that beset the Commissary Division.

The announcement that there would be no toys in the Commissaries also included the warning that shortages would also mean less fancy, more practical holiday gifts and feasts, no tinsel or gilt on Christmas wrappings and no big Christmas trees.

A new Quarantine Area at Corozal to replace the Quarantine Area at Fort Amador, which was to be transferred to the Navy by the Canal, was started 10 years ago in October.

"Several dozen" families of Canal employees had received notice early in the month that they would have to move from their quarters in the Quarantine area of Balboa so that it could be taken over by the Navy. "The Quarantine Area," a newspaper account stated, "has long been among the choicest residential sections in the Canal Zone. Most of the families living there have many years of service with the Canal organization and many are in the real 'old-timer' class."

Rusty relics of the French effort to build an isthmian canal were being gathered together for salvage to be sent to the United States as part of the all-out war effort. Among the scrap metal prepared for shipment were old French dredges, long since towed to shallow water along the Canal banks and abandoned, as well as later floating and excavating equipment used by the Americans.



WHEN IT'S MUSIC TIME in Rainbow City, the Community Band can be counted on. Made up of 45 musicians, ranging in age from 14

years to the late '40's, the band is under the direction of Reginald Prescott, teacher of instrumental music in the Occupational High Schools. The

Rainbow City band is only a little over a year old but has already made an important place for itself in the community.

OUR OUT-OF-DOORS

Of all the shrubs commonly used in this area for landscape work, it is difficult to name one of local origin. The three most common of the numerous varieties that have been introduced to the Isthmus are the Hibiscus, Croton, and Bougainvillea.

The common Hibiscus (*Hibiscus rosasinensis*) is grown everywhere in the tropics but the origin of its numerous varieties may be traced to China. It is sometimes called "shoe flower plant" in India because the petals, which turn black when they are crushed, are used there for shoe blacking. Chinese women use the flowers to dye their hair and eye brows. The flower-buds are also often eaten, either fresh or pickled.

The hibiscus flowers are either single or double and of a great variety of colors. In Panama the plant is called "papo."

The "Chinese Rose," "Blushing Hibiscus," or "Mexicali Rose," (*H. mutabilis*) has been introduced recently to this area by J. S. Skinner, Power Dispatcher at the Miraflores Substation of the Electrical Division, an ardent and painstaking horticulturist. The large flowers, which are either single or double, are white when they open in the morning and gradually turn pink as the day progresses.

The cultivated hibiscus is closely related to the well known roselle or "Jamaica sorrel" (*H. sabdariffa*) which is grown in large quantities in Panama for the juicy calyces (outer, usually green, portion of a flower) used for making cool drinks as well as jam and jelly.



THE NELLIE HIGGINS Hibiscus shown here is one of the most numerous of the varieties of this plant that are commonly cultivated on the Isthmus. It was developed in Hawaii and was named for the late Mrs. J. E. Higgins, the wife of a former director of the Canal Zone Experiment Gardens at Summit who was engaged in horticultural work in Hawaii and the Philippine Islands before coming to the Isthmus.

Crotons (*Codiaeum variegatum*) are, with hibiscus and bougainvillea, the most abundantly planted local ornamental shrubs, being used extensively for hedges and specimen shrubs.

The leaves of this plant vary widely, ranging from obovate (roughly, egg-shaped) to linear, colored in an almost endless number of combinations of green, red, yellow, white, and pink. The branches are often used indoors in place of floral displays because they are handsome in appearance and last well. Those who handle crotons should take care that the juice which exudes

(See page 20)



"THIS IS IT, please Santa," young Valerie Spencer tells the white-whiskered old gentleman in the red suit. There wasn't much doubt, when Valerie got into the Commissary Division's Balboa toy display, that it was a bicycle which had caught her eye and

heart. She did remember to tell Santa that big sister Janice wanted a basket for her bike and that a doll was exactly what her pal, Elvia, wanted. Valerie and Janice live with their parents, Mr. and Mrs. Leslie M. Spencer, on Ridge Road in Balboa Heights.

There's a story behind the Hi-Protein (also called Cornell Loaf or Triple-Rich, in the United States) bread now sold in the Commissaries on Tuesdays and Fridays. It is a story that is considered revolutionary in the field of nutrition.

The bread was developed at Cornell University as a result of a study requested by Governor Dewey to improve the diet of patients in New York State mental hospitals.

The formula for high-nutritional value bread which was developed as the result of the research project headed by Clive M. McCay, was made freely available to bakers and individuals and was quickly adopted by many state institutions and bakery concerns.

The Commissary Division acquired the open formula, by which the Hi-Protein bread is baked at Mount Hope, simply by directing a request to Professor McCay, who, with the help of his wife, has sent out hundreds of mimeographed recipes, without charge and without profit to anyone.

Bread has been much maligned in recent years, Mrs. McCay explained in a recent letter in a national women's magazine, largely because of the general belief that it is valuable only for calories.

Actually, it is one of the leading protein foods, supplying as much protein in the national diet as meat, she pointed out.

The protein in the special Hi-Protein bread, in which milk, soy flour and wheat germ are added to enriched unbleached white flour, performs in the body like meat, Mrs. McCay wrote.

The enriched bread also supplies additional calcium, the mineral that surveys show most lacking in the national diet, and the one needed particularly by growing children and elderly people. The Hi-Protein bread also increases the amount of riboflavin, one of the B vitamins, also known to be low in the national diet.

Experimental white rats used in the Cornell University research project proved the value of the Hi-Protein bread. They grew sleek and fat on a diet of only Hi-Protein bread and butter, but grew very slightly and became weak and sick on a diet of ordinary bread and butter.

Cooks and carvers and connoisseurs who are interested in fine fowls for Thanksgiving feasts know that good looks as well as good cooks can make a good bird taste better.

To improve turkeys' looks and the temper of cooks, the Commissaries have tinted roast racks, that cradle a bird as he browns for the feast and keep him looking the way a fine unfeathered friend should look.

The roast racks measure 11 x 7 1/4 inches and cost about 50 cents.

The gleam of a handsome carving set highlights a holiday table and a carving knife that really cuts reflects a happy carver. Three-piece sterling sets in the Commissaries now have Sheffield steel blades that cut. The sterling handles are tarnish and wear resistant because of a special process used only by Wolfenden, manufacturers of carving sets to finish sterling flatware.

Then there are other three-piece carving sets with handles of ivory, simulated horn, and stag. The prices range from \$1.75 to \$6 as compared to \$15 for the sterling.

For those who eat steak, there are also sets of steak knives with simulated pearl and rosewood handles. The prices on these six-piece sets run from \$3.50 to \$5.00.

To deal with the downpours that hit the Isthmus from now on until dry season, the Commissaries have the popular plastic drizzle boots that cost \$1.75.

About 71,000 pounds of turkeys have been ordered for Zionians' Thanksgiving and Christmas dinners. For those who eat ham, there are 100,000 pounds on special holiday order.

Eviscerated turkeys, dressed and ready for the oven, come in 7- to 26-pound size. The regular undrawn turkeys will vary in weight from 7 to 30 pounds.

There will, of course, be the usual trimmings available for Thanksgiving feasts—cranberries, chestnuts, fresh oysters, etc.

The Commissary Division's own mince meat mix is made about a year ahead of the time it is sold in the retail stores, for the proper aging that gives it the right zip to complement holiday meals.

THIS MONTH'S CALENDAR

NOVEMBER

9th—Pipefitters, Margarita Clubhouse, 9:30 a. m.
 Sheetmetal Workers No. 157, Balboa Clubhouse, 9:30 a. m.
 Plumbers No. 696, K. of C. Hall, Margarita, 9:30 a. m.
 10th—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.
 American Legion Post No. 1, Legion Home, 7:30 p. m.
 11th—Armistice Day.
 Pipefitters, Margarita Clubhouse, 7:30 p. m.
 Electrical Workers No. 397, Wirz Memorial Building, 7:30 p. m.
 American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 VFW Post No. 100, Old Boy Scouts Building, Cristobal, 7:30 p. m.
 American Legion Auxiliary No. 1, Balboa Legion Home, 7:30 p. m.
 12th—Carpenters and Joiners No. 913, Balboa Lodge Hall, 7:30 p. m.
 Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.
 14th—Blacksmiths No. 400 and Boilermakers No. 463 and 471, K. of C. Hall, Margarita, 7:30 p. m.
 16th—CLU-MTC, Margarita Clubhouse, 8:30 a. m.
 17th—Electrical Workers No. 677, Masonic Temple, Gatun, 7:30 p. m.
 Truckdrivers, Balboa Lodge Hall, 7:30 p. m.
 18th—Operating Engineers No. 595, K. of C. Hall, Margarita, 7 p. m.
 Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
 19th—AFGE No. 14, Balboa Clubhouse, 7:30 p. m.
 American Legion Auxiliary Unit 3, Legion Home, Gatun, 7:30 p. m.
 20th—American Legion Auxiliary Unit 6, Gamboa Legion Hall, 7:30 p. m.
 24th—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.
 VFW Auxiliary, Post 3822 Home, 7:30 p. m.
 25th—Marine Engineers, Gamboa Golf Club.
 Operating Engineers, No. 595, Lodge Hall, Balboa, 7 p. m.
 VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 26th—AFGE No. 88, Margarita Clubhouse, 7:30 p. m.
 Governor-Employee Conference, 2 p. m., Board Room, Administration Building, Balboa Heights.

American Legion Auxiliary Unit 2, Legion Home, Old Cristobal, 7:30 p. m.
 27th—Thanksgiving Day.

DECEMBER

1st—Postal Employees 23160, K. of C. Hall, Margarita, 7:30 p. m.
 Pedro Miguel Civic Council, Union Church, 7 p. m.
 Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
 VFW Post No. 727, Fort Clayton, 7:30 p. m.
 VFW Post No. 3822, Curundu Road, 7:30 p. m.
 2d—Meatcutters and Butchers, No. 121, Officers Home, 7:30 p. m.
 Teachers No. 288, Cristobal High School Auditorium, 3:30 p. m.
 Gamboa Civic Council, Community Center, 7:30 p. m.
 Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
 Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
 3d—VFW Post No. 40, Wirz Memorial Building, 7:30 p. m.
 Isthmian Nurses' Association of the Canal Zone (First Annual Convention), Army-Navy Club, 1-9 p. m.
 4th—Carpenters and Joiners No. 667, Margarita Clubhouse, 7:30 p. m.
 5th—American Legion Post No. 6, Gamboa Legion Home, 7:30 p. m.

November Sailings

From Cristobal

Panama	November 7
Cristobal	November 14
Ancon	November 21
Panama	November 28
Cristobal	December 5

From New York

Cristobal	November 5
Ancon	November 12
Panama	November 19
Cristobal	November 26
Ancon	December 3

PROMOTIONS AND TRANSFERS

September 15 Through October 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another (unless the change is administrative) or from one type of work to another. It does not contain within-grade promotions or regradings.

CIVIL AFFAIRS BUREAU

Mrs. Margaret C. Drumm and Mrs. Mary Lou B. Nelson, from Substitute Teacher to Elementary School Teacher.
 Mrs. Marguerite F. Little, from Substitute Teacher to High School Teacher.

COMMUNITY SERVICES BUREAU

James J. McDade, Jr., from Construction Inspector, Contract and Inspection Division, to Housing Maintenance Inspector, Housing Division.

ENGINEERING AND CONSTRUCTION BUREAU

Mrs. Dorothy S. Parsons, from Storekeeper (Checker), Division of Storehouses, to Clerk-Typist, Electrical Division.

Mrs. Cornelia B. Laurie, from Clerk-Typist to Accounting Clerk, Electrical Division.

Monroe T. Phillips, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Orlando L. Flye, Jr., from Electrical Engineer, Engineering Division, to Electrical Engineer, Electrical Division.

Howard W. Osborn, from Construction Engineer, Maintenance Division, to Traffic Engineer, Office of the Director, Engineering and Construction Bureau.

Mrs. Ruth B. Krziza, from Clerk-Stenographer to Clerk-Typist, Maintenance Division.

Burman S. Spangler, from Carpenter Leader to Planning Mill Foreman, Maintenance Division.

Russell K. Tibbetts, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

Frank A. Born, Jr., from Lock Operator Wireman, Pacific Locks, to Wireman, Electrical Division.

FINANCE BUREAU

John Montayne, William Goldfein, Albert M. Jenkins, from Governmental Accountant to Governmental Systems Accountant.

Albert B. Hendricks, Malcolm R. Wheeler, from Accounting Clerk to Governmental Accountant.

Florian B. Hopson, José E. Corco, from Governmental Accountant to Accounting Clerk.

ANNIVERSARIES

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

35 years

Carl G. Breitenbach, Dock Foreman, Navigation Division.

30 years

Max C. Conover, Carpenter Foreman, Maintenance Division.

William H. Keller, Assistant Superintendent, Pacific Locks.

George M. Pervin, Clerk, License Section.
 Clarendon Sealy, Stockman, Commissary Division.

John S. Skinner, Jr., Power Dispatcher, Electrical Division.

*Lenora Smith, Principal, Elementary School, Cristobal.

Agnes E. Sugrue, Public Health Nurse, Health Office, Colon.

Leonard B. Wilson, Operator, Utility and Tractor-Bulldozer, Maintenance Division.

25 years

Katherine I. Clark, High School Teacher, Balboa.

Albert J. Deutsch, Machinist, Industrial Bureau.

*Howard S. Engelke, General Foreman, Telephones, Southern District, Electrical Division.

Leslie R. Evans, Administrative Assistant, License Section.

Stella I. Frampton, Clerk, Gorgas Hospital.

*Julia Guenzi, Elementary Teacher, Balboa.

Walter L. Gorman, Painter Foreman, Pacific Locks.

William E. Hughes, Police Sergeant.

*Rosalie Jones, Elementary Teacher, Cristobal.

Edith I. Nason, Clerk, Gorgas Hospital.
 Eugene E. Orvis, Jr., Machinist, Industrial Bureau.

Gilbert B. Owen, Carpenter Foreman, Maintenance Division.

15 years

Harold L. Anderson, Administrative Assistant, Administrative Branch.

James F. Campbell, Customs Inspector.

Eula Joe Ewing, Cashier, Commissary Division.

*Rita G. Gribbons, Nurse, Gorgas Hospital.

Adolph Kapinos, Police Sergeant.

John L. McDermott, Supervisor, Gatun Dam, Atlantic Locks.

Laura C. McLintock, Clerk Typist, Maintenance Division.

Charles A. Mockus, Postal Clerk.

Eugene S. Shipley, Police Lieutenant.

Robert C. Sievers, Jr., Bakery Manager, Commissary Division.

Joseph F. Troyan, Jr., Pumpman, Maintenance Division.

Leon M. Warren, Management Engineer, Maintenance Division.

*Martha H. White, Nurse, Gorgas Hospital.

HEALTH BUREAU

Dr. Wayne Gilder, from District Physician, Cristobal, to Superintendent, Colon Hospital.

INDUSTRIAL BUREAU

Charles J. Palles, from Sheetmetal Worker, Maintenance Division, to Sheetmetal Worker, Industrial Bureau.

Robert W. Fuller, from Apprentice Shipwright to Shipwright.

Charles K. McNeil, from Boatbuilder to Boatbuilder Leader.

MAGISTRATES' COURTS

David M. Jenkins, from Docket Clerk to Translator, Balboa Court.

MANAGEMENT DIVISION

Charles S. Robinson, from Lock Operator Wireman, Pacific Locks, to Methods Examiner.

MARINE BUREAU

William J. Cronin, Roy H. Rice, from Probationary Pilot to Pilot, Navigation Division.

George E. White, Hubert D. Clayton, Jr., Robin L. Erisson, from Pilot-in-

Training to Probationary Pilot, Navigation Division.

Howard B. Harrison, from Machinist, Industrial Bureau, to Fleet Machinist, Dredging Division.

Edward J. Shepherd, from Security Guard to Guard Supervisor, Pacific Locks.

Frederick E. Knox, from Carpenter Foreman, Railroad Division, to Carpenter Foreman, Dredging Division.

Walter W. Carlson, from Drill Runner to Drill Barge Blaster, Dredging Division.

Nils W. Jonson, from Lock Operator Wireman to Lock Operator Wireman Leader, Pacific Locks.

Slaughter H. Sharpsteen, from Drill Barge Blaster to Drill Barge Mate, Dredging Division.

Charles J. Connor, from Drill Barge Mate to Drill Barge Master, Dredging Division.

Charles D. Wood, from Traffic Clerk, Terminals Division, to Security Guard, Pacific Locks.

Nickolai L. Olson, from Security Guard to Guard Supervisor, Atlantic Locks.

Charles G. Morency, from Mate to Operator, Pipeline Suction Dredge, Dredging Division.

Luther G. Bradshaw, from Towboat Master, Ferry Service, to Pilot-in-Training, Navigation Division.

Grant O. Jeakins, Jr., from Wireman, Electrical Division, to Lock Operator Wireman, Pacific Locks.

PERSONNEL BUREAU

Mrs. Charlotte S. Cagley, from Clerk-Typist, Community Services Bureau, to Clerk-Typist, Employment and Utilization Division.

RAILROAD AND TERMINALS BUREAU

Augustus G. Medinger, from Deputy Director, Mariue Bureau, to Director, Railroad and Terminals Bureau.

Edward N. Stokes, from Director, Railroad and Terminals Bureau, to Superintendent, Railroad Division.

Donald C. Parker, from Cribtender Foreman to Steam Engineer and Cribtender Foreman, Terminals Division.

Francis E. Reardon, from File Clerk, Administrative Branch, to Time and Leave Supervisor, Terminals Division.

Mrs. Patricia A. Appel, from Clerk-Typist to Accounting Clerk, Terminals Division.

SUPPLY AND SERVICE BUREAU

Mrs. Mary E. Evans, from Accounting Clerk to Clerk, Commissary Division.

RETIREMENTS IN OCTOBER

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

Frederick C. Atkinson, Louisiana; Shop Superintendent, Dredging Division; 24 years and 10 months; Hot Springs, Ark.

Fred J. Bauman, New York; Supervisor, Roofing and Sheetmetal Shop, Maintenance Division; 34 years, 6 months, 13 days; Seaclyff Acres, Panama.

George G. Boynton, Kentucky; Conductor, Railroad Division; 22 years, 10 months and 15 days; Florida.

Mary Clark, Georgia; Nurse, Gorgas Hospital; 27 years, 3 months, 20 days; San Luis Obispo, Calif.

Mrs. Eula J. Ewing, West Virginia; Cash Accounting Clerk, Tivoli Commissary; 15 years and 18 days; Clarksburg, W. Va.

William H. Keller, Pennsylvania; Operation and Maintenance Superintendent, Pacific Locks; 29 years, 3 months, 6 days; Arkansas.

John L. Kelly, Pennsylvania; Supervisor, Motor Transportation Division, Cristobal; 32 years, 1 month; Philadelphia, Pa.

Captain James S. Munden, North Carolina; Pilot, Navigation Division; 26 years, and 4 months; address uncertain.

William K. Newland, Illinois; Executive Assistant, Office of Director, Railroad and Terminals Bureau; 24 years, 9 months, 28 days; Hotel Washington, Colon, for present.

Paul F. Renz, Germany; Chief Towboat Engineer, Dredging Division; 20 years, 2 months, 7 days; Alabama.

John E. Ridge, Pennsylvania; Boilermaker, Industrial Bureau; 40 years, 9 months, 27 days; Trenton, N. J.

Mount Hope Printing Plant Ends Era Of Commissary Books

An imaginary pair of scissors last Friday slashed an equally imaginary 54 ribbons of papers, each two-and-three quarter-inches wide, which stretched between Cristobal and New York.

The paper ribbons represent the total length of all of the commissary coupons which have been printed at the Printing Plant at Mount Hope since January 1920. They were snipped off neatly on October 31 when the Plant went out of the coupon printing business.

The ribbons are the figments of the imagination of E. C. Cotton, Printer, and one of the senior employees in the Canal organization from point of service. As he watched his coupon printing business draw to a close with the gradual conversion of commissary retail stores to the cash system of buying, Mr. Cotton compiled as fascinating a set of statistics as ever is likely to be produced here.

Since January 1920, when a big rotary press, especially built in Boston for The Panama Canal, began to turn out commissary coupons, the Plant printed 53,680,000 commissary books, worth a total of \$382,100,000.

Would Stretch 106,938 Miles

Placed end to end the coupons in these books would stretch 106,938 miles and have 126 feet of coupons left over. That is equivalent to the 54 ribbons of paper stretching between Cristobal and New York.

Or, if you prefer, Mr. Cotton says, it could be one piece of paper, 11 feet and 3 inches wide, between New York and Cristobal.

He even went so far as to break the number of commissary books down by denominations, so:

5,736,000 books of the \$2.50 local-rate type, worth \$14,340,000 and with their coupons stretching 4,526 miles and 3,198 feet;

17,456,000 books of the \$5 local-rate denomination, worth \$87,280,000 and with coupons stretching 14,514 miles and 2,133 feet;

5,473,000 books of the \$7.50 local-rate denomination, worth \$41,040,000, with coupons stretching 12,954 miles and 2,880 feet;

4,432,000 books of the \$10 local-rate denomination, worth \$44,320,000, with coupons stretching 15,989 miles and 1,782 feet;

11,464,000 books of the \$5 U. S.-rate denomination, worth \$58,320,000, with coupons stretching 18,131 miles and 1,635 feet; and

9,120,000 books of the \$15 U. S.-rate denomination, worth \$136,800,000, with coupons stretching 43,181 miles and 4,320 feet.

Into these 53,680,000 books went 1,085 tons of paper. Just about the only thing Mr. Cotton did not figure was how many copies of *Gone With the Wind* could have been printed from this tonnage.

Twenty-Three Employed At Peak

The years between 1944 and 1947 were the peak for the commissary coupon printing. At this time there were 16 U. S.-rate and 7 local-rate workers employed in this operation alone.

The few remaining books will be mechanically masticated and the scraps will be burned, according to Mr. Cotton. Commissary books were a good deal

more common back in 1905 when the Isthmian Canal Commission decided to use them in local stores than they were last Friday when the last book paid for someone's groceries. In 1905 they were common currency in many lumber camps or in railroad and mining company towns.

Started In 1905

Their use was authorized in the Canal Zone, according to the report of the Isthmian Canal Commission for the year ending December 1, 1905, after a conference held by the I. C. C. Chairman, the Chief Engineer and the Governor. When they decided to open retail commissaries "along the line," they also agreed that "among other things the sale of goods for cash was prohibited and a system of coupons devised which can be secured only from the timekeepers and in limited amounts."

The first books were printed by the Tower Manufacturing and Novelty Company of New York and by Byron S. Adams of Washington, D. C. From 1908 until 1915 the Allison Coupon Company of Indianapolis was the printer, with the exception of 1910, when the order went to the National Ticket Company.

Early Books Different

Early commissary books were far different from those which have just gone out of local fashion. They were good for only 60 days; they contained blocks of coupons of various denominations (in various colors); the coupons were not perforated but had to be cut off by hand.

To further complicate matters, there were I. C. C. and Panama Railroad books and a third kind, good only in the hotels. It was not until 1912 that a uniform book was adopted and it was three years later, after considerable argument pro and con, that books of the "mileage" type were ordered. These were revolutionary; they not only contained a running strip of paper but each coupon was perforated for easy tearing off.

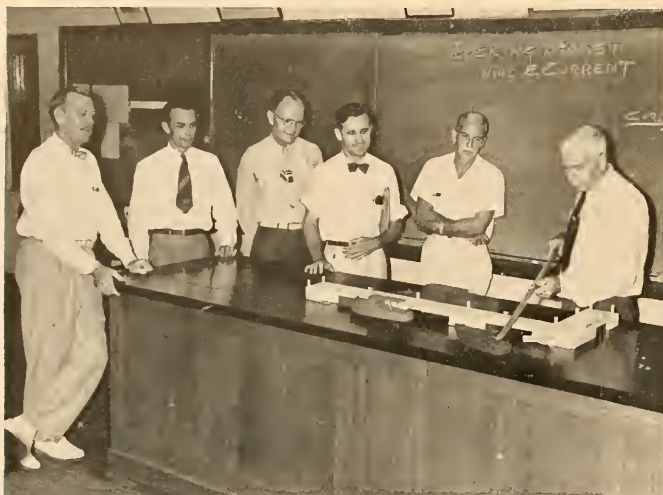
This same year, 1915, A. P. E. Doyle, then the Canal Printer, suggested that his press could print the coupons, but he was overruled by H. A. A. Smith, Auditor, who wrote: "In view of the circumstances surrounding the use of commissary books, I could not consent to having them printed on the Isthmus."

By late 1917, however, using what he described as "inadequate and crude facilities," Mr. Doyle was printing commissary coupon books. On January 7, 1918, he reported that the press had finished and delivered to the auditor 410,000 commissary books of the total value of \$1,990,000, by working the press 7 days a week, around the clock, and with only Christmas and New Year as holidays.

The next year negotiations started for the specially built rotary press. Roy R. Watson, at the time Acting Chief Quartermaster, wrote the Governor that it had been "proven by actual experience to be a more practicable and economical proposition to manufacture commissary books on the Isthmus than to purchase them in the United States."

In June 1919, Mr. Doyle suggested that T. A. Aanstoots, then operator-machinist, and later Printer, go to Boston where the special press was being manufactured so that he could learn its details.

Small Boat Fans Learn About Piloting In Power Squadron Course



OFFICERS AND PAST OFFICERS of the Canal Zone Pacific Squadron of the United States Power Squadrons get together to check up on their commander, Francis F. Hargy, who is instructing a class of 82 on the art of piloting small craft. Left to right are: Brodie Burnham, Past Squadron

Commander; Charles R. Bowen, Lieutenant Commander of the local Squadron; B. J. Brown, Secretary; Harry H. Corn, Treasurer; William H. Clark, the local Squadron's only qualified Junior Navigator, who is teaching a class in Advanced Piloting, and Mr. Hargy.

Down at the Canal Zone Junior College these Wednesday evenings, 82 people who have been bitten by the "boat bug" are learning formally that boxing a compass has nothing to do with cardboard cartons or the Marquis of Queensberry.

Although a good many of them knew something about compasses before, or they wouldn't be attending a class in piloting and small-boat handling, they are painstakingly "learning the 13 points of the compass in their order," which is what Webster's big dictionary says to "box the compass" means.

It also means, figuratively and again according to Webster, "to make a complete turn or reversal." That will come later, in actual practice, when the 82 who are enrolled in the United States Power Squadron's course put into practice some of the theory they are learning from Francis F. Hargy, Commander of the Canal Zone Pacific Squadron.

This year's piloting course, which will run about 10 weeks, is the sixth to be offered by the local Squadron since it was organized in 1949. Last year about 50 people registered but some found it very difficult and only about a dozen successfully completed the course.

"Small boatmen," according to one of them, are self-conscious people. If one of them, after a day's run into Panama Bay, comes back to the anchorage and misses his mooring, he is chagrined. He is certain that the eyes of all neighboring boatmen are focused on him.

They Want To Learn

If he has taught himself piloting and navigation, he may be doing well enough but he is apt to have little of the theory of skillful boating behind him. He is also apt to want to know just how he is doing in comparison with other "small boatmen" and why.

The 65 men and 17 women who are taking the present course are not yet members of the United States Power Squadron. They become eligible at the end of the course, provided they pass an

examination and are accepted for membership. Even then, the women will rate only as Women Associates.

The Power Squadron apparently has never heard of the Canal Zone's own Peggy Powell, who is about as much of a small-boat mariner as her husband, Kim. But regardless of this, the women receive only certificates of recognition on completion of the course.

Fifteen local women have received such certificates from the Canal Zone Power Squadron since 1949, and have been admitted as Associates. Six of them are still living on the Isthmus.

The highest grade a member of the Power Squadron may have is that of Navigator. The Army accepts this "N" in lieu of a college degree for its Reserve Officers Corps. No Canal Zone Pacific Squadron member has received this rating.

One Rated "JN"

One member, William H. Clark, who was instrumental in organizing the local squadron and who had about 10 years experience with the Stamford, Conn., Squadron before coming to the Canal Zone, holds the rating of Junior Navigator. He is presently teaching Advanced Piloting to a class of seven at the Canal Zone Junior College.

Five Canal Zone Pacific Squadron members are rated as "AP's," for having successfully completed courses in Advanced Piloting; seven others have attained the grade of "S" for Seamanship, and 14 are entitled to use the "P" to let people know they have passed the piloting course.

A Power Squadron member does not go automatically from one grade to another; he must take and pass separate courses for each designation.

It will be the "P" to which successful graduates of the present course will be entitled when they have completed their study of such subjects as equipment, government regulations governing small boats, rules of the road at sea, seamanship, safety at sea, aids to navigation,

charts and piloting, and manners and customs on shipboard.

"Power" Squadron is something of a misnomer. Its members are not necessarily power boat owners; in fact they need not be owners of any craft, even a rowboat, although 15 of the Squadron members have their own boats.

USPS Is 35 Years Old

Formed 35 years ago as an association of yachtsmen and others interested in boating, the United States Power Squadron is a non-profit group incorporated under the laws of the District of Columbia. The aim of its 15,000 members, divided among some 120 local Squadrons, is to establish a high standard of skill in the handling and navigation of small boats.

Most of the local Squadron members have limited their small boat cruising to the Atlantic and Pacific waters adjacent to Panama. The Squadron Commander, Mr. Hargy, has been to more distant places. Early this year he was a member of the crew on a 60-foot auxiliary ketch on a voyage to Tahiti via the Galapagos and Marquesas Islands.

The Squadron's Lieutenant Commander, Charles R. Bowen, has also been to Tahiti and not long ago sailed to Colombia on a schooner. B. J. Brown, Squadron Secretary, is a small boat aficionado, but does not have his own boat. He is completing the Junior Navigator's course and sometime in the future has hopes of a seven-seas cruise.

Harry H. Corn, Treasurer, has made several yacht trips, at least one of them up the west coast to California.

Past Squadron Commander, L. B. Burnham, sailed his own ketch, *Siesta*, from Houston to the Zone several years ago, assisted by Panama Canal pilot Clinton Baverstock, as skipper, and W. E. Pearson, a Power Squadron member and past Commander of the Balboa Yacht Club, the Squadron's "home port."

Membership Increases

Membership in the Canal Zone Pacific Squadron has increased in three years from the original 15 charter members to a total of 27 at present.

Since the local Squadron received its charter in 1949, there have been five Piloting classes, two Seamanship classes, one Advanced Piloting class, and one Junior Navigator class.

In addition to the regular instructors, who are members of the USPS, various specialists from different operational phases of the Canal organization have attended Squadron meetings to discuss matters of interest to small boat operators.

Some of the talks were given by Canal pilots who discussed their experiences in the Canal. A Locks Supervisor told how small boats are handled in the lock chambers and the Director of Admeasurement talked on admeasurers' rules, with particular reference to small boats.

All Yacht Club members are entitled to fly the Yacht Club flag but only USPS members may also fly the ensign of the United States Power Squadrons.

One of the slogans of the USPS is: "Fly your ensign proudly," by observing all of the safety rules and practicing the etiquette of experienced and capable yachtsmen.

As it does in other Squadrons, the USPS ensign flies in the Canal Zone with pride.

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.

UNITED FRUIT COMPANY — GOOD CANAL CUSTOMER

A Dominican Friar, who introduced bananas into the New World 436 years ago and who later became Bishop of Panama, undoubtedly had a great deal to do with the fact that the United Fruit Company is one of the Panama Canal's best customers.

The Friar was Fra Tomás de Berlanga who imported banana plants into Santo Domingo in 1516. In his honor the United Fruit named one of their crack ships *Fra Berlanga*, a regular visitor to Canal waters.

From January through September of this year, 588 of the white ships which fly the house flag of the United Fruit Company transited the Canal; the total commercial traffic for ships of 300 tons and over during this same period was 5,136.

In September, the United Fruit Company's transiting ships totaled 77. Of these, 37 were northbound. Figuring on an average of 50,000 stems of bananas for each fruit carrier, this meant that in September alone some 1,850,000 stems of bananas were carried from ocean to ocean, enough to provide a good many banana splits.

Southbound United Fruit Company ships carry no bananas. Unless they have aboard some company freight they transit in ballast. The bananas which go through the Canal come from the West Coasts of South and Central America—from Ecuador, Panama, and Costa Rica—and consequently are carried only on northbound ships.

United Fruit, Canal Are Contemporaries

The United Fruit Company and the Panama Canal are almost contemporaries and their development was closely interwoven. In 1899, the year the United Fruit Company was formed, and five years before American forces began work on the Canal, the Fruit Company put up its first hospital. This was at Nances Bay, a few miles from Bocas del Toro in eastern Panama, on a banana plantation which had been started by railroad builder Minor Keith.

In 1903, the Fruit Company opened a major division at Almirante, planting 20,000 acres in bananas.

According to Charles Morrow Wilson's *Empire in Green and Gold*: "Banana ships had carried most of the earlier cargoes of



WITH A CAPACITY which will accommodate 78,000 stems of bananas, the SS *Parismina* is one of the United Fruit Company ships of the *Fra Berlanga* class. She is named for a town in the province of

Limon, Costa Rica, and bears the same name as one of the then-new 5,000-tonners which began to operate into the Canal Zone in 1908. The modern *Parismina* runs between New York and the U. S. West Coast.

Canal supplies. Quite obviously, however, the advantages were mutual. Fruit ships had always been assured of northbound cargo from the banana countries. But now the Big Ditch was providing hundreds of thousands of tons of southbound cargoes of steel, cement, timber, glass, machinery, and other construction materials, as well as food, clothes, drugs, and general merchandise for its thousands of workers."

In its issue of September 11, 1907, THE PANAMA CANAL RECORD reports: "The United Fruit Company dispatches a steamer from New Orleans for Colon every Saturday, due to arrive the following Thursday. Sailings by this line from Colon to New Orleans every Tuesday."

These vessels were probably the *Preston*, *Harry T. Inge*, and the *Ellis*, for on July 22, 1908, THE CANAL RECORD reported that these three tons were to be replaced by three new 3,000-ton craft, *Carlago*, *Parismina*, and *Heredia*. The *Carlago* went into service in August, 1908, and was described by THE CANAL RECORD as "the first United Fruit ship of the modern fleet to enter the port of Colon."

Owned Two-Story Building In 1911

R. B. McElroy, now an accountant with the Chiriqui Land Company in Puerto Armuelles, recalls that when he arrived in Colon on March 23, 1911, the Fruit Company owned a two-story wooden building, not far from the old Panama Railroad Freight Station and Colon's Pier 1.

Mr. McElroy was passenger agent and cashier combined. The other personnel consisted of an agent, Hugh R. Wilford, who is now head of the shipping firm of Wilford & McKay, a chief clerk, two freight clerks, and a stenographer. Today some 90 people work in the United Fruit Company's Cristobal office, 80 percent of whom are of Panamanian nationality.

At that time, in 1911, the United Fruit Company had about three ships a week arriving at Colon, and the Company maintained service to New Orleans and to New York. On the ships to New Orleans, Canal employees had a \$40 one-way fare, according to THE CANAL RECORD.

Until the United Fruit Company opened its own offices, its ships were handled by the firm of W. Andrews & Company; Piers 1, 2, and 3 in Colon were the docks.

The Company's first local General Agent, Mr. Wilford, was succeeded in 1925 by Matthew C. O'Hearn who started as a freight agent and later was in charge of the

Panama City office. He is now United Fruit's General Agent in Washington. During Mr. O'Hearn's assignment here the Cristobal agency became the Cristobal Division and the loading of Panama bananas for New Orleans and New York was begun.

Succeeding Mr. O'Hearn in 1926 was Paul E. West, who was transferred to the Colombia Division in 1932. His successor was Fletcher Hatch, who remained here until Mr. O'Hearn's return to Cristobal in 1933. George S. Bennett took over in 1939.

"Bill" Adams Is Local Chief

The present General Agent is William E. Adams, who counts Glasgow, Ky., as his home town, although he has lived here for 33 years. He had worked for United Fruit in New York for about 18 months before he came here in 1919 as a chief checker in the Cristobal office. He was made General Agent in June 1951, succeeding the late Mr. Bennett.

As Assistant General Agent, Anthony F. Raymond is Mr. Adams' right hand man. He is almost a native Isthmian—he came here with his parents in 1906—and has been with United Fruit for 30 years, all on the Isthmus.

Other key men in the local organization are Eugene J. Didier, Administrative Assistant, formerly of New Orleans, La., who started in United Fruit's Accounting Department there in 1927 and came to the Canal Zone in 1932; Charles F. Will, Brooklyn-born and a Dodgers' fan, who has just celebrated his Silver Anniversary with the Fruit Company and has been its local Passenger Agent since 1935; Samuel D. Puller, Freight Agent, formerly of St. Augustine, Fla., who started as a purser with the Great White Fleet in 1937 and, with the exception of three years in the Navy during World War II, has been here since 1939; William B. Middlemas, of New York City, Accountant, who took over from L. H. Gillick in December 1950.

United Fruit's representative on the Pacific side, in charge of the Panama City office and Balboa, is big John T. Gorin, "of Bowling Green, Kentucky, suh," who joined United Fruit in New Orleans in 1923, came here the same year and has been with the Fruit Company ever since, except between 1941 and 1945 when he was in the Navy.

Will Add New Service

The United Fruit Company is about to start a new service to add (See page 18)



"BILL" ADAMS has been General Agent for the United Fruit Company here since June 1951. He came to the Isthmus in 1919 as Chief Checker for the Cristobal office.

United Fruit Co.—Good Canal Customer



JOHN GORIN is almost as well known on the Pacific side as the United Fruit Company with which he has been associated for the past 29 years. Kentucky born, he has just been made an "Ambassador of Good Will" for the State of Louisiana.

(Continued from page 17)

to the many it now operates through the Canal or into Cristobal. About November 10 the brand-new MV *Leon* will enter the feeder service between Cristobal and the West Coast of Central America. This will be 21 days, Cristobal to Cristobal.

The 2,800 ton *Leon* and her sister ship, the MV *Lempa*, which enters the same service in December, will have accommodations for six passengers. A third ship, as yet unselected, will be added to provide weekly sailings from Cristobal.

Here are some of the services which the United Fruit Company operates, to make its total a little over 11 percent of the commercial shipping for the first nine months of this year:

New York to Seattle, weekly, with the seven 7,000 gross ton ships of the *Fra Berlanga* class.

Mobile to Los Angeles, weekly, with the nine vessels of the *Ulua* class, grossing 5,075 tons.

New Orleans to Esmeraldas, Ecuador, weekly by the 5,900 ton *Musa* and her sister ship, *Platano*.

Baltimore to Guayaquil, weekly, with the *Toltec* and the *Maya*.

New York to Puerto Armuelles, a 13-day round trip made weekly by the *Junior* (named in memory of Army Air Force Maj. Sam Zemurray, Jr., who was killed near Casablanca) and the *San Jose* of the *Fra Berlanga* class. All of these ships in the transiting services have accommodations for 12 passengers.

Some Ships Don't Transit

Touching at Cristobal, but not transiting, are several other United Fruit Company vessels. In the first nine months this year these ships made 145 stops at Cristobal.

These include the SS *Chiriqui*, a 7,000 tonner which carries 95 passengers and operates fortnightly out of New Orleans, and the *Talamanca*, *Jamaica*, and *Veragua*, all of the *Chiriqui* class which operate on a weekly service out of New York.

A regular weekly freight service is maintained out of New York with the *Cape* ships, the *Capes Ann*, *Atrinaff*, *Cod*, and *Cumberland*, which have space for 12 passengers, and a fortnightly freight service runs out of New Orleans on the *Fiador Knot* and the *Lever's Bend*.

The working days of the United Fruit Company offices are models of organized confusion, just as are any other shipping agencies. But for the Fruit Company there is a little more urgency. Their ships are scheduled into banana ports on certain days. The day before an arrival date, the cutting of the fruit begins and a 24-hour delay in the arrival of the ship may mean a loss of many thousands of dollars in over-ripe fruit.

But hectic as their days are now, they were more hectic during World War II. Most of their fully refrigerated ships were taken over for war service as floating grocery stores, and the banana service was operated on a much reduced scale with a few of the older vessels.

Thirty-six United Fruit (See page 20)

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:

	First Quarter, Fiscal Year		
	1953	1952	1938
United States Intercoastal.....	137	130	349
East Coast of U. S. and South America.....	399	314	97
East Coast of U. S. and Central America.....	94	118	19
East Coast of U. S. and Far East.....	237	193	217
U. S. Canada East Coast and Australasia.....	50	58	49
Europe and West Coast of U. S., Canada.....	185	178	194
Europe and South America.....	89	88	137
Europe and Australasia.....	88	89	44
All other routes.....	398	301	300
Total Traffic.....	1,677	1,469	1,406

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1953	1952	1938	1953	1952	1938
July.....	529	463	457	\$2,343	\$1,981	\$2,030
August.....	533	490	505	2,288	2,103	2,195
September.....	615	516	444	2,636	2,189	1,936
October.....	---	544	461	---	2,230	1,981
November.....	---	502	435	---	2,053	1,893
December.....	---	550	439	---	2,347	1,845
January.....	---	522	444	---	2,121	1,838
February.....	---	507	436	---	2,082	1,787
March.....	---	613	506	---	2,512	2,016
April.....	---	601	487	---	2,423	1,961
May.....	---	622	465	---	2,481	1,887
June.....	---	594	445	---	1,982	1,801
Totals for first 3 months of fiscal year 1953.....	1,677	1,469	1,406	\$7,267	\$6,273	\$6,161



KEY MEN in the United Fruit Company's Cristobal office take a minute to pose for a picture. Seated are: Charles F. Will, Passenger Agent since 1935, and Anthony F. Raymond, Assistant General Agent, who has lived on the Isthmus since 1906.

Standing, left to right, are: S. D. Puller, Freight Agent and former Unifruit pursuer; Eugene J. Didier, Administrative Assistant and an Isthmian resident for the past 20 years; and William B. Middlemas, Accountant, a comparative newcomer to the Zone.

TOLLS AND TRAFFIC UP IN 1953 FIRST QUARTER

Canal commercial traffic by nationality of vessels

Nationality	First Quarter of Fiscal Years					
	1953		1952		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
British	320	1,972,741	286	1,967,618	292	1,667,795
Chilean	12	55,860	12	50,668	2	10,096
Chinese	7	57,644	1	8,626	2	13,113
Colombian	40	41,032	22	22,081		
Costa Rican	1	76	2	10,002		
Danish	51	225,155	53	239,836	55	254,567
Ecuadorian	36	18,704	39	24,498		
Estonian					2	4,695
Finnish			1	5,480		
French	32	116,133	27	100,086	28	146,788
German	24	46,854	2	1,583	91	450,641
Greek	17	150,133	19	170,236	31	181,941
Honduran	106	146,381	101	133,431	9	2,926
Hungarian					2	11,176
Icelandic			1	312		
Iran	1	9,700				
Irish	9	10,224				
Italian	27	128,840	19	85,596	13	39,933
Japanese	58	389,491	13	71,345	75	522,490
Liberian	20	166,137	29	78,076		
Mexican	4	9,230	2	17,916		
Netherlands	25	136,287	24	121,681	60	217,168
Nicaraguan	3	1,621				
Norwegian	220	770,402	175	676,649	155	855,770
Panamanian	97	494,078	56	307,063	54	155,169
Peruvian	10	24,816	1			
Philippine	6	38,043	7	44,043		
Portuguese			1	9,511		
Spanish	3	8,565	8	43,245	2	15,280
Swedish	45	182,602	31	189,436	31	206,645
Swiss	2	10,139	1	5,771		
United States	491	2,818,831	534	3,669,405	495	2,860,814
Venezuelan	10	18,014	2	3,334	2	1,953
Yugoslavian					5	23,151
Total	1,677	8,047,733	1,469	8,057,528	1,406	7,642,111

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

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

ATLANTIC TO PACIFIC

Commodity	First Quarter—Fiscal Years		
	1953	1952	1938
Mineral oils	1,163,425	754,261 (1)	178,635 (3)
Coal and coke	516,854	417,534 (2)	47,077 (14)
Manufactures of iron and steel	274,890	408,242 (3)	646,493 (1)
Sugar	164,562	108,161 (4)	3,207 (31)
Sulphur	96,727	97,679 (7)	83,729 (7)
Machinery	73,746	78,698 (8)	46,081 (10)
Wheat	72,968	12,286 (36)	343 (—)
Barley	69,427		153 (—)
Phosphates	55,353	212,696 (3)	111,416 (6)
Automobiles and parts	54,918	89,461 (6)	62,666 (9)
Raw Cotton	53,342	49,841 (10)	23,877 (13)
Soybeans and products	50,611	52,651 (16)	900 (—)
Cement	50,217	70,391 (9)	50,559 (11)
Paper and paper products	49,057	120,818 (5)	132,018 (5)
Fertilizers, unclassified	47,014	23,771 (19)	8,641 (41)
All others	907,609	948,473	1,593,214
Total	3,700,720	3,444,963	2,989,009

PACIFIC TO ATLANTIC

Commodity	First Quarter—Fiscal Years		
	1953	1952	1938
Lumber	729,116	883,244 (2)	877,574 (2)
Ores, various	664,636	1,013,723 (1)	541,685 (3)
Wheat	469,586	542,707 (3)	40,873 (7)
Canned food products	354,023	203,582 (5)	306,650 (6)
Sugar	352,184	272,828 (6)	439,129 (4)
Nitrate	245,783	275,531 (4)	222,756 (5)
Metals, various	200,373	164,810 (8)	173,726 (8)
Bananas	178,182	136,785 (7)	8,670 (29)
Refrigerated food products (except fresh fruit)	172,682	186,782 (9)	45,205 (10)
Mineral oils	93,237	121,470 (10)	978,129 (1)
Copra	66,006	54,331 (13)	35,092 (18)
Dried fruit	58,675	21,195 (17)	52,039 (12)
Coffee	58,554	49,185 (14)	37,173 (16)
Iron and steel manufactures	56,316	67,181 (11)	5,966 (—)
Fresh fruit (except bananas)	54,840	39,336 (15)	26,622 (9)
All others	592,520	579,575	861,813
Total	4,347,013	4,612,565	4,653,102

On the basis of net vessel tonnage, tolls for ocean-going commercial traffic for the first quarter of the present fiscal year were 17 percent higher than for the corresponding period in fiscal year 1952, according to statistics compiled by the Management Division.

The actual number of transits, 1,677 for the first quarter of this fiscal year, was 11 percent higher than the number, 1,469, for the first quarter of fiscal year 1952, and about 12 percent over the figures for the first quarter of 1938.

Traffic on the trade route between the East Coast of the United States and Asia showed the heaviest tonnage over the main trade channels, with a 27 percent gain over the first quarter of the past fiscal year.

Intercoastal shipping increased slightly over the previous fiscal year but was still only a little over one-third of the traffic during the first quarter of 1938. Other increases are recorded in the traffic between Europe and the United States West Coast and Europe to South America, via the Canal.

Two Trade Routes Lose

The only losses in the major trade routes were between the East Coast of the United States and the West Coast of Central America, down 18.7 percent from a similar period last year, but still considerably higher than in 1938, and that between the East Coast of the United States and Australasia, off 14 percent from last year, but still slightly higher than in a similar period in 1938.

Commercial traffic through the Panama Canal was featured by new high records in September for net tonnage—Panama Canal measurement—and tolls.

In September, tolls amounted to \$2,635,989.46; the previous record, \$2,512,008.70 was set in March of this year. Net tonnage, Canal measurement, was 3,029,335 in September; the previous high, 2,872,628, was also set last March.

Cargo carried from Atlantic to Pacific was 6 percent higher during the first quarter of this fiscal year than for the corresponding period last year; the tonnage this year was 3,700,720, as compared with 3,444,963 last year.

Oil — No. 1 Commodity

Mineral oil continued as the No. 1 commodity carried in the Atlantic-Pacific trade, although it is in tenth place for traffic moving from Pacific to Atlantic. Total oil shipments this quarter were 1,338,000 net tons, as compared to 731,000 net tons for the first quarter of fiscal year 1952. Much of this oil is moving from Venezuela to California where there has been recent heavy import of crude oil, and oil shipments through the Canal from the South American East Coast to the South American West Coast and to the West Coast of Central America are also substantially higher than last year.

Cargo moving from Atlantic to Pacific showed increases in the following: Mineral oil, coal and coke, sugar, wheat, and raw cotton; and decreases in manufactures from iron and steel, sulphur, machinery, phosphates (which showed a considerable drop) automobiles and parts, cement, paper, and paper products.

The bulk of cargo traffic moved from Pacific to Atlantic, although (See page 20)

21-Year-Old Mutual Benefit Association

(Continued from page 2) into a reserve and \$1 is for operating expenses.

In addition to the President, Mr. Medinger, who is serving his second one-year term, the MBA officers are: Roy C. Stockham, Superintendent of the Locks Division, First Vice President; Thomas K. Kelley, Administrative Assistant to the Director, Industrial Bureau, Second Vice President; Mr. Moore, Secretary; and Edward B. Webster, Property and Supply Assistant, Supply and Fiscal Department at the Naval Station, Rodman, Treasurer.

Tolls And Traffic Up In 1953 First Quarter

(Continued from page 19) cargo for the first three months of this fiscal year is off 265,552 tons from the first quarter of 1952.

Ore Shipments Down

No. 1 commodity in the Pacific-Atlantic flow this past quarter was lumber which was in second place in the first quarter of 1952. Ore shipments dropped into the second place this past quarter, being only a little over half of the tonnage carried during the first quarter of 1952. This drop was attributed to the steel strike during the summer in the United States.

On the Pacific-Atlantic trade increases were shown in canned food products, sugar, metals, bananas, dried fruit, coffee, and fresh fruit.

Decreases, from the corresponding quarter in 1952 fiscal year, were recorded in lumber, ores, wheat, nitrate, refrigerated food products, mineral oils, iron, and steel manufactures.

U. S. Is Leading Shipper

With 491 commercial vessels transiting during the first quarter of this fiscal year, the United States held the lead as main shipper. In second place were British-flag ships, 320 for the quarter, while Norwegian-registered ships were in third place, and Honduran in fourth.

Unusual transits during the quarter were nine made by Irish-flag vessels, two by vessels of Swiss registry, and one by an Iran-flag vessel. The Irish ships are running between New York and Buenaventura carrying general cargo under charter to the Coldemar Line.

During the first quarter of the present fiscal year 4,962 more tons of cargo were handled and transferred at Canal Zone ports than during the corresponding period in 1952, although this amount is less by 38,460 tons than the amount handled in the first quarter of 1938.

Local cargo received and transfer cargo forwarded exceeded the figures reported for the first quarter of fiscal 1952.

Canal Sets New Records In October

(Continued from page 1) over, to bring the total number of transits to 762.

October is the fifth month of this calendar year in which the old record of 597 large commercial ships, set in January 1927, has been exceeded. In March 613 large commercial vessels transited the Canal. In April the number of large commercial transits was 601, in May there were 622 large commercial vessels through the Canal, and in September the figure for large commercial transits was 615.

So far this fiscal year, commercial transits of large ships have been: July 529; August, 533; September, 615; and October 674.

CANAL TRANSIT—COMMERCIAL AND U. S. GOVERNMENT

	First Quarter—Fiscal Year				
	1953		1952	1938	
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going.....	812	865	1,677	1,469	1,406
*Small.....	163	161	324	301	211
Total commercial.....	975	1,026	2,001	1,770	1,617
**U. S. Government vessels:					
Ocean-going.....	136	70	206	198	-----
*Small.....	46	60	106	85	-----
Total commercial and U. S. Government.....	1,157	1,156	2,313	2,053	-----

*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.

CARGO HANDLED OVER PIERS (In short tons)

	First Quarter—Fiscal Year 1953			Average quarter, 1952	Average quarter, 1938
	Cristobal	Balboa	Total	All piers	All piers
Local cargo received.....	73,823	35,778	109,601	106,478	87,968
Local cargo forwarded.....	9,689	23,795	33,484	39,721	9,388
Transfer cargo received.....	83,822	2,507	86,329	89,973	138,386
Total incoming cargo handled.....	167,334	62,080	229,414	236,172	235,742
Rehandled cargo.....	2,909	193	3,102	3,245	1,584
Transfer cargo forwarded.....	100,085	2,392	102,477	90,612	136,127
Total cargo handled and transferred.....	270,328	64,665	334,993	330,029	373,453

Moving Days Starting For Employees Assigned To New Quarters In Ancon, Diablo Heights

(Continued from page 1) houses will be assigned before they are completed.

In case anyone receiving an assignment should decline it, the house will be reassigned to the next senior applicant as of November 17. This will continue until all assignments in this group have been accepted.

Advised In Advance

Each of the prospective tenants will be advised in advance of the anticipated date of acceptance by the Housing Division of the quarters to which he has been assigned. He will then be required to occupy the house not later than a specified date.

The remaining apartments in Ancon will be assigned in a similar system, as they are completed and accepted by the Housing Division, and dates on which applications for the remaining houses are to be made will be announced beforehand.

Two new types of quarters, not previously available on the Pacific side, are included in the first Ancon group for which applications close on November 17.

These are type 334, commonly known as the Patio House, which has two bedrooms. The other is type 332, a two-bedroom cottage with an exceptionally large kitchen.

Other new types which are being built in Ancon but which are not included in the first group to be assigned are type 335, a duplex version of the Patio House, and type 329, a four-bedroom version of the Breezeway House.

United Fruit Co.—Good Canal Customer

(Continued from page 18) ships and 275 men were lost during the war. At least two of these ships were well-known to the Isthmus: The SS *Sixxola* which was torpedoed by a U-boat only a few hours out of Cristobal, and the *Tela*, lost the next day in the Yucatan channel.

The *Tela*'s survivors were picked up by another ship which was torpedoed the following night. Crews of both of these Fruit Company ships were brought to the Canal Zone and the United Fruit staff had to scurry around to provide them with clothing and other essential items.

The war days, of those days, are over today. With the great surge of post-war building United Fruit on its way to the most efficient fleet it has ever had. Witness the steady upsurge of its traffic to and through the Panama Canal.

Our Out-Of-Doors

(Continued from page 13) freely from the plant does not stain clothing, table linens, etc., for the stain is difficult to remove.

Bougainvillea (*B. glabra*), native to Peru, is probably the third most commonly planted shrub in the Canal Zone. Other names for the various varieties of this plant are "Veranera" or "Flor de Verano," or Summer Flowers, so-called because they bloom in the dry season or "summer" when it is winter in the North.

The usual variety has purple-red bracts (spur-like leaves on the floral axis or stem below the flower) but there are also finer varieties with red, brick-red, and pink bracts, and more rarely, salmon and white. It is these bracts which supply the color of the Bougainvillea; the flowers themselves are small and inconspicuous.