

UNIVERSITY
OF FLORIDA
LIBRARIES

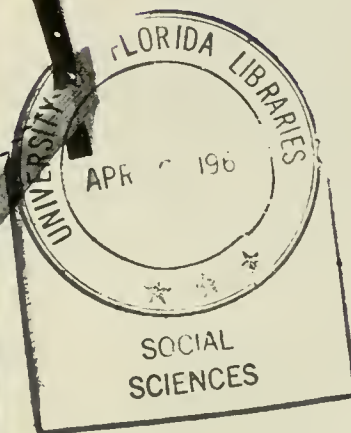




Digitized by the Internet Archive
in 2010 with funding from
University of Florida, George A. Smathers Libraries

IN THIS ISSUE

You and Executive Order 10988
From Walla Walla to Panama
Challenges of the Present
Bridge Spectacular



86 3005
P187

Vol. 15, No. 7
April 8, 1966

Over the Waterway

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



N. D. CHRISTENSEN, Press Officer
 JOSEPH CONNOR, Publications Editor
 Editorial Assistants:
 EUNICE RICHARD and TOBI BITTEL
 WILLIAM BURNS, Official Photographer

On sale at all Panama Canal Service Centers, Retail Stores, and the Tivoli Guest House for 10 days after publication date at 5 cents each.
 Subscriptions, \$1 a year; mail and back copies, 10 cents each.
 Postal money orders made payable to the Panama Canal Company should be mailed to Box M, Balboa Heights, C. Z.
 Editorial Offices are located in the Administration Building, Balboa Heights, C. Z.

Going Up and Over

Thatcher Ferry Bridge

THE HEAVIEST SINGLE LIFT scheduled during construction of Thatcher Ferry Bridge was completed successfully early in March, as the steel framework of the structure inched skyward from the side-of-channel piers toward its sweeping center crest.

Securely fastened to the main load block of the 300-foot boom of the barge-floated crane being used to lift truss members and other parts to the highest points of the bridge, the 98-ton mass of steel was lifted almost straight up to its assigned position, where the skilled men working for John F. Beasley Construction Co. bolted and pinned it securely into place.

The massive section, shown being fitted into place in the cover photo, represented more than simply the heaviest single piece of superstructure to be lifted for the bridge. It also was the first major section of the tied-arch, suspended span which will swoop high above the waterway. (For additional striking photos of construction work on the bridge, including one of the 98-ton section being tugged upward, see pages 12 and 13.)

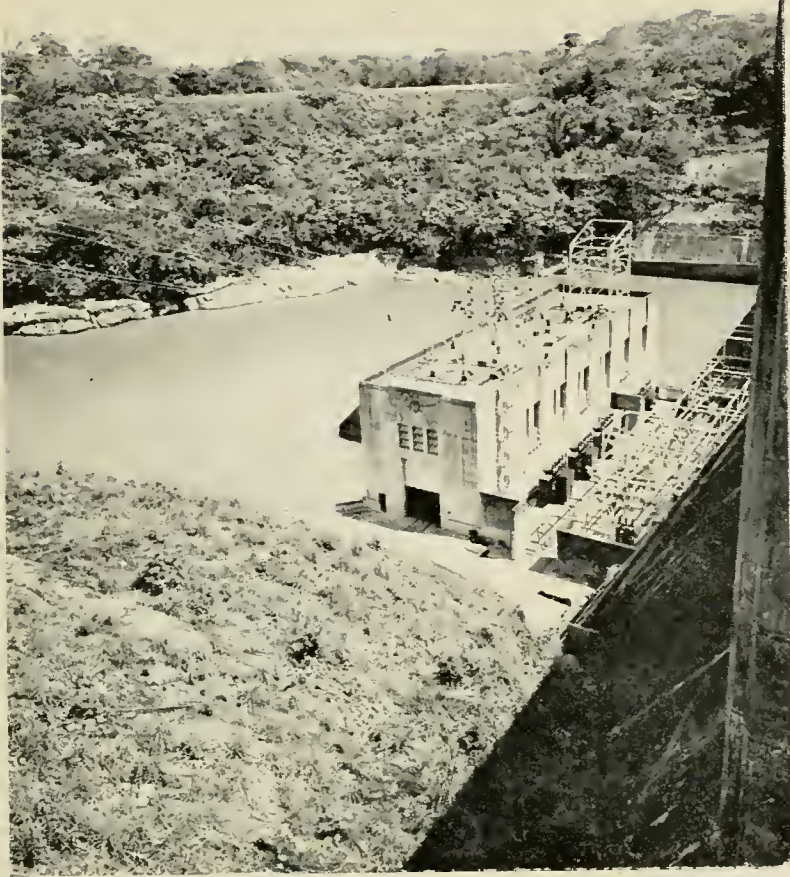
As March ended, each day's work was visibly lessening the distance remaining to be spanned by the soaring crest of the bridge. Officials in charge of the project estimate that by mid-May the protruding ends of the bridge will have met and been fastened together above the channel. Much work still will remain to be done after that, but from a visual standpoint most of it will be anticlimax.

The \$20 million bridge is scheduled for completion this fall and present plans call for it to be opened to traffic this fall. While the tons of steel which make up the supporting superstructure of the bridge still are being moved into place, work is progressing on paving of the roadway which the bridge will carry across the Isthmian waterway.

Simultaneously, work was moving forward on the widening and extension of the new 4-lane street which will lead to and from the bridge on the east side of the channel. The new and improved approach roadway is slated to be ready for use when the last yard of concrete on the bridge roadway, the final lighting fixture, the finishing daub of paint, has been put in place and the formal opening ceremonies completed.

Index

Needed: Water, Water, Water	3
Isthmian Visitors	5
Program for Better Health	6
Local Unit of AAUP Chartered	7
A New Era Ahead: Executive Order 10988	8
Challenges of the Present	11
The Building of a Bridge	12
Sewing Circle in Cativa	14
The Long Arm of Friendship	15
Payoff—for Suggestions and Superior Performance	16
Interesting People	17
Worth Knowing	18
Anniversaries	20
Promotions and Transfers	21
Canal History	22
Pop Makes the Rules	23
Retirements	23
Shipping	24



Hydroelectric power generated at Madden causes no loss of water . . .

NEEDED:

Water,

Water,

WATER

Studies now being made to find best way to meet needs.

ANY ISTHMIAN NEWCOMER who watches the almost daily deluges of the rainy season might find it difficult to believe that lack of water ever would become a problem here. But those familiar with the Canal operation and the almost rainless months of the dry season recognize the very real and continuing concern about the available supply of water.

Every complete lockage from one ocean to the other requires 52 million gallons of water, which is approximately the same amount as an industrial Stateside city of 50,000 would use in a week's time. It is true that this amount of water, vast as it is, nevertheless is only the proverbial "drop in the bucket," compared to all the rainfall here.

The gimmick that might trick the newcomer watching the rainy season weather is that there also is an annual dry season from January to May. Most of the water to be used during those months must be stored during the rainy season. It is this necessity for storing water during the rainy season to sustain Canal operations during the dry season that causes furrowed brows among Canal officials.

At the present time, Canal storage facilities are capable of impounding somewhat less than one-fourth of the average available runoff. The increasing

Canal traffic of recent years and consequent increases in the use of water for ship transits is causing fresh concern about future water requirements for the first time since 1935, when Madden Dam was completed.

In recent years, there have been brief and minor water shortages during extra-dry seasons. These have resulted in temporary reductions in the allowable draft of transiting vessels. Even these temporary limitations, minor as the few

. . . But dry season use of hydroelectric generators at Gatun do result in loss.



inches they involve may seem to laymen, often result in economic loss to shippers and, consequently, the ultimate consumer, who must pay the increased cost. For example: If the limitations force a vessel to reduce its potential cargo from 30,000 tons to 28,000 tons, the per-ton shipping cost is increased by about 7 percent, inasmuch as ship operating expenses remain virtually the same, regardless of the amount of cargo carried.

To enable the Canal to more adequately and continuously serve the needs of world shipping, three possible avenues of action are being considered by the Engineering and Construction Bureau to increase available water during dry seasons. They are:

1. Conservation, during dry seasons, of water stored in Madden and Gatun Lakes.
2. Increasing the storage capability of Gatun Lake.
3. Creation of additional reservoir storage.

The most easily accomplished of the possibilities—greater conservation of present water storage—already is far along in both planning and actual implementation. Chief among the conservation measures are plans for reducing and eventually eliminating completely the generation of hydroelectric power at Gatun, at least during severe dry seasons. Two gas turbine generators have been ordered by the Engineering and Construction Bureau from Westinghouse Electric Corp., and

Underwater blast was part of study made about the feasibility of building a dam across Trinidad arm of Gatun Lake.

are scheduled for installation before the beginning of next dry season, to at least partially replace the electric power needs now supplied by Gatun Hydroelectric Station during dry seasons. Studies now are being made about possible purchase of additional thermal generating units to further reduce the need for hydroelectric power generation at Gatun.

Conservation of Gatun Lake water by eliminating its use for generating electricity during dry seasons would enable present water storage to provide for a minimum of 35 lockages daily, approximately 5 more than present requirements. Generation of electrical power at Madden Hydroelectric Station would continue, because all water released for generating purposes there flows into Gatun Lake, where it can be used for lockage purposes.

Elimination of power generation at Gatun is important from a water conservation standpoint because of the vast amount of water such power generation requires. To generate enough electricity at Gatun to operate 10, 2-ton air conditioning units for a month takes approximately the same amount of water as required by a complete lockage from ocean to ocean. Or, stated another way, four families with monthly Canal Zone electricity bills of \$26.50 would, as a group, be using enough water per month to provide for one ocean-to-ocean transit if the power were generated at Gatun.

The second means of improving the water supply situation—by increasing the storage capability of Gatun Lake—could be accomplished by deepening the channel or increasing the maximum level of the lake. The result of either deepening the channel by 5 feet or raising the maximum level of the lake by 5 feet would be to add a minimum capability of at least 9 additional lockages per day. If both were done, it would add double this, or 18 lockages per day.

Of these two possibilities, deepening the channel appears to be more attractive because it is relatively simple and inexpensive compared to increasing the maximum level of Gatun Lake. Such an increase in the level of the lake would require extensive—and expensive—changes in the Locks, dams, and many other Canal installations and, at least for the present, is considered too costly for the potential benefits. It also would decrease the ability of the lake to absorb sudden, heavy rainfalls, thus increasing the danger of it flooding with potentially disastrous consequences for Canal installations and operations.

Deepening of the channel would add to the storage capability of the lake because it would permit the minimum level of the lake to be reduced below the present minimum of 82 feet. Each foot of additional reduction would, of course, represent additional storage capability for the lake.

The third means of increasing water available during the dry season—by creating additional reservoir storage—includes two major possibilities. One would be construction of a new dam on the Chagres River above Madden Dam. The other would be construction of a dam between an arm of Gatun Lake and the main body of the lake. Only the latter possibility, involving part of the existing Gatun Lake, is being given serious consideration at the present time.

Studies indicate that construction of a dam across the so-called Trinidad arm of Gatun Lake and raising the water level behind it to a maximum of 98 feet, or 11 feet above the present maximum level of the lake, would provide storage space for enough water to permit 9 additional lockages per day during the dry season. Such a project also would provide other benefits, including greater potential for hydroelectric power generation.

In addition to these three major possibilities, studies also are being made relative to pumping large quantities of water back into Gatun Lake from below Gatun Dam. Such pumping would be done during the dry season to keep the lake at the level necessary for navigation purposes.

With lockages now averaging almost 30 per day and traffic increasing steadily, Canal officials hope to meet future water requirements for some years by eliminating dry season electrical power generation at Gatun and deepening the channel through Gatun Lake or building a Trinidad Dam, or both.

The Canal officials are confident that water requirements can be met by these means for many years to come. Implementing these plans will, of course, necessitate continuing improvements over the years ahead to keep abreast of needs. But improvements are nothing new for the Isthmian waterway. There has been steady improvement of it throughout much of the period since it was opened in 1914, thus keeping it abreast of world shipping needs and enabling it to provide efficient service to world commerce. Providing adequate water storage to meet future needs is, therefore, simply another step in the continuing improvement of the Isthmian crossing.



ISTHMIAN VISITORS



Capt. Farmer and other Canal officials discuss Canal operations with Seaway visitors.

TWO LONGTIME EMPLOYEES of the Canal, Russell B. Potter and Thomas G. Coleman, paid a return visit to the Isthmus last month and toured the Canal widening work along Empire Reach.

For Mr. Potter, who retired in 1946, the trip to the Empire Reach project was a homecoming of sorts. His earliest residence in the Canal Zone was in the construction-era townsite of Empire in 1905. Despite the intervening years, Mr. Potter has many memories of the area and was able to identify various old foundations and other objects for personnel of Project Engineer C. W. McG. Brandl's office.

Thomas G. Coleman, former superintendent for the Municipal Engineering Division, also was able to add to the lore about the area. Both men voiced their interest in the difference between present earthworking techniques and those used during the construction era.

Mr. Potter and Mr. Coleman, accompanied by their wives, return to the Isthmus periodically to visit children, grandchildren, and friends. The Colemans' children are Mrs. John Dombrowsky of Diablo Heights and Mrs. James Pattison of Curundu. The Potters' children are Richard Potter and Mrs. Ross Cunningham of Balboa.

C. P. Barton, Assistant Project Engineer, with R. B. Potter and T. G. Coleman.



EXCEPT for the marked difference in climate, executives of the St. Lawrence Seaway who visited the Isthmus last month found they had a lot in common with the men who run the Panama Canal.

R. J. Burnside, Director of Operations and Maintenance of the St. Lawrence Seaway Authority, and D. MacKenzie, General Operations Superintendent of the Seaway, spent a week on the Isthmus.

The two men asked a series of questions about operation and maintenance of the Isthmian waterway during an informal meeting with Capt. Claude S. Farmer, Acting Marine Director at the time; Roy C. Stockham, Chief of the Locks Division; and P. A. White, Chief of the Dredging Division.

The two, both associated with the Canadian Government, were particularly interested in the Locks of the Panama Canal. The locks of the Seaway are 80 feet wide and can accommodate ships up to 730 feet in length, compared with the Panama Locks of 110 feet wide and 1,000 feet long.

THE BRONZE BUST of her husband's famous grandfather Theodore Roosevelt was of special interest to Mrs. Kermit Roosevelt as she and her husband stopped in the rotunda of the Administration Building at Balboa Heights during a brief visit to the Isthmus last month. Mr. Roosevelt had been to the Isthmus when only a few months old, but had not been back since. That first visit was made while the family was returning from Argentina at the time of World War I.

Mr. and Mrs. Kermit Roosevelt.





Dr. José J. Calderón



Dr. Luis A. Puyol



Dr. Ernest C. Bynoe, Jr.

For Disability Relief Annuitants

Program For Better Health

THE ACTIVE and determined effort of the Panama Canal organization to improve the medical care, living conditions, general health, hygiene, diet, and environment of the more than 2,900 cash relief annuitants of the Company Government who live on the Isthmus has made several major advances during recent months.

These forward movements have centered on improved medical care now being provided as a result of expanding the former Visiting Nurse Program into a Home Medical Assistance Program, with five full-time nurses, one full-time doctor, and two half-time doctors employed in the effort.

The Visiting Nurse Program, as originally established in September 1960 by order of the Board of Directors of the Panama Canal Company, authorized the employment of three nurses to work among the disability relief annuitants, many of whom are in need of regular or occasional nursing care.

With a year's experience as a guide, the Board of Directors last October ordered an expansion of the program to include the services of the doctors and two additional nurses now employed. All nurses and doctors are Panamanian citizens.

At the same time as the additional personnel was authorized, the Board directed that medicines and drugs prescribed by the doctors for the annuitants are to be provided to them free of charge as part of the program. Prescription drugs are issued through Gorgas

and Coco Solo Hospitals, with the Personnel Bureau paying for them.

Dr. José J. Calderón, a former public health physician in Panama, is the full-time doctor employed on the Pacific side of the Isthmus. Dr. Luis A. Puyol and Dr. Ernest C. Bynoe, Jr., share the task on the Atlantic side. In addition to his medical duties, Dr. Calderón has been named to supervise the work of the two doctors on the Atlantic side and all five nurses.

Mrs. Nelly B. Cantillo is supervisory visiting nurse, with responsibility for scheduling work of the other nurses and maintaining high standards of performance by them. Dr. Calderón and Mrs. Cantillo plan the work schedule a week in advance, making assignments to the other nurses each Friday for the following week.

Dr. Sidney B. Clark, Chief of the Division of Preventive Medicine and Quarantine, serves as advisor-consultant for the program and all problems pertaining to the medical profession are discussed with him.

With the new personnel now well established in the routines of the expanded program, Dr. Calderón and Mrs. Cantillo have made plans to continue the investigative home visits to all cash relief annuitants. This program, started under the Visiting Nurse Program, is aimed at establishing a card file of pertinent information about each annuitant living on the Isthmus. About 450 remain to be seen for the first time and it is believed all of them will have

been visited at least once before the end of next month.

Much of the effort by both the nurses and the doctors is, quite naturally, devoted to those annuitants suffering serious ailments. There are 217 bed-ridden annuitants on the Pacific side of the Isthmus and 60 on the Atlantic side. Several hundred more require periodic care.

The effect of all this effort?

Personnel Director Edward A. Doolan, whose Bureau is responsible for operation and administration of the program, says it is difficult to assess the value from any statistical standpoint, but notes that there has been a decline in the death rate among the disability relief annuitants.

"We believe," Mr. Doolan said, "that the decrease in the number of those dying among this aged group can be attributed largely to this program and the additional medical care many have received as a result of the Group Health Insurance Program initiated among them in February 1961." Approximately 2,500 of the annuitants carry the insurance.

Robert Van Wagner, Employee Services Officer, who is directly responsible for supervision and administration of the program, sees the results from a more direct association with the men and women it has benefitted.

"These old people need and deserve help," he says. "A lot of them come in here to see the doctor, one of the nurses,

or me, and they all let you know they appreciate what is being done. I think this program has given them a lot of security that they didn't have before. Now they can go to a doctor without fear that it will cost them the money they need for food and rent."

Mr. Van Wagner says the program probably will be improved and possibly expanded as time goes on. Exactly what form or forms any addition or expansion of the program will take has not been determined fully, but a potentially major contribution to the well-being of the annuitants is a plan under which surplus foods from the United States may be brought here at Panama Canal Company expense for distribution to them, along with their cash relief checks.

Hopes are that arrangements may be completed for the first of the surplus food to arrive here within 4 to 6 weeks, then be divided and distributed among the annuitants, many of whom reportedly are ill-nourished or under-nourished.

Other efforts to improve the lot of the annuitants also may result from a petition delivered to Governor Fleming late in March by a delegation of annuitants from the Atlantic side. The petition, signed by 500 Atlantic-side annuitants, asked that the cash relief payments to them be increased, a move that depends upon congressional action. Governor Fleming assured the delegation that every consideration will be given the petition, although he pointed out that he could not promise any immediate results. The present payments to annuitants range from about \$25 to \$55 per month.

With the recently hired physicians now available to follow up in cases of illness discovered by the nurses in their visits to the homes of annuitants, the nurses report an incidental effect which they believe indicates some of the intangible results of the program.

"Many of these old people have become so used to being ignored by almost everyone," one of the nurses commented, "that they frequently fail to keep their rooms or homes tidy or even reasonably clean. And a lot of times they wouldn't follow medical advice. It's different now, though. Most of them follow the doctor's orders and do their best to keep their quarters clean. I think one reason is that they're never sure when one of the doctors or nurses is going to stop in—and their pride makes them want everything in order."

Thus, the program not only is improving the health care received by the annuitants but also is providing them with revived interest in life and their surroundings.



Charter members of Canal Zone Chapter of AAUP pose with President Turbyfill.

Recognition of Professional Stature

Local Unit of AAUP Chartered

A CANAL ZONE CHAPTER of the American Association of University Professors was officially launched last month as Lt. Gov. W. P. Leber presented the charter from the national organization to Subert Turbyfill, first President of the Chapter.

Organization of the local unit of the AAUP gives recognition to the professional stature, attainments, and accomplishments of faculty members of the Canal Zone Junior College, which long has been fully accredited by the Middle States Accrediting Association and approved by leading cultural and educational bodies in the United States.

Although younger and consequently having far less membership, the AAUP is for college professors what the American Medical Association is for doctors and the American Bar Association is for attorneys. At the present time, the AAUP has more than 600 chapters among the 2,000 colleges of the nation, with more than 50,000 professor-members.

Charter members of the local unit, in addition to President Turbyfill, are Charles R. Bowen, Vice President; Margaret Gately, Secretary-Treasurer;

Jacque E. Cook, James H. Johnson, James A. Lyons, De Witt E. Myers, and Kenneth W. Vinton.

Before the presentation of the charter by Lieutenant Governor Leber, brief remarks were made by B. I. Everson, Director of the Civil Affairs Bureau; Sigurd E. Esser, Superintendent of Schools; Roger C. Hackett, Dean of Canal Zone Junior College; President Turbyfill; and Vice President Bowen.

The AAUP, with national headquarters in Washington, D.C., is a constituent member of the American Council on Education and member of the International Association of University Professors and Lecturers. Independently and in cooperation with other organizations, it has sought the formulation, recognition, and observance of principles and practices necessary to the free quest for knowledge. An explicit enunciation of the professional view, the Statement of Principles on Academic Freedom and Tenure, was formulated by the AAUP jointly with the Association of American Colleges, and has been endorsed by many colleges, universities, and national organizations.

Employee-Management Cooperation
in the Federal Service

A NEW ERA AHEAD



Gov. Robert J. Fleming, Jr.
"Employee representatives will be consulted."

THE STAGE has been set for a new era in relations between employees of the U.S. Government and the management of the governmental units for which they work, including the Canal organization.

An Executive order clearly establishing the rights of Federal employees to organize and to participate in the formulation of personnel policies affecting them and their working conditions is the basic element of the stage-setting.

Signed by President Kennedy on January 17, Executive Order No. 10988 entitled "Employee-Management Cooperation in the Federal Service," will exert a major influence on the future practices, procedures, activities, and relationships of employee organizations and the management of the Canal enterprise.

A major objective of the Executive order, as expressed in the explanatory preamble, is that "subject to law and the paramount requirements of public service, employee-management relations within the Federal service should be improved by providing employees an opportunity for greater participation in the formulation and implementation of policies and procedures affecting the conditions of their employment."

Although the order permits the head of a Federal agency located outside the United States, such as the Canal organization, to suspend any provision of the order when it is considered necessary in the national interest, Canal Zone Governor Fleming, has made it clear that he intends to implement the intent of the order through appropriate rules and regulations.

A committee composed of the Secretary of Labor as chairman, the Secretary of Defense, the Postmaster General, and the Chairman of the Civil Service Commission now is preparing a report on implementation of the Executive

order. The Canal's Personnel Bureau is awaiting the suggested "guidelines" for implementing the order which are to result from the committee's work. It may be a number of weeks before the guidelines are received and detailed work on appropriate rules and regulations for the Canal organization can be started.

Commenting on the Executive order, Governor Fleming said, "There are a number of problems which must be worked out before regulations can be issued, but I know they can be resolved through careful study by officials of the Personnel Bureau, in consultation with representatives of Canal employees.

"The Personnel Bureau has been instructed to prepare the necessary rules and regulations to transform the Executive order from a directive on what the President wants done into a working plan for accomplishing it. Employee representatives will be consulted in regard to these rules and regulations and I, personally, will carefully review them before they are issued.

"I want to assure all employees that uppermost in my mind, while considering the rules and regulations, will be the objective of faithfully adhering to the intent of the Executive order and insuring that the procedures established will bring the full benefits of the order to the more than 14,000 employees of the waterway.

"Even at this preliminary stage of our study of the Executive order," the Governor continued, "it is apparent that two major problems which will arise in implementing it are (1) the type of recognition to be given employee organizations and (2) deciding what constitutes an appropriate unit for recognition purposes.

"Fortunately, these two problems are recognized by employee organizations

now representing Canal employees and I am confident they will cooperate fully with the Personnel Bureau in efforts to make sure that adequate and proper solutions are found for them."

In addition to matters concerning employee-management relations, the Executive order, in section 14, which is reprinted in a box elsewhere with this article, equalizes the appeal rights for veterans and non-veterans employed in Federal service.

The text of the Executive order, edited to eliminate part of section 11 and all of sections 12 and 16, which deal with national-level administrative details and the extent and coverage of the order, as discussed above, is as follows:

Section 1. (a) Employees of the Federal Government shall have, and shall be protected in the exercise of, the right, freely and without fear of penalty or reprisal, to form, join and assist any employee organization or to refrain from any such activity. Except as hereinafter expressly provided, the freedom of such employees to assist any employee organization shall be recognized as extending to participation in the management of the organization and acting for the organization in the capacity of an organization representative, including presentation of its views to officials of the executive branch, the Congress or other appropriate authority. The head of each executive department and agency (hereinafter referred to as "agency") shall take such action, consistent with law, as may be required in order to assure that employees in the agency are apprised of the rights described in this section, and that no interference, restraint, coercion or discrimination is practiced within such agency to encourage or discourage member-

ship in any employee organization.

(b) The rights described in this section do not extend to participation in the management of an employee organization, or acting as a representative of any such organization, where such participation or activity would result in a conflict of interest or otherwise be incompatible with law or with the official duties of an employee.

Section 2. When used in this order, the term "employee organization" means any lawful association, labor organization, federation, council, or brotherhood having as a primary purpose the improvement of working conditions among Federal employees, or any craft, trade or industrial union whose membership includes both Federal employees and employees of private organizations; but such term shall not include any organization (1) which asserts the right to strike against the Government of the United States or any agency thereof, or to assist or participate in any such strike, or which imposes a duty or obligation to conduct, assist or participate in any such strike, or (2) which advocates the overthrow of the constitutional form of Government in the United States, or (3) which discriminates with regard to the terms or conditions of membership because of race, color, creed or national origin.

Section 3. (a) Agencies shall accord informal, formal or exclusive recognition to employee organizations which request such recognition in conformity with the requirements specified in sections 4, 5 and 6 of this order, except that no recognition shall be accorded to any employee organization which the head of the agency considers to be so subject to corrupt influences or influences opposed to basic democratic principles that recognition would be inconsistent with the objectives of this order.

(b) Recognition of an employee organization shall continue so long as such organization satisfies the criteria of this order applicable to such recognition; but nothing in this section shall require any agency to determine whether an organization should become or continue to be recognized as exclusive representative of the employees in any unit within 12 months after a prior determination of exclusive status with respect to such unit has been made pursuant to the provisions of this order.

(c) Recognition, in whatever form accorded, shall not—

(1) preclude any employee, regardless of employee organization membership, from bringing matters of personal

Appeal Rights Equalized

Section 14. The head of each agency, in accordance with the provisions of this order and regulations prescribed by the Civil Service Commission, shall extend to all employees in the competitive civil service rights identical in adverse action cases to those provided preference eligibles under section 14 of the Veterans' Preference Act of 1944, as amended. Each employee in the competitive service shall have the right to appeal to the Civil Service Commission from an adverse decision of the adminis-

trative officer so acting, such appeal to be processed in an identical manner to that provided for appeals under section 14 of the Veterans' Preference Act. Any recommendation submitted to the head of an agency on the basis of an appeal by an employee in the competitive service shall be complied with by the head of the agency. This section shall become effective as to all adverse actions commenced by issuance of a notification of proposed action on or after July 1, 1962.

concern to the attention of appropriate officials in accordance with applicable law, rule, regulation, or established agency policy, or from choosing his own representative in a grievance or appellate action; or

(2) preclude or restrict consultations and dealings between an agency and any veterans organization with respect to matters of particular interest to employees with veterans preference; or

(3) preclude an agency from consulting or dealing with any religious, social, fraternal or other lawful association, not qualified as an employee organization, with respect to matters or policies which involve individual members of the association or are of particular applicability to it or its members, when such consultations or dealings are duly limited so as not to assume the character of formal consultation on matters of general employee-management policy or to extend to areas where recognition of the interests of one employee group may result in discrimination against or injury to the interest of other employees.

Section 4. (a) An agency shall accord an employee organization, which does not qualify for exclusive or formal recognition, informal recognition as representative of its member employees without regard to whether any other employee organization has been accorded formal or exclusive recognition as representative of some or all employees in any unit.

(b) When an employee organization has been informally recognized, it shall, to the extent consistent with the efficient and orderly conduct of the public business, be permitted to present to appropriate officials its views on matters of concern to its members. The agency need not, however, consult with an

employee organization so organized in the formulation of personnel or other policies with respect to such matters.

Section 5. (a) An agency shall accord an employee organization formal recognition as the representative of its members in a unit as defined by the agency when (1) no other employee organization is qualified for exclusive recognition as representative of employees in the unit, (2) it is determined by the agency that the employee organization has a substantial and stable membership of no less than 10 per centum of the employees in the unit, and (3) the employee organization has submitted to the agency a roster of its officers and representatives, a copy of its constitution and by-laws, and a statement of objectives. When, in the opinion of the head of an agency, an employee organization has a sufficient number of local organizations or a sufficient total membership within such agency, such organization may be accorded formal recognition at the national level, but such recognition shall not preclude the agency from dealing at the national level with any other employee organization on matters affecting its members.

(b) When an employee organization has been formally recognized, the agency, through appropriate officials, shall consult with such organization from time to time in the formulation and implementation of personnel policies and practices, and matters affecting working conditions that are of concern to its members. Any such organization shall be entitled from time to time to raise such matters for discussion with appropriate officials and at all times to present its views thereon in writing. In no case, however, shall an agency be required to consult with an employee organization which has been formally

recognized with respect to any matter which, if the employee organization were one entitled to exclusive recognition, would not be included within the obligation to meet and confer, as described in section 6(b) of this order.

Section 6. (a) An agency shall recognize an employee organization as the exclusive representative of the employees in an appropriate unit when such organization is eligible for formal recognition pursuant to section 5 of this order, and has been designated or selected by a majority of the employees of such unit as the representative of such employees in such unit. Units may be established on any plant or installation, craft, functional or other basis which will ensure a clear and identifiable community of interest among the employees concerned, but no unit shall be established solely on the basis of the extent to which employees in the proposed unit have organized. Except where otherwise required by established practice, prior agreement, or special circumstances, no unit shall be established for purposes of exclusive recognition which includes (1) any managerial executive, (2) any employee engaged in Federal personnel work in other than a purely clerical capacity, (3) both supervisors who officially evaluate the performance of employees and the employees whom they supervise, or (4) both professional employees and nonprofessional employees unless a majority of such professional employees vote for inclusion in such unit.

(b) When an employee organization has been recognized as the exclusive representative of employees of an appropriate unit it shall be entitled to act for and to negotiate agreements covering all employees in the unit and shall be responsible for representing the interests of all such employees without discrimination and without regard to employee organization membership. Such employee organization shall be given the opportunity to be represented at discussions between management and employees or employee representatives concerning grievances, personnel policies and practices, or other matters affecting general working conditions of employees in the unit. The agency and such employee organization, through appropriate officials and representatives, shall meet at reasonable times and confer with respect to personnel policy and practices and matters affecting working conditions so far as may be appropriate subject to law and policy requirements. This extends to the negotiation of an agreement, or any question arising thereunder, the determination of appro-

priate techniques, consistent with the terms and purposes of this order, to assist in such negotiation, and the execution of a written memorandum of agreement or understanding incorporating any agreement reached by the parties. In exercising authority to make rules and regulations relating to personnel policies and practices and working conditions, agencies shall have due regard for the obligation imposed by this section, but such obligation shall not be construed to extend to such areas of discretion and policy as the mission of an agency, its budget, its organization and the assignment of its personnel, or the technology of performing its work.

Section 7. Any basic or initial agreement entered into with an employee organization as the exclusive representative of employees in a unit must be approved by the head of the agency or any official designated by him. All agreements with such employee organizations shall also be subject to the following requirements, which shall be expressly stated in the initial or basic agreement and shall be applicable to all supplemental, implementing, subsidiary or informal agreements between the agency and the organization:

(1) In the administration of all matters covered by the agreement, officials and employees are governed by the provisions of any existing or future laws and regulations, including policies set forth in the Federal Personnel Manual and agency regulations, which may be applicable, and the agreement shall at all times be applied subject to such laws, regulations and policies;

(2) Management officials of the agency retain the right, in accordance with applicable laws and regulations, (a) to direct employees of the agency, (b) to hire, promote, transfer, assign, and retain employees in positions within the agency, and to suspend, demote, discharge, or take other disciplinary action against employees, (c) to relieve employees from duties because of lack of work or for other legitimate reasons, (d) to maintain the efficiency of the Government operations entrusted to them, (e) to determine the methods, means and personnel by which such operations are to be conducted; and (f) to take whatever actions may be necessary to carry out the mission of the agency in situations of emergency.

Section 8. (a) Agreements entered into or negotiated in accordance with this order with an employee organization which is the exclusive representative of employees in an appropriate

unit may contain provisions, applicable only to employees in the unit, concerning procedures for consideration of grievances. Such procedures (1) shall conform to standards issued by the Civil Service Commission, and (2) may not in any manner diminish or impair any rights which would otherwise be available to any employee in the absence of an agreement providing for such procedures.

(b) Procedures established by an agreement which are otherwise in conformity with this section may include provisions for the arbitration of grievances. Such arbitration (1) shall be advisory in nature with any decisions or recommendations subject to the approval of the agency head; (2) shall extend only to the interpretation or application of agreements or agency policy and not to changes in or proposed changes in agreements or agency policy; and (3) shall be invoked only with the approval of the individual employee or employees concerned.

Section 9. Solicitation of memberships, dues, or other internal employee organization business shall be conducted during the non-duty hours of the employees concerned. Officially requested or approved consultations and meetings between management officials and representatives of recognized employee organizations shall, whenever practicable, be conducted on official time, but any agency may require that negotiations with an employee organization which has been accorded exclusive recognition be conducted during the non-duty hours of the employee organization representatives involved in such negotiations.

Section 10. No later than July 1, 1962, the head of each agency shall issue appropriate policies, rules and regulations for the implementation of this order, including: A clear statement of the rights of its employees under the order; policies and procedures with respect to recognition of employee organizations; procedures for determining appropriate employee units; policies and practices regarding consultation with representatives of employee organizations, other organizations and individual employees; and policies with respect to the use of agency facilities by employee organizations. Insofar as may be practicable and appropriate, agencies shall consult with representatives of employee organizations in the formulation of these policies, rules and regulations.

Section 11. Each agency shall be responsible for determining in accord-

ance with this order whether a unit is appropriate for purposes of exclusive recognition and, by an election or other appropriate means, whether an employee organization represents a majority of the employees in such a unit so as to be entitled to such recognition. Upon the request of any agency, or of any organization which is seeking exclusive recognition and which qualifies for or has been accorded formal recognition, the Secretary of Labor, subject to such necessary rules as he may prescribe, shall nominate from the National Panel of Arbitrators maintained by the Federal Mediation and Conciliation Service one or more qualified arbitrators who will be available for employment by the agency concerned for either or both of the following purposes, as may be required: (1) to investigate the facts and issue an advisory decision as to the appropriateness of a unit for purposes of exclusive recognition and as to related issues submitted for consideration; (2) to conduct or supervise an election or otherwise determine by such means as may be appropriate, and on an advisory basis, whether an employee organization represents the majority of the employees in a unit.

Section 13. (a) The Civil Service Commission and the Department of Labor shall jointly prepare (1) proposed standards of conduct for employee organizations and (2) a proposed code of fair labor practices in employee-management relations in the Federal service appropriate to assist in securing the uniform and effective implementation of the policies, rights and responsibilities described in this order.

• • •

Section 15. Nothing in this order shall be construed to annul or modify, or to preclude the renewal or continuation of, any lawful agreement heretofore entered into between any agency and any representative of its employees. Nor shall this order preclude any agency from continuing to consult or deal with any representative of its employees or other organization prior to the time that the status and representation rights of such representative or organization are determined in conformity with this order.

Copies Available

COMPLETE COPIES of Executive Order No. 10988, the major pertinent parts of which are printed in the foregoing article, can be obtained from the Personnel Bureau at Balboa Heights.



Governor Fleming addresses annual meeting of engineers.

Challenges of the Present

“Emotional, Social, Human”

“THERE ARE always people in any society who have closed their minds to everything outside their own ever-narrowing viewpoints,” in the opinion of Gov. Robert J. Fleming, Jr., writing in the lead editorial of the March-April issue of *The Military Engineer* magazine.

“These people,” Governor Fleming says, “can become dangerous when they can grab popular causes and use them as a cloak. Their militancy then gives them influence far beyond their worth. And the atmosphere of confusion so created can become a tremendous passive roadblock in the way of positive solutions to our problems.”

The Governor, who often has voiced his concern with “human values,” also discussed what he termed the “excessive chauvinism” of “self-appointed messiahs” in a talk to the Canal Zone Society of Professional Engineers late in February. The talk, very similar in thought and expression to the magazine editorial, was the Governor’s first public speech since arriving on the Isthmus.

In both the speech and the magazine editorial, which has been reprinted in the Congressional Record at the request of Rep. Daniel J. Flood, the Governor expressed his disapproval of individuals who blindly oppose all change, saying such persons “hypnotize themselves into a belief that their narrow viewpoint is normal.” He asserted, “I have no respect for their judgment and I think they are stupid.”

“We have a priceless asset—the American dream,” the Governor told his Canal Zone audience. “Many people

have tried to define it, but it has never been defined better than in the Declaration of Independence: ‘We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness.’

“That heritage of ours imposes a responsibility on us,” the Governor continued. “The rest of the world expects us to live up to that ideal. The emotional revolution and the explosive pressures in the world today have been triggered off to a great extent by other people trying to follow the example which Americans of past generations have given them. We must, ourselves, continue to follow that example.”

He concluded by saying, “We Americans have a job to do—we must raise our sights and raise our minds in order to do it. . . . The past met material challenges; their problems were imposed by physical conditions which could be combatted physically. Present obstacles are not physical; they are emotional, they are social, they are human. And meeting them is not as simple as overcoming physical adversity.

“To meet satisfactorily the challenge of the human and emotional factors with which we are now surrounded requires an intellect with enough vision to comprehend it, going beyond material and finite facts. It also requires a real dedication, in fact and not merely in words, to the American dream of equal opportunity for all.”



Closing the gap.

The Building of a Bridge

Ride to work.



THE VITAL STATISTICS of the three-span, arch-truss type, high-level Thatcher Ferry Bridge are:

Length: 5,425 feet in 14 spans, abutment to abutment.

Longest span: 1,128 feet, across channel.

Height above water: 201 feet clearance at high tide.

Height to highest point: 384 feet above mean sea level.

Width of approach spans: 34 foot roadway, with three traffic lanes, and a 4-foot walk.

Width of tied-arch span: 42-foot roadway, with four traffic lanes, and a 4-foot walk.

Roadway: 7-inch reinforced concrete.

Foundations: Reinforced concrete abutments and piers resting on firm rock or on reinforced concrete caissons which extend down to firm rock.

Designer: Svedrup & Parcel & Associates, Inc., of St. Louis.

Contractors and bid prices, major contracts:

Substructure: Fruin Colnon International, S.A.-Le Boeuf & Dougherty, Inc., a joint venture, of St. Louis.

Superstructure: John F. Beasley Construction Co., Dallas.

West approach: L. R. Sommer, Panama.

East approach and paving of both east and west approaches, Bildon, Inc., Panama.

Tivoli Ave. widening and extension, Istunian Constructors, Inc.

Total estimated cost, \$20 million.



Long way down.

Watch it, watch it, there.



Hold it, hold it.



Tropical ski jump.

Building toward the sky.



SEWING CIRCLE

Women of Cativa learn sewing art with assistance of Mrs. W. P. Leber



Lieutenant Governor and Mrs. Leber with Cativa children and members of sewing class.

THE WOMEN of Walla Walla in the State of Washington, U.S.A., and those living in the little town of Cativa, Colon Province, Republic of Panama, are thousands of miles apart geographically and, with only rare exceptions, never will meet face to face. Despite

A newly-made dress for Cativa miss.



this, however, close bonds of friendship have been established through the medium of needles and thread and sewing material, with Mrs. W. P. Leber, wife of Canal Zone Lieutenant Governor Leber, serving as intermediary.

Bright and early every Monday morning, Mrs. Leber loads her car with contributions of materials sent by the Women's Guilds of Walla Walla, and Zone contributions, adds a supply of hot coffee and cookies, then sets off for Cativa, on the Atlantic side of the Isthmus.

At Cativa, about 30 women gather in the church—the center of village activities—for the weekly sewing class which Mrs. Leber conducts. The class has become the weekly high point of the village women's social activities. Scrap materials, together with needles and thread are handed out, and fingers begin to fly. Mrs. Leber's slogan for her Cativa sewing class is "make one thing for yourself, and one for someone else." Thus even the poorest attain a sense of pride in sharing, those unable to participate in the class benefit, nonetheless, and the entire community gains.

The women in the sewing class take great pains with, and as much pride in, the articles they make for someone else as they do in those they make for their own use or for their families.

One young woman showed Mrs. Leber an attractive shirt she had completed and with considerable pleasure announced that this was her contribu-

tion to someone else. Haltingly, she added that she had never before been able to give anyone else a gift, and she seemed to gain stature as she placed her donation in Mrs. Leber's hands.

Some of the women, as their contribution to someone else, are working on the blouses, skirts, shirts, and trousers which are the local school uniform. "This year," they say, "we'll make sure that every child in Cativa will have a school uniform and no one will have to stay home because they have nothing suitable to wear."

The Walla Walla women are happy about their participation in the project. As they've written Mrs. Leber, herself a former Walla Walla resident, for the first time they know exactly where their contributions are going and what is being done with them. The Cativa women are pleased and thrilled with the sewing skill they are learning under Mrs. Leber's guidance. Moreover, they have a precious sewing machine, carefully housed in the church.

José Dominador Bazán, Second Vice President of the Republic of Panama, recently wrote to the Women's Guilds of Saint Paul's Church, Walla Walla: "The residents of the small town of Cativa, near Colon, have told me of the wonderful work being accomplished in their village under the guidance of Mrs. Walter P. Leber, who for the past several months has been teaching a group of local ladies to sew. This project would not be possible were it not

for the cloth and other materials which have been donated for use in these sewing classes.

"I understand that the members of your Guilds have sent many packages of materials for use in this extremely worthy cause, and I want to thank you very much for your assistance.

"Projects such as this, in which people are helped in helping themselves, are most worthwhile and most beneficial. Please express my sincere appreciation to all members of your Guilds for their generous assistance."

When Mrs. Leber, shortly after arriving in the Canal Zone, sought a project to promote self-help among the needy, rather than dole out charity, the Rev. Victor Watson of Colon suggested the village of Cativa, where many were destitute and desperately in need of help. Father Watson offered the use of the village church and community center, Mrs. Leber obtained a gift sewing machine for use by her "pupils," appeals went out to individuals and organizations, the ladies of Walla Walla were contacted, contributions began to come in, and the project was underway.

The Cativa women take turns using the one sewing machine on Mondays and the church caretaker has the keys so that the machine may be used during the week.

Designs are often unusual but always colorful and every scrap is used. Skirts, blouses, potholders, children's dresses, and little boys' trousers, are among the many articles made under the guidance of "Bernie," as the village women affectionately call Mrs. Leber.

A high point of Mrs. Leber's visit to Cativa is the "kaffee klatch" when a rest break is taken, and the coffee and cookies she brought are served.

In addition to the materials contributed by the women of Walla Walla, Mrs. Leber is receiving materials from local people who have heard of the project. Among these are Mrs. Ava Wiley of Balboa, Mrs. Eleanor Burnham of Los Rios, Mrs. R. O. Theriault, T. G. Reliban, and L. A. Ferguson, all of Balboa Heights, and Mrs. Joseph Farland, wife of the U.S. Ambassador to Panama.

Almost any ring at Mrs. Leber's doorbell may mean someone has brought another box of pieces of material, zippers, buttons, thread, rickrack braid, and odds and ends that may be of no use to the householder, but represent a treasure trove to Mrs. Leber's sewing class in Cativa, a village where the strange-sounding name of Walla Walla has taken on special meaning and significance.



Eugenia D. Koutrousi

A TEENAGE GIRL and her older brother may never travel far from their native village of Serres, Greece, or meet any of the three Canal Zone employees who have befriended them for several years, but it's a certainty that they'll never forget those Zone employees.

The girl, 14-year-old Eugenia D. Koutrousi, now is serving an apprenticeship as a dressmaker, while her brother, Leonidas, is completing an apprenticeship as a printer. Without the assistance provided by their three friends in the Zone, the brother and sister would be working at menial, low-paying jobs instead of learning trades.

The two Greek youngsters are the children of a couple married in 1940. The family survived World War II only to see their home burned to the ground during an attack by Communist guerrillas in the postwar civil disturbances in Greece. The family moved to another village, but Mr. Koutrousi was in poor health and unable to work. Mrs. Koutrousi worked as a laundress and in the tobacco fields to support the family.

After her husband died in April 1951, Mrs. Koutrousi became ill and the family's economic condition deteriorated to an extremely low point. They lived in a single room with practically no furniture, household goods, or even adequate clothing.

In early 1953, the family's plight was outlined to Fred E. Wells of the Company Government's Transportation Section, in response to a query he sent to the Save the Children Federation about the possibility of assisting in the work of the Federation.

The information Mr. Wells received was shown to his co-workers, L. W. Peterson and Mrs. Barbara Hutchings. Impressed with the Koutrousi family's obvious need for help, the three decided

The Long Arm of Friendship

to join in sponsoring Eugenia, who then was only 5 years of age. To become her "sponsors" they pledged a yearly contribution of \$100, which since has been increased to \$150. Five years later, in the summer of 1958, they increased their aid to the family by also sponsoring Leonidas, who then was 17 years of age. They have continued to sponsor both since that time.

In addition to their regular sponsorship payments, the Zone employees also have sent occasional gift packages and cash presents to supplement the family's meager standard of living. Brushing aside compliments about their contributions, the three sponsors say they are quite happy with their 9 years as sponsors, feeling they have been repaid many times by the knowledge that their assistance has provided a deserving family with a better present and a more promising future.

Leonidas Koutrousi



PAYOFF

For suggestions
and superior
performance



Governor Fleming presents watch to Porter McHan as Marine Director Capt. Richard G. Jack and Maurice B. Nickle, recently-named chief of Industrial Division, stand by.

THE LARGEST cash award ever made for a single suggestion under the Company Government's Incentive Awards Program was presented last month by Governor Fleming to three employees of the Industrial Division who devised a new procedure for fabricating 28-inch pontoon pipes.

The three men, Owen J. Corrigan, Ray M. Smith, and Cyrus W. Field, each received checks for \$260, representing one-third of the total award of \$780 for the suggestion. It is estimated that the new procedure, utilizing submerged arc welding, resulted in average annual savings of \$23,633.

The three men were among 17 employees who, in a ceremony at Balboa Heights, received cash awards totaling \$2,070 for suggestions and superior service.

An Industrial Division employee also figured in another recent action associated with the Incentive Awards Program. He is Porter M. McHan, lead foreman welder in the division's boiler shop. Mr. McHan was presented with a gold watch by Governor Fleming in recognition of having submitted the most beneficial suggestion accepted under the Incentive Awards Program during 1961.

Mr. McHan's suggestion also was concerned with dredging pipe, but was related to reconditioning of badly worn ball joints rather than making the pipe.

During the March ceremony in which the three Industrial Division employees split the \$780 award, five other employees were awarded \$100 or more.

One of the five Roy Burgener of the Communications Branch, received \$375 as a supplemental award on a suggestion for which he previously had received \$250, raising the total award for the suggestion to \$625. The supplemental award resulted from reevaluation of a suggestion he made on conversion of micro-wave impulse repeaters.

Two employees of the Atlantic Locks, Walter D. Johnson, Lock operator, and H. C. Christie, lead Lock operator, divided a \$400 superior service award for development and improvement of devices and procedures involved in the overhaul of Panama Canal Locks.

A check for \$225 went to Herman H. Keepers of the Dredging Division for suggesting a method by which the sun switches used on acetylene gas buoys can be remachined and adapted for electrical operation. Warren D. Marquard of the Supply Division received a \$100 check for developing an improved procedure for stock control of slow-moving items in the retail stores.

Other recipients and their awards were: William T. Lyons, \$25; Richard A. McClean, \$25; Calvin Shepherd, \$20; Mrs. Nina J. Jenkins, \$20; Anthony Malagutti, \$20; Joseph L. Sestito, \$20; Alfredo Archibald, \$20; and Paul Badonsky, \$15.

Governor Fleming with award winners Owen J. Corrigan, Ray Smith, and Cyrus W. Field.



"I DON'T FEEL much older now than when I started," Vivian E. Johnson, 65-year-old native of Jamaica asserted jovially, as he accepted the congratulations and best wishes of the many friends he made during almost 40 years of employment with the Canal organization on the Pacific side. Mr. Johnson retired at the end of February.

Known to hundreds of Pacific-side employees and residents, the friendly Administration Building messenger had worked as waiter, motorcycle messenger, and mail clerk during his many years with the Canal enterprise.

On his final working day, Mr. Johnson acknowledged that he had never handled anything more complicated than a bicycle prior to applying for a job as a motorcycle messenger the same year as the Isthmian waterway went into operation. He mastered the 2-wheeled vehicle, however, and delivered official mail, packages, and messages aboard one of them until 1956, when the motorcycle was replaced with a light truck.

The retiree came to the Isthmus from Jamaica in 1913 and went to work for the Canal the same year. He had a short break in service during 1914, but since then has been employed continuously by the waterway.



Forrest G. Dunsmoor laughs at humorous card presented to Vivian E. Johnson on last day of work. Package held by Mr. Johnson contains gift radio. Harold I. Perantie watches.

On his last day of work, Mr. Johnson was given a portable radio by his fellow employees, with F. G. Dunsmoor, Administrative Assistant and Deputy Executive Secretary, making the presentation. Harold I. Perantie, Chief of

the Administrative Branch, also was on hand for the informal farewell ceremony.

Mr. Johnson will spend his retirement in Panama City, where he has been making his home for the past several years.

INTERESTING PEOPLE

LIKE A NUMBER of the hundreds of skilled craftsmen who keep Canal equipment and installations in ship-shape condition and repair, Victor M. Briceño is a boilermaker. But a specialty within the boilermaking trade gave Mr. Briceño a unique title in the Canal organization for a number of years and continues to provide him with unique duties.

The title of "boilermaker, layerout," which Mr. Briceño once carried, was discarded about 5 years ago. His job title now is "boilermaker inspector," but he continues to be the leading and only steady practitioner of "layerout" work among Canal boilermakers.

Mr. Briceño's specialty is roughly similar in nature to the task a woman faces when she buys a pattern and a partial bolt of cloth, then sets out to make herself a dress. There are a number of very sharp differences, however, and these differences represent the training required of Mr. Briceño in contrast to that required of the dressmaker.

The woman with the pattern has to figure out how best to pin the tissue-thin pieces of the pattern to the cloth, then follow the instructions provided. Mr. Briceño is not supplied with any

such simple and easily followed eutouts. He must transfer shapes and sizes of a scaled drawing or blueprint to the heavy, tough plate of steel from which the pieces are to be cut.

And, without benefit of eutouts which can be shuffled around like checkers to determine the most desirable arrangement, Mr. Briceño must determine how to get the most pieces from the plate of steel without wasting the costly metal. A major measure of his skill and ability is the speed and accuracy with which he can accomplish this.

A native and citizen of Panama, where he was born on September 4, 1914, just 20 days after the Isthmian waterway was opened to commercial traffic, Mr. Briceño had studied at the Inelcan Institute in Havana, Cuba, before becoming one of two Panamanian youths selected for apprenticeships with the Canal enterprise in 1931.

From 1935, when he completed his apprenticeship, to 1948, Mr. Briceño's job title remained simply "boilermaker." But in July of the latter year, the additional word "layerout" was tacked to it.

He acquired his present job title in 1959, but his duties still include the

"layerout" work needed in the boiler shop of the Industrial Division at Mount Hope.

Victor M. Briceño at work.





Capt. Axton T. Jones, Director of Transportation and Terminals Bureau, and Atlantic-side softball players watch as Frederick J. Wainio accepts championship trophy on behalf of Terminals Division team. Miss Elena Pamell of Rainbow City made the presentation.

Worth Knowing



CLASSICAL and modern ballet one night, and Spanish dances the other, were presented in Balboa Stadium performances March 28 and 29 by pupils of Panama's National School of Dance. The invitation to appear in the Canal Zone was extended by Governor Fleming, on behalf of the Canal Zone Division of Schools, to the Minister of Education of the Republic of Panama and the Department of Fine Arts, which is under this Ministry. A number of Zone children who study at the school were among the performers.

CONTINUING to follow its motto that "A Healthy Body Houses a Healthy Mind," the Atlantic Division Softball League last month rounded out its fourth year by awarding the League Championship trophy to the Terminals Division team.

Unlike some Stateside professional leagues, the Atlantic Division Softball League isn't dominated by one or two outstanding teams. The Retail Store Division team copped the top spot in 1959, the Industrial Division in 1960, and the Locks Division in 1961. "Also rans" have included teams from the Health Bureau, Schools Division, Electrical Division, Maintenance Division, Police Division, Fire Division, and Grounds Branch.

A number of the participating teams are sponsored by business firms in the Republic of Panama, while other firms have contributed prizes, according to Alberto H. Dogue, President of the League. Executive Board members of the League, in addition to Mr. Dogue, are Lloyd Smith, vice president; Walter Clark, secretary-treasurer; Kelvin Barnett, publicity; Harold Rowland, public relations; and Astor Lewis, advisor.

Noting that the annual softball season is looked forward to with great enthusiasm by both players and spectators, members of the Executive Board say they believe such adult recreation "has quite a lot to do with employee morale."

FUTURE archeological explorations in the Canal Zone will be limited to qualified representatives of museums, universities, colleges, and other recognized scientific and educational institutions or societies in the United States or on the Isthmus of Panama, if a bill (H.R. 9946) submitted in the House of Representatives becomes law.

Introduced at the request of the Canal Zone Government, the proposed law is designed to preserve as a public heritage all items of prehistorical and historical value and to increase knowledge about such items.

If the proposal becomes law, permits to allow qualified archeological explorations in the Zone would be issued by the Canal Zone Governor or appropriate military and naval authorities "only to reputable museums, universities, colleges, or other recognized scientific or educational institutions or societies" or their agents. The bill is designed to clarify and make certain the law and regulations governing archeological explorations in the Canal Zone.

The bill also would provide that "no person shall excavate, explore, injure, destroy, or appropriate any prehistoric or historic ruin, site, wreck, or other thing of prehistorical value except as authorized" under the law.

The bill provides that any object, article, or thing of prehistorical or historical value taken, removed, or appropriated without a permit, or contrary to the terms of a permit, can be seized whenever and wherever found by any person authorized to enforce the provisions of the law.

Anyone found guilty of violating the proposed law would be punishable by imprisonment for not more than 90 days, or by a fine of not more than \$500, or both.

CONTINUOUS CONTRIBUTIONS of both time and service to the Special Education Association of the Canal Zone by Forrest G. Dunsmoor since it was founded almost 5 years ago were rewarded last month with a dinner in his honor at the Tivoli Guest House.

A bronze plaque was presented to Mr. Dunsmoor by Gregorio Toribio of Gamboa and a testimonial letter was read by Mrs. Dorothy Bitter. The letter said, in part, "You are responsible for making the heavy hearts of parents lighter and for helping to create a new world of hope and happiness for the handicapped," and concluded by recognizing Mr. Dunsmoor's "Distinguished service to handicapped persons and to the community."



The clown of the Canal organization's float grinned in delight at the Carnival merriment.

THE CARNIVAL FEVER once more has come to the Isthmus, gone its infectious way, and departed, but memories of the festivities linger.

There are the memories which the various queens will cherish for many years, the memories of those who helped plan the celebration, the memories of those who participated in the activities, and the memories of those who did little more than observe.

In the Canal Zone community, there are thousands who still relish the pleasure and excitement of the Carnival, but six persons in particular retained very special treasure troves of personal experiences as the revelry was concluded with the "burial of the fish."

Those six are the four girls who reigned as queens in their respective Canal Zone communities and the two men who served as chairmen of Carnival committees on the two sides of the

Isthmus. In addition to their memories, the four girls and the two chairmen have letters of appreciation from Governor Fleming expressing his admiration for the manner in which they fulfilled their respective obligations.

The queens were: Miss Hazel Kirkland of Coco Solo, Atlantic side; Miss Irene Michaelis, Balboa, Pacific side; Miss Sonya Thorne, Santa Cruz; and Miss Yolanda Henlon, Rainbow City. The chairmen were: Dwight Van Evera, Pacific side; and Gilbert A. Sollas, Atlantic side.

In addition to these six, there was one other individual with a special memory of the 1962 Carnival. He is Frank Kwai Ben of the Panama Canal Company Engineering Division, who earned a \$100 prize for designing the identical Canal Zone floats which participated in the parades on both sides of the Isthmus.

Atlantic-side Queen Hazel Kirkland and her court reigned with beauty and poise.



ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY SERVICE BUREAU

Kenneth O. Sealey
Telephone Operator

MARINE BUREAU

Amado de la Peña
Seaman

ENGINEERING AND CONSTRUCTION BUREAU

Murphy B. Alexander
Lead Foreman, Public Works
Wharfbuilder
Azariah Burns
Helper Plumber
Joseph M. Ford
Helper Electrician
Pierre A. Gibbs
Carpenter
Howard Green
Leader Navigational Aid
Maintenance
Arnold L. Sandiford
Sheetmetal Worker

MARINE BUREAU

George M. Lowe
Supervisory Administrative
Services Assistant

SUPPLY AND COMMUNITY SERVICE BUREAU

Victor Ruiz
Garbage Collector
Jonathan A. Scott
Automotive Crane Operator
TRANSPORTATION AND
TERMINALS BUREAU
Eulides Mayorga
Heavy Laborer
Volney V. Swaby
Cargo Clerk

ADMINISTRATIVE BRANCH

Kenneth Mason
Mail and File Supervisor
Ruby L. Roberts
File Clerk

CIVIL AFFAIRS BUREAU

Russell T. Billison
Police Sergeant
Hollis Griffon
District Detective
Gardner R. Harris
Police Private
Chrysostom A. Trapp
Leader Laborer Cleaner

ENGINEERING AND CONSTRUCTION BUREAU

Amos C. Duncan
Oiler, Floating Plant
Arthur N. McFarlane
Helper Electronics Mechanic
Félix G. López
Oiler, Floating Plant
Pablo E. Troya
Seaman
Eric J. Salkey
Clerk
Harry F. Shannon
Machinist, Maintenance
Antonio Palma
Wharfbuilder
Clovis Sinisterra
Oiler, Floating Plant

HEALTH BUREAU

Herbert B. Dwyer
Patient Food Service
Attendant
Lemuel Rose
Nursing Assistant, Psychiatry
Joseph S. Shaw
Patient Food Service
Attendant
Carlota S. Nation
Nursing Assistant, Medicine
and Surgery
Edward Thomas
Nursing Assistant, Medicine
and Surgery
Wilberforce W. Smith
Medical Aid, Orthopedics

MARINE BUREAU

Clyde W. Archer
Deckhand
Rogelio H. Piñate
Launch Seaman
N. L. McFarlane
Deckhand Boatswain
Julia J. Holmes
Time and Leave Supervisor
Abraham Julio
Deckhand
Higinio Núñez
Helper Lock Operator
Frank E. Thomas
Painter
Benjamin Tejada
Heavy Laborer
Daniel A. Glen
Deckhand
Manuel Clarence
Deckhand
James A. Ramsey
Launch Operator
Donald S. Wright
Seaman
B. L. Brathwaite
Launch Seaman
Jose A. Espeleta
Deckhand
Conroy A. Anthony
Deckhand
Dorrell H. Irving
Carpenter, Maintenance
Sully Oscar
Teletypist
Carlos Ortega
Asphalt or Cement Worker
Climaco Becerra
Heavy Laborer
Randolph J. Donawa
Helper Lock Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Gwendolin A. Newell
Retail Store Sales Checker
Ivy F. Lewis
Counter Attendant
Florence W. Vaughn
Clerk

Claude V. Halligan
Utility Worker
Iris Yard
Pantryman
Roberto Martínez
Baker
Celimo Cascante
Milker
Leonora C. John
Sales Clerk
Sylvestra Worrell
Sales Section Head
Lilian Rutherford
Sales Clerk
Edith Peters
Sales Clerk
Hilario Cortéz
Grounds Maintenance
Equipment Operator
Winifred M. Perrott
Grocery Worker
Jasper N. Medford
Laborer Cleaner
F. de la Lastra
Laborer

TRANSPORTATION AND TERMINALS BUREAU

Moses N. Raymond
Painter, Maintenance
Rodolfo Lozano
Clerk Checker
José Barraza
Tire Builder
Clifford A. Richards
Chauffeur
Wilmoth N. Cameron
Brakeman
Antonio F. Vázquez
Clerk Checker
Próspero Córdoba
Railroad Trackman
F. J. Brathwaite
Clerk
Gerald Charles
Clerk Checker
Martin Amador
Guard
Clifford A. Aitken
High Lift Truck Operator

PROMOTIONS AND TRANSFERS

February 5 through March 5

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

CIVIL AFFAIRS BUREAU

Cliford S. Tomlison, from Seaman, Dredging Division, to Detention Guard, Police Division.

Elmer H. Bennett, from Truck Driver, Motor Transportation Division, to Fire-fighter, Fire Division.

Charles E. Chase, Jr., from Theater Usher, Supply Division, to Substitute Philatelic Order Filler, Postal Division.

Division of Schools

Alice A. Floyd, from Substitute Teacher to Elementary and Secondary School Teacher.

Arthur Baptist, Avanzo A. Farrell, and Stanford A. Levy, from Heavy Laborer to Swimming Pool Operator.

ENGINEERING AND CONSTRUCTION

Thomas W. Grinison, from Engineering Draftsman, Ship Construction, Industrial Division, to Engineering Draftsman, Architectural, Engineering Division.

Dredging Division

Russell C. Stevens, from Administrative Assistant, to Construction and Maintenance Superintendent.

Bernard M. Parmentier, from Leader Boil-maker, to Lead Foreman, Welding and Forging.

Richard Danvers, from Floating Plant Fireman, to Floating Plant Watertender.

Woodrow L. Stephens, Jorge A. Fuentes, Rogelio H. Pinate, Rafael A. Lascano, R. B. Lasso, Jaime Salas, Adolfo K. Nobuhira, Clark Sinclair, William A. Gibbons, Rafael I. Blanco, John Chandler, Jr., Wilfred West, Hugh S. Abdenego, from Launch Seaman to Launch Operator.

Magdaleno Navarro, from Heavy Laborer, to Launch Seaman.

Gladstone L. King, S. O. Fields, C. L. Irmuig, P. C. Neblett, J. A. Charles, Raúl Rodríguez, from Deckhand to Seaman.

Alfonso Paul, Felipe Soo, Alonso Sánchez, Gonzalo López, Sidney A. Legore, George H. Aleyne, Ernesto O. Williams, Carlos J. Reyes, Edwin Miller, Walter L. Clarke, Wilbur T. Greaves, Walter S. Thompson, John Frederick, Ezra Cohen, Juan Sheffer, Jaroth E. Archibald, Roberto Feurtado, Luis Alberto, Wilfred E. Stuart, Albert S. Hunter, from Deckhand, Navigation Division, to Launch Seaman.

Domingo Muñoz, from Grounds Maintenance Equipment Operator, Community Services Division, to Boatman.

Electrical Division

Robert L. Hummer, from Apprentice Machinist, Industrial Division, to Apprentice Power Plant Operator.

Rudolph Coppin, from Helper Lock Operator, Locks Division, to Helper Electrician.

Amos A. Brathwaite, from Heavy Laborer, to Helper Cable Splicer.

Noel U. Baptist, from Utility Worker, Supply Division, to Helper Electrician.

Maintenance Division

Max C. Conover, from Lead Foreman, Buildings, to General Foreman, Buildings.

Nelson O. Williar, from Leader Joiner, to Lead Foreman, Buildings.

John D. Mitchusson, from Refrigeration and Air Conditioning Mechanic, to Leader Refrigeration and Air Conditioning Mechanic.

José M. Oquendo, from Maintenceman, to Cement Finisher.

Ernest Stephenson, from Helper Painter, to Painter.

Wilfred U. Forbes, from Helper Machinist, Maintenance, to Oiler.

Luther Smith, from Helper Refrigeration and Air Conditioning Mechanic, to Oiler.

Pedro P. Musmanno, Heavy Laborer, from Industrial Division.

Estehan Justavino, Carlos A. Marín, from Laborer, to Heavy Laborer.

Ramón E. Arosemena, Aniceto Jiménez, from Heavy Laborer, to General Helper.

Hugh E. Gadsby, from General Helper, to Maintenceman.

Contract and Inspection Division

Albert S. Adams, James M. Thompson, Jr., from Engineering Aid, General, to Construction Inspector, General.

HEALTH BUREAU

Gorgas Hospital

Alice B. Mayo, from Staff Nurse, to Staff Nurse, Medicine and Surgery.

Guillermo L. Dixon, from Clerk, to Teller.

Luis Rivera, from Housekeeping Aid, to Nursing Assistant, Medicine and Surgery.

Valentine A. Edwards, from Ward Service Aid, to Nursing Assistant, Medicine and Surgery.

Clive Lavalley, Angel Lino, from Warehouseman, to Stockman.

Antonio Castellero, Baudilio González, Joseph W. C. Haig, José Ortega, Daniel C. Roper, from Pharmacy Helper, to Pharmacy Assistant.

Coco Solo Hospital

Ruby E. Radel, from Staff Nurse, Medicine and Surgery, to Nurse Supervisor.

Sylvester Green, from Hospital Laborer, to Nursing Assistant, Medicine and Surgery.

Arnoldo Rook, from Attendant, to Hospital Laborer.

MARINE BUREAU

Navigation Division

Maxine A. Cawl, Arden L. Swisher, from Time and Leave Clerk, to Supervisory Timekeeper.

Fredrick W. Jones, from Signahman, to Clerical Assistant.

George L. Edghill, Joseph R. McLean, Frank S. Wason, from Clerk, to Clerical Assistant.

Kenneth L. Anderson, Harold G. Henry, from Deckhand, to Timekeeper.

Claude E. Burgess, from Launch Dispatcher, to Timekeeper.

Erick I. Raphael, Pablo E. Salas, from Clerk, to Timekeeper.

Carlton S. Mullin, Firmin A. Reid, from Clerk-Typist, to Timekeeper.

Russell A. Weade, from Towing Locomotive Operator, to General Foreman, Docking and Undocking.

Emilio H. Archer, Carlos C. Castillo, Edgar Shaw, from Launch Dispatcher, to Clerk.

Leslie L. Maynard, Clyde Austin, Rodolph

A. Francis, Aurelio Newball, Gaston E. Headley, Woodrow L. Lungren, Leonardo V. Blackman, Alvin Hall, from Deckhand, to Clerk.

Joel A. Prince, from Deckhand, to Launch Dispatcher.

Dudley O. Prescott, from Seaman, to Clerk. Edmond Augustine, Borris A. Ellis, Victor Ramos, from Heavy Laborer, to Launch Seaman.

Locks Division

Clifford S. Asbury, from Leader Lock Operator Machinist, to Lead Foreman, Lock Operations.

Oscar L. Hakanson, from Lock Operator Machinist, to Leader Lock Operator Machinist.

Gilbert H. Davis, Woodrow W. Richardson, from Lock Operator Iron Worker-Welder, to Leader Lock Operator Iron Worker-Welder.

Robert E. Waggoner, from Guard, to Locomotive Operator.

Manuel S. Henriquez, from Line Handler, to Boatman.

Lionel Bryan, Juan Joseph, Severino Navarro, from Line Handler, to Helper Lock Operator.

OFFICE OF THE COMPTROLLER

Walter C. Bottin, from Distribution Clerk, Postal Division, to Teller Treasury Branch.

Norma M. Jones, from Office Machine Operator, to Card Punch Operator, Accounting Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

Timoteo Magallón, from Stevedore, Terminals Division, to Laborer Cleaner, Community Services Division.

Supply Division

Theresa Douglas, from Counter Attendant, to Sales Clerk.

Joseph Buval, from Light Packer, to Store-keeping Clerk.

Clarence D. Bovell, from Truck Driver, to Leader Laborer.

Nicolás Cameron, from Utility Worker, to Sales Clerk.

Earl R. Samuels, from Utility Worker, to Service Station Attendant.

Hepburn S. Barber, from Utility Worker, to Kitchen Attendant.

John M. Eberenz, from Theater Usher, to Theater Doorman.

Donald C. Escalona, from Dock Worker, Terminals Division, to Package Boy.

Roberto Bowen, Alvin L. Foster, from Package Boy, to Utility Worker.

Octavio Bethancourt, from Laborer Cleaner, to Heavy Laborer.

Martin F. Harper, from Scrap Materials Sorter, to Scrap Flame Cutter.

Ivy M. Gillespie, from Heavy Laborer, to Warehouseman.

Solomon H. Da Costa, from Laundry Checker, to Warehouseman.

Harlington G. Davidson, Zacarias Garibaldi, Claudius T. Samuels, Eladio Montero, from Heavy Laborer, to Heavy-Cold Storage Laborer.

TRANSPORTATION AND TERMINALS

John J. Cusick, from General Agent, Water Transportation Division, to Water Transportation Officer (Chief, Water Transportation Division).

(See p. 22)

CANAL HISTORY

50 Years Ago

A COMMITTEE was appointed in April 1912 to recommend sites for the permanent administrative headquarters and offices of the Canal and a permanent settlement for Canal employees in the vicinity of the Pacific terminus. THE CANAL RECORD noted that the site

for the office headquarters "will be on Sosa Hill or at some other place nearby."

The warmest weather during the 8 years of U.S. construction activity on the Isthmus was recorded, as the mercury reached 97° at Ancon on April 7 and 96° at Culebra on April 17.

The ladder dredge *Corozal* went to work in the Pacific entrance of the Canal on April 15. The dredge had arrived at Balboa on March 27 after sailing 12,064 miles from Clyde, Scotland, where she was built for the Canal organization. The trip required 117 days, 96 of which were actual sailing time. Capable of excavating more than 1,200 tons of soft material an hour from

a depth of 50 feet, the *Corozal* was scheduled for use in digging an estimated 4 million cubic yards of material from the Pacific entrance to the waterway.

From May 1904 through April 1912, the U.S.-directed construction forces had used almost 50 million pounds of dynamite, while excavating 168,486,884 cubic yards of material and spending \$254,818,475.17 on the Canal project.

25 Years Ago

SCRAP IRON, pig iron, and steel and iron manufactures moved south through the Canal at a record rate 25 years ago. It was announced in April that tonnage of this type of cargo during the previous month had set a new record. Almost all of the scrap and pig iron was being shipped from the U.S. east coast ports to the Far East, principally Japan. Such iron and steel shipments accounted for more than 42 percent of the 1,048,337 tons of cargo which moved to the Pacific through the Canal during the month.

Widening of the Panama Canal channel through Miraflores Lake between Pedro Miguel and Miraflores Locks, which had been started 5 years previously, was completed in April 1937 by the Dredging Division. The work consisted of widening the channel from 500 to 700 feet from the south end of Pedro Miguel Locks to the north end of Miraflores Locks.

10 Years Ago

BRIG. GEN. JOHN S. SEYBOLD was nominated as Governor of the Canal Zone to succeed Gov. Francis K. Newcomer 10 years ago. It was the first time in the history of the Canal that an Army officer without previous service with the organization had been appointed to the position of Governor. Previously the post of Governor normally had gone to the Engineer of Maintenance, who usually served 4 years before he moved into the top Canal post. This practice had started with Gov. Chester Harding, who succeeded Col. George W. Goethals, the first Canal Zone Governor.

Plans for construction in Balboa of a 56-foot memorial to Col. Goethals were approved on April 7, 1952, by President Truman.

1 Year Ago

DRAFT RESTRICTIONS were placed in effect during the month limiting transits to ships with drafts of no more than 35 feet and 9 inches. Maximum draft for ships with beams of 90 feet or more was 6 inches less, or 35 feet and 3 inches. The restrictions were imposed as Gatun Lake dropped below 84 feet.

Promotions and Transfers

(Continued from p. 21)

Otho F. Holtzclaw, from Carman, Wood and Steel, to Inspector, Railroad Division.
Jorge A. Brown, from Service Station Attendant, to Chauffeur, Motor Transportation Division.

Terminals Division

Harold L. Shaw, Leopold Lester, Arthur H. Peter, Selvin A. Bryan, Kenneth L. Reid, Lucilo H. Hoyte, Louie H. McNish, Clarence Belgrave, George R. Athias, Glenwill D. Franklin, Alfred Vega, Nugent B. Josephs, from Supervisory Clerk Checker, to Supervisory Cargo Checker.

David Benskin, from Typewriter Repairman, Industrial Division, to Cargo Checker.

Arturo E. Agard, Jr., John R. Burnham, Erick G. McFarlane, Ricardo Moreno, George W. Pinnock, Luis E. Smith, Claudius D. Gowdie, Cyril S. Hall, Henry A. Foulon, Willred C. Gittens, Frederick McKenzie, Edgard S. Baptiste, Ferdinando Cherie, Carlos R. Evering, Harold S. McLeod, Hubert E. Anderson, Antoine Dudley, Romeo Francis, Basilio V. Holness, Gabriel Correa, Alcides D. Limares, Llewellyn C. Smith, Edgar Mewa, José A. Palacios, José C. Naranjo, Joseph R. Alleyne, Alphaes Plato, Gregorio Camarena, Wendall P. Maynard, G. A. Wittaker, Ernest A. Turnbull, James S. Lewis, Richard Toppin, Paul J. Harper, José R. Llovel, Miguel W. Orutiner, Joscelyn F. Parker, Arnold Benjamin, George E. Mayers, Félix Jeanmarie, Vernal Rose, Harry I. Inmiss, Lloyd L. Holder, Vincent T. Gray, Víctor M. Snárez, Roy J. McLenan, Roy W. Bryan, Sylvester A. Patterson, Oliver O. Clarke, Joseph O. Nicholson, Alfred M. Franklin, Euclid C. Jordan, Carlos R. Cameron, Rupert H. Seales, Arthur M. Fareux, Florentino Rivera, Carlos E. James, Richard Thompson, David A. DeCosta, Wilfred McFarquhar, Edgar C. Erskine, Ernie E. Wareham, Charles T. Whyte, W. C. Millett, Jr., Charles L. Welsh, Roland D. Hinds, Melvyn H. Jones, George E. Piper, Jr., Vincent A. Foster, Carlos E. Pernett, William W. Campbell, Clarence T. Drakes, Rudolph E. Fuller, Luke M. Levy, Theophilus Carter, Allie W. Bruno, Leonard Brown, John F. Anderson, Carlos Alexander, Adrian A. Ricketts, Rafael Chong, Sidney H. Anderson, Rufus D. Morant, Filomeno Boyes, Clarence E. Lambert, Earl B. C. Janniere, Ithran T. Stewart, William U. Allen,

Robert W. Ward, Icelus A. Stewart, Augustus St. John, Joseph A. Williams, Ferdinand E. Wynter, Benjamin S. Shoy, Alton C. Anderson, Aston L. Morris, Rodolph W. Treleven, Magan Lallu, Mario J. Ceballos, Perry A. Marsden, Herbert Clark, from Clerk Checker, to Cargo Checker.

Horace Lewis, Elliot F. Whitaker, Alloric Earle, Hubert McFarlane, Sibert C. Treleven, Cecil L. Lowe, Charles Simon, Wilbert C. Jordan, Lesley G. Anderson, Arthur L. Whittaker, George G. Hibbert, Ormand R. Harrison, from Cargo Clerk, to Cargo Checker.

William J. Simpson, from Stevedore, to Winchman.

Alejandro Sandoval, from Deckhand, Navigation Division, to Stevedore.

Jorge Garay, James L. Gaskin, Pablo Otero, from Dock Worker, to Stevedore.

Walton G. Green, Albert A. McQueen, Bently B. Murphy, Frank L. Titus, Leopold Williams, from Laborer, to Heavy Laborer.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

William R. Bailey, Gerald W. Coffey, Marine Traffic Controller, Navigation Division.

Emelina Frensley, Secretary, Panama Canal Information Office.

Frances D. Wheeler, Accounting Technician, Accounting Division.

Guillermo Van Hoorde, Construction Inspector, Contract and Inspection Division.

Edgard F. Bascombe, Alberto N. Biggs, Patricio Blackman, Wilbert T. Dryden, Philip Ottey, Joseph N. Springer, Samuel E. Taylor, Kenneth Wade, Clerk, Navigation Division.

Eugenio Calame, Clerk-Typist, Division of Schools.

Joyce A. Clarke, Clerk-Typist, Contract and Inspection Division.

James A. Dowlin, Lloyd B. Joseph, Manuel S. Rivera, Bookkeeping Machine Operator, Accounting Division.

Albert R. George, Clarence A. Lambert, Utility Worker, Supply Division.

Francis V. Lord, Letterpress Pressman, Printing Plant, Mount Hope.

John S. Romelis, Timekeeper, Navigation Division.

Hardev Singh, Cargo Clerk, Terminals Division.

Carmen M. Smith, Graduate Intern, Business Administration, Office of the Director, Supply and Community Service Bureau.



Pop Makes the Rules

(But Does He Obey Them?)

ALL OF US realize that safety is really serious business, but every once in a while we have come across a safety message written in a laconic, offbeat vein which lends a touch of humor.

One such item appeared in an issue of Safety News Letter, Machine Shop Section, published by the National Safety Council, and we take the liberty of retelling it:

RETIREMENTS

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

Manuel Arosemena, Helper Machinist, Industrial Division; 42 years.

Patricio Borhwa, Boatman, Dredging Division; 24 years, 5 months, 13 days.

Robert E. L. Brown, Supervisory Construction Management Engineer, Contract and Inspection Division; 19 years, 1 month, 7 days.

Esteban Chávez, Deckhand, Navigation Division; 21 years, 10 months.

Eldridge Dunn-Moodie, File Clerk, Coco Solo Hospital; 39 years, 1 month, 29 days.

Vivian E. Johnson, Mail Clerk, Administrative Branch; 45 years, 4 months, 9 days.

Walter R. Lindsay, Agronomist, Community Services Division; 31 years, 1 month, 11 days.

Julius G. Lusky, Towboat or Ferry Master, Navigation Division; 17 years, 1 day.

Anthony C. Maggiori, Lock Operator Iron Worker-Welder, Locks Division; 35 years, 15 days.

James Malone, Heavy Laborer, Supply Division; 34 years, 6 months, 17 days.

Andrew J. May, Service Center Supervisor, Supply Division; 20 years, 3 months, 27 days.

Cuthbert L. Padmore, Laborer Cleaner, Community Services Division; 22 years, 1 month, 1 day.

Lionel A. Seon, Deckhand Boatswain, Navigation Division; 40 years, 9 months, 10 days.

Pala Singh, Dock Worker, Terminals Division; 22 years, 27 days.

Charles A. Stewart, Leader Lock Operator Machinist, Locks Division; 27 years, 2 months.

Neheamiah B. Taylor, Laborer Cleaner, Division of Schools; 20 years, 11 months, 21 days.

Herbert Watson, Deckhand, Navigation Division; 41 years, 2 months, 12 days.

Stanley Yearwood, Dock Worker, Terminals Division; 21 years, 10 months, 25 days.

A little one is born, and a new sovereign rules the household. Immediately, the little bundle in pink or blue becomes the axis of all activity.

Pop, having proven there was more there than meets the eye, lays down an ultimatum that nothing shall happen or be allowed to exist that can interfere with the chances of little Noodnick to survive and grow up. "Be careful of those drafts; give him some air; that water is too hot; that water is too cold; sterilize that bottle; you're feeding him too much; he's starving to death; don't leave him in those wet drawers; don't sneeze in his face; stop breathing when you look at him; don't smother him; don't wake him up just to change him; has he got enough clothes on? What's his temperature? Did you ever see such an intelligent face? Etc., etc.

Woe be it to anyone hurting that baby.

After prescribing the rules for mother to follow for the day, what does Pop do? Does he think about what he can do for the welfare of the kid?

Little does Pop stop to think that there's a killer in his home!

The killer? Poisons! They lurk everywhere. In the medicine cabinet, under the kitchen sink, on dressing tables. You'll even find them on food shelves, in the workshop, and in the cleaning closet.

These camouflaged killers in the home take more than 1,000 lives annually. They take a steady toll throughout the year—about 120 lives a month.

Pop does not realize that the most frequent victims are children 5 years of

age or younger.

The types of accidental poisoners are as varied as the containers they come in—bleach, permanent wave solution, shampoo, nail polish remover, furniture polish, art supplies, bug killers, paint removers, and thinners.

Regardless of the killer, in just about every instance there's an accomplice to the crime—carelessness or ignorance.

And when it comes to driving, just how welfare-minded is Pop where little Noodnik is concerned?

Pop hops in the car, roars out of the drive, and into the street on his way to work.

Pop's a past master at all tricks in driving. He's got that 30-minute drive to the plant down to a slick 23 minutes. Of course, that's exceeding the limits a bit in school and residential areas, but he's not stupid like the drivers for whom those limits were set.

Pop is always the first one at the timeclock at quitting time. Also, he takes the stairs two or three at a time, roars out of the parking lot, and 7 caution lights, 5 tight intersections, 7 stops on a dime, 21 jet propelled take-offs, 8 horn honkings, and yes, 2 scared kids on bikes that someday could well be one of his own, he comes to a stop in his own driveway.

He hops out of the car and yells, "where's my boy? Don't tell me you've let something happen to him. One of these days, yeh one of these days, whammo right in the kisser—if you do. That kid's going to have what I wasn't able to have."

What's he mean—a widowed mother?

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
FEBRUARY

ALL UNITS
YEAR TO DATE



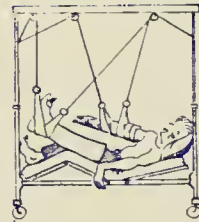
FIRST AID
CASES

'62	'61
215	491(301)
403	1026(623)



DISABLING
INJURIES

'62	'61
11	10(2)
23	26(4)



DAYS
LOST

'62	'61
282	564(26)
6360	661(26)

(Locks Overhaul injuries included in total)

SHIPPING

Hawaiian Cruise

THE RMS *Andes*, which is one of Great Britain's few full-time cruise liners operating on a year around basis from the United Kingdom, has made two trips through the Panama Canal this year. With a full list of cruise passengers, the *Andes* made the Canal transit southbound in January en route to the U.S. west coast and Hawaii. The vessel returned to the Canal the last of February on the return leg of her 62-day winter cruise and sailed for Southampton via Barbados and Lisbon.

The cruise to Hawaii was the last voyage for Capt. Geoffrey M. Fletcher, master of the *Andes*, who retired upon his return to England. A veteran of 38 years with the Royal Mail Lines, Captain Fletcher has also been in command of the *Loch Aton*, *Loch Loran*, and the *Highland Brigade*, all of which are regular customers of the Canal.

Record Load of Barley

A RECORD-BREAKING CARGO of barley en route to Poland from the U.S. west coast passed through the Canal March 13 aboard the tanker-grain carrier *Titan*, which loaded its 37,149 long-ton load in Portland, Oreg., and Seattle, Wash. The shipment, which is equivalent to 2,350,000 bushels of grain, surpassed by one-third the largest cargo of a single grain in U.S. maritime history which was shipped through the Canal to Poland in 1961 aboard the tanker *Transeastern*.

The *Titan*, a 735.6-foot-long super-tanker, which can carry either oil or grain, is owned by the Overseas Oil Transport Co. and operated by A. N. Bull. It flies the U.S. flag and was built on the U.S. east coast in 1960. Although this was her first transit of the Canal, it was not her first trip to Poland with grain. The *Titan* loaded 1,549,000 bushels of wheat for Poland in 1960 at Baton Rouge and New Orleans.

Despite the size of her cargo, the tanker was not loaded to her full capacity. Because of draft restrictions on superships passing through the Canal for the first time, her cargo was limited to keep her draft to a maximum of 33 feet.

C. Fernie & Co., which acted as agent for the *Transeastern*, also handled the *Titan* at the Canal.

TRANSITS BY OCEAN-GOING VESSELS IN FEBRUARY

	1961	1962
Commercial.....	843	841
U.S. Government.....	20	11
Free transits.....	5	11
Total.....	868	863

TOLLS*

Commercial.....	\$4,114,601	\$4,390,163
U.S. Government.....	140,857	47,207
Total.....	\$4,255,458	\$4,437,370

CARGO**

Commercial.....	4,869,175	5,290,974
U.S. Government.....	233,546	55,038
Total.....	5,102,721	5,346,012

* Includes tolls on all vessels, ocean-going and small
** Cargo figures are in long tons.

New 18-Knot Ship

A NEW ADDITION to the fleet of ships which maintain a regular service between the east coast of North America and Australia and New Zealand is the motorship *City of Canberra*, which sailed from New York in January and passed through the Canal on its maiden voyage to Brisbane, Sydney, Melbourne, and Adelaide.

The new 18-knot ship has 240,000 cubic feet of refrigerated cargo space to accommodate the "down under" products which she transports to the United States on her return trips. The *City of Canberra* is operated by the Elleman Line and is represented at the Canal by Norton, Lilly & Co.

Chinese Luxury Freighter

A NEW FAST SERVICE between Formosa, Yokohama, and New York was introduced last month by the Orient Overseas Lines. The *Ru Yung*, a brand new Chinese passenger cargo ship, passed southbound through the Canal March 15 on the second half of her maiden voyage between New York and the Far East.

The *Ru Yung*, built in Japan at a cost of \$3.5 million, is of the closed shelter-deck type and has accommodations for 14 first-class and 12 tourist-class passengers. All public rooms and living quarters are air conditioned. In addition to the usual dining rooms, there are music room-bar-library, a special Chinese lounge, and an enclosed observation gallery on the top deck. Japanese maple was used for paneling, while the

main doors and partitions are of etched glass. The ship also carries a valuable collection of Chinese and Japanese paintings.

The *Ru Yung* is the first of two cargo ships to be built for this trade. The second will be the *Siam Yung*, due at the Canal April 4. Like its sister ship, the *Siam Yung* will make the voyage between Yokohama and New York in approximately 23 days and will call at other U.S. Atlantic ports and gulf ports on its return voyage.

Boomerang to Australia

SHIPS OPERATED by the Swedish East Asiatic Co. of Gothenburg are running through the Canal these days on an express service between Australia and the west coast of South America to the West Indies and U.S. gulf ports.

Named the Boomerang Cargo Line, the service was inaugurated in February by the motorship *Vegaland*, sailing from Houston and New Orleans. It was followed by the *Sameland*. The ships operate on a regular bi-monthly service from Adelaide, Melbourne, Sydney, and Brisbane to Callao, Guayaquil, Buenaventura, Cartagena, La Guaira, Port-of-Spain, Bridgetown, Georgetown, Paramaribo, Kingston, and the U.S. gulf ports.

The ships have a speed of 16 knots and have general cargo, reefer, and deep tank storage space. C. B. Fenton & Co. handles the vessels at the Canal.

Bid for "Ancon" Rejected

THE ONLY BID received by the Maritime Administration for the *Ancon*, formerly used in Canal steamship operations, has been rejected and the vessel probably will be readvertised. Bids were opened March 9 in Washington, D.C. The *Ancon* was removed from service last year and since that time has been docked in New Orleans.

Oil Rig Transits

IT WAS an odd-looking customer that moved south through the Canal on March 20 as an oil-drilling rig mounted on a self-propelled drill barge made the transit.

The rig, which was on its way from Texas to Alaska, is to be used for offshore oil exploration. It was approximately 180 feet high, making it one of the tallest pieces of equipment ever to pass through the Canal. The barge on which it was mounted was 267 feet long.

UNIVERSITY OF FLORIDA



3 1262 07150 0390

986.3005

P187

LATIN AMERICA

