

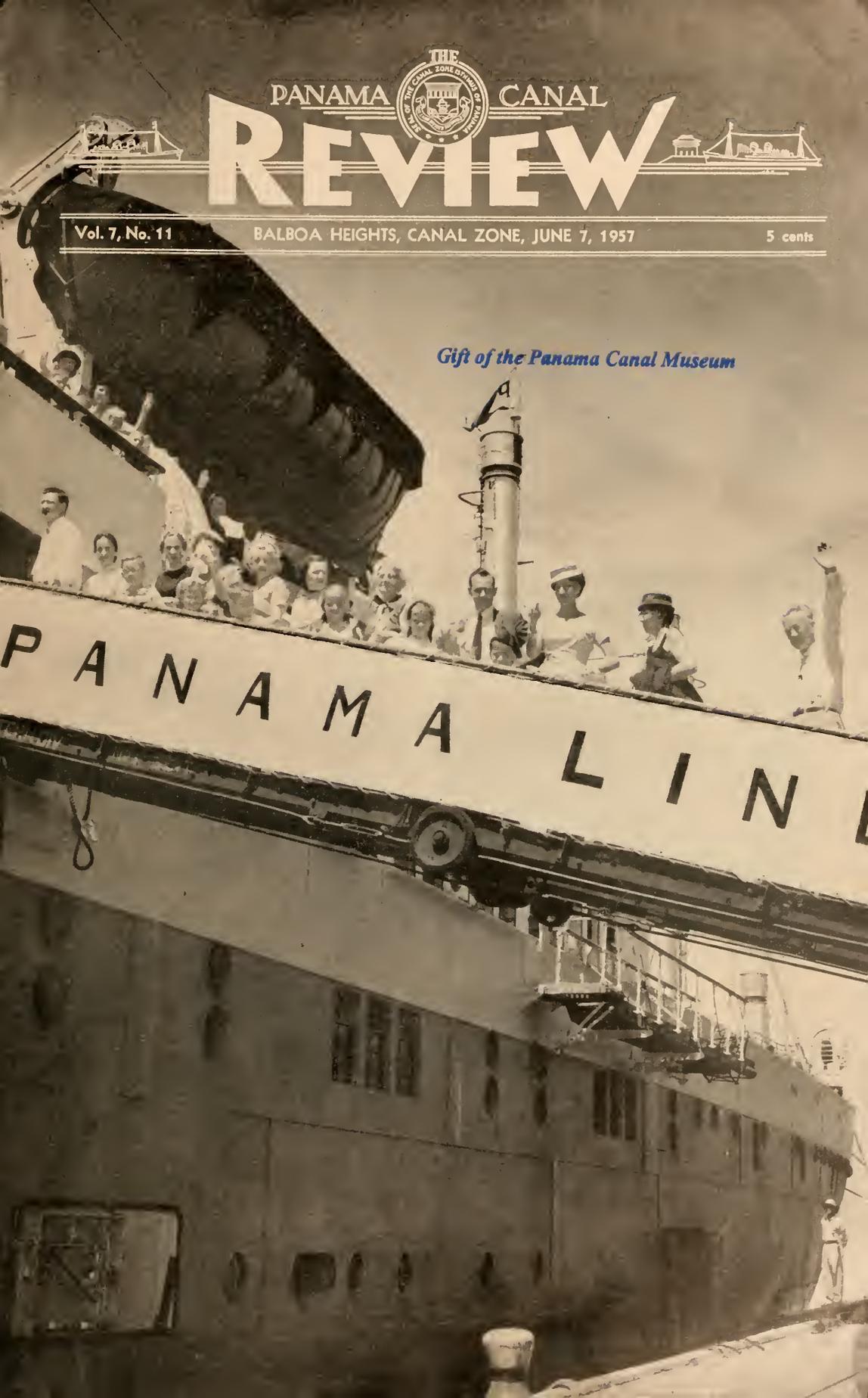
PANAMA  CANAL
REVIEW

Vol. 7, No. 11

BALBOA HEIGHTS, CANAL ZONE, JUNE 7, 1957

5 cents

Gift of the Panama Canal Museum



PANAMA LINE

There's Fun To Be Had Right Here In The Zone



Shipping took a back seat as Scout crews paddled their cayucos through the Canal last month. The two boats here are racing toward Pedro Miguel Locks.



Looking over Hideaway Beach, near Thatcher Ferry, as part of the recreation survey, are: Edward Gaskin, C. M. Brandl, L. L. Llewellyn, and C. E. Haywood.

The present recreational facilities of the Canal Zone include almost every conceivable field of recreational interest or activity. They need only to be developed to make them available to virtually every Zone resident.

These, basically, are the findings of a committee appointed recently by Governor Potter to survey what is available in the recreation field in the Canal Zone and suggest plans for improvement.

The committee has not yet submitted its full report to the Governor, and, to date, has made only "piecemeal" recommendations to him.

One of these "piecemeal" recommendations, elimination of admission charges to Canal Zone swimming pools, was announced by Governor Potter at a Community Meeting held at Gamboa May 22.

The committee, which is delving into the entire matter of recreation in the

Canal Zone, is headed by Col. Hugh M. Arnold, Engineering and Construction Director. Other members are Henry L. Donovan, Civil Affairs Director; Philip L. Steers, Jr., Comptroller; and F. R. Johnson, of the Executive Planning Staff.

They have been assisted by a "working subcommittee." Its chairman is Charles McG. Brandl, who is employed in the Engineering Division and is well known here for his work with Civic Councils, Scouting organizations, and other community groups. Other members of the subcommittee are Robert G. Laatz, Robert Lessiack, and G. C. Lockridge.

This group, working for several weeks, studied recreational facilities throughout the Canal Zone, listing all of those now existing and classifying them as to condition and ease of access. The survey in-

cluded such official facilities as swimming pools, playgrounds, and gymnasiums, and such non-governmental facilities as clubs and other employee organizations "devoted to the recreational, cultural, and fraternal requirements" of the Canal Zone's people.

They discussed the aims and problems of the program with Civic Council groups and the Councils, in turn, helped by listing what facilities were already available and recommending others which their townspeople wanted.

When its members had completed the survey, the subcommittee submitted a detailed 10-page report, breaking recreational facilities and needs down into geographical areas.

The present Canal Zone recreational program, they decided, represents at least as far as the physical plant is concerned a somewhat haphazard accumulation of facilities acquired over the past 40 years, and commented that the periods of expansion and constriction of several towns were reflected in their recreational facilities. This was particularly true of Balboa, Gamboa, and Gatun and, to a lesser degree, of Diablo Heights and Margarita. Some of the present facilities, this group found, were still useful but almost obsolescent.

One of the major sub-headings of this group's report dealt with "parks and monuments" such as Fort San Lorenzo, Barro Colorado Island, Summit Experiment Garden, the Madden Road Forest Preserve, and Madden Dam and the lake behind it.

The subcommittee saw possibilities for a major park in the Summit Garden area and suggested that picnic facilities be increased there and that additional picnic sites and camping places be located in the adjacent forest preserve. Other possibilities they suggested for this area, which is easily accessible by both rail and road, included a zoo of local animals and an amusement park.

Boat-launching facilities were recommended for Madden Dam to utilize its possibilities as a picnic ground and a location for water sports and outdoor camping.

The subcommittee visited beaches on both sides of the Isthmus, finding "little general interest" in these on the Atlantic side. Two beaches, they suggested, might be developed for public use on the Pacific. One of these would be the present Hideaway Beach and another, for future consideration, is Venado Beach, once a popular swimming spot for Pacific sidlers.

Within the town areas, the subcommittee looked into the matter of swimming pools, athletic fields, gymnasiums tennis courts, and the Service Centers. Their recommendations in this category included replacement of the Balboa pool with a "modern, accessible one," tennis courts in each town area, and modern soda fountains in the Service Centers. If some of the tennis courts were roofed and lighted, the report said, they could be used for skating, games, and town meetings.

Neighborhood projects and private clubs, as well as employee hobby groups, were also surveyed and reports on these occupied a brief part of the report. A considerable part of the recreation in the Canal Zone, the subcommittee commented, was provided by such groups and organizations.



Vacation

Zonians are on the move. As one can plainly see from the cover of this month's REVIEW and from the picture above, it's vacation time—the time of year when we scatter from New Jersey to California and from Maine to Texas.

For weeks now, Zone families, vacation bound, have been boarding Panama Line ships at Cristobal, planes at Tocumen, or United Fruit Co. ships at Balboa, and many others will follow in the next few weeks.

Where do they go and how do they get there? The best qualified to answer these questions are the half-a-dozen men and women of the Transportation Section who right now, are inundated with the flood of seasonal travel requests.

During April and up until May 22, this Section had issued travel orders for 168 Canal Zone families, numbering more than 400 persons, and the bulk of these travel orders were for those going under the Home Leave Travel Plan which returns them to their States home, transportation paid, every

two years. Since these travel orders are issued well ahead of the actual embarkation date, the families involved may be starting out anywhere up to 30 days from now.

The Home Leave Travel plan has been in effect since September 1954, but most families took their "paid" vacations the following summer. Since employees in general must agree to remain in the Canal service 22 months after they return to duty from their home leave, the families who took their first "paid" vacations in 1955 are just now again becoming eligible for the home leave and, consequently, travel may be heavy throughout this summer.

The 168 families for whom travel orders were issued in the April 1-May 22 period do not include the many others who are paying their own way to the United States either because they do not yet have the two years of service which entitles them to Home Leave Travel, or because they are making short trips on personal or family business—college graduations are

a major family interest, just now—and want to save the "paid" transportation for a later time.

A check of these 168 travel orders shows that the Panama Line's two ships are still the favorite means of transportation for Zone families. Of the 168 families, 72 are making the round trip aboard either the *Ancon* or her sister ship, the *Cristobal*.

Since the early part of May, the Panama Line ships have been running full on their northbound voyages and at the time this issue of "The Review" went to press, the southbound sailings on June 28 and July 5 were booked solid.

Another 50 of the 168 families had worked out a combination of plane and Panama Line travel; by far the majority of them fly to the States and return by ship, for several reasons, according to James Thompson and Fred M. Wells of the Transportation Section.

Some people just simply want to get started on their vacations (See page 15)



A. M. Faucette, Counsel for the Senate Civil Service and Post Office Committee, center, spent ten days here in May, talking with Zone officials and labor groups on treaty provisions. Above he is shown with Maj. Gen. Louis T. Heath, Chief of Staff, Caribbean Command, and Governor W. E. Potter.

TIPS TO TRAVELERS

... The underside of automobiles which are being taken to the States aboard ships must be washed by a pressure hose or steam cleaned before the cars are loaded. This is a Department of Agriculture requirement.

... Travelers between the Isthmus and the States, both north- and southbound, should have with them a vaccination certificate, preferably an international certificate, issued within three years of the travel date.

... Returning vacationists report the confiscation at the N. Y. piers of fruit they were carrying, including Haitian alligator pears. Permits to import fruits and vegetables into the States must be obtained from a U. S. Quarantine office whose address is given as 209 River St., Hoboken, N. J., and in making such requests the traveler must know the scientific name of the fruit or plant he is importing. Fumigation or defoliation may be necessary.

... And air travelers also report frequent bans on taking flowers into Miami, a plant disease preventive measure.



Robert Van Wagner, Insurance Board Chairman, meets Omaha Mutual officers.

Group Health Insurance

—A Report To The Reader

Canal employees are utilizing the services of their Group Health Insurance plan. This was established clearly last month by figures released by the Insurance Board.

By the middle of May, more than 8,400 of the approximately 13,000 employees on the Company-Government rolls were members of the insurance plan, the first of the kind to be made available to employees as a whole. And as of the same date, 337 claims had been presented to the insurance company by members of the Group Health Insurance Program. The claims ranged from major surgery to removal of a splinter.

While employees continued to enroll and while claims were being paid, Robert Van Wagner, President of the Canal Zone Group Health Insurance Board, was in Omaha, conferring with officials of Mutual of Omaha, the underwriting firm for the master policy.

Mr. Van Wagner, who is shown above reviewing details of the program with Emerson Adams, executive vice president, and Gale Davis, vice president in charge of group operations, is on leave in the United States. He spent part of last month in Omaha, obtaining first-hand information on the claims and administrative procedure of the insurance company.

The local plan has been in effect for such a comparatively short time that not all members are aware of the extent to which they and their dependents are covered.

The policy for Company-Government employees pays for all surgery performed by a surgeon or a licensed physician, regardless of whether this surgery is performed in a hospital or elsewhere. One recent claim was for surgery necessary for the removal of a part of an arrow from an employee's finger.

Claim forms for surgery may be obtained by writing the insuring company at Box 1002, Diablo Heights, C. Z., or from the Mutual offices, now located in DeLesseps Park in Panama City, facing the new Legislative Palace.

Although the charter enrollment period for the insurance plan ended March 25, applications are still being received. Some of these are from new employees or from employees who were on leave during the enrollment period, but

many are from employees who did not sign up earlier. In the case of the latter, the insurance is selective, i. e. exceptions may be made for treatment of some chronic or other ailments.

Employee representatives in the various Company-Government divisions still have a supply of the forms needed for original applications. They also have forms used when additional coverage is desired, such as in the case of a new dependent—a bachelor employee may acquire a wife or a married couple a new baby for instance. Also available from these employee representatives are forms used when there is a change in pay status and the payroll deduction cards which must be signed in duplicate and accompany each application.

Need Targets? He Makes 'em

Clay pigeons belie their name. They aren't made of clay in the first place, and in the second they don't look at all like pigeons.

But regardless of all that, clay pigeons are an essential part of any skeet shooter's sport; those which shatter before the expert fire of Canal Zone shooters are a purely local product produced by the skillful hands of Lee B. Carr, President of the Pedro Miguel Gun Club.

He puts out a steady supply by carefully salvaging all bits and pieces of the shattered targets, melting them down in a large tank, and then remodeling them into their original shape with a huge "Rube Goldberg" machine of his own invention.

What emerges from this monster are small round black discs with white centers which must be as fragile as the shell of an egg, but strong enough to stay together when fired from the target ejector. They are usually composed of river silt and pitch, as clay is too durable to break easily when hit.

Mr. Carr, who is a retired Canal employee, supplies the targets for Gamboa, Cristobal, and Balboa Gun Clubs, as well as for Pedro Miguel.

During the war, no clay pigeons were available on the Isthmus due to the interruption of shipments from the United States. He volunteered the use of his machine to the Army which ran it 24 hours a day supplying targets for the soldiers.

Retired in 1944 from his job as boiler-maker, Mr. Carr has spent the last 13 years traveling and working at his hobbies, which include making gunstocks, carved from mahogany, in his workshop adjacent to the skeet range.



Lee B. Carr, President of the Pedro Miguel Gun Club, inserts a clay pigeon, one of the many he produces in his workshop at the skeet range, into target ejector.

TREES

(Now You'll
Know Them)

Even the village smithy knew when he was standing under the spreading chestnut tree—that is, he knew it was a chestnut tree and not a sugar maple. But down in the tropics, most visitors and even residents of long standing have difficulty in identifying any tree more unusual than the common mango or perhaps the frangipani.

This unusual state of affairs came to the attention of the members of the Canal Zone College Club Nature Study Group recently after having had a few sad experiences themselves with the questions asked by visiting tourists.

In Balboa and Ancon alone they found there were hundreds of beautiful trees of various types which could be found along the principal streets of most Canal Zone towns and in gardens. Only a few residents knew the names of some of them and no one seemed to be able to identify all of the trees.

Headed by Mrs. H. W. Schull, Jr. and Mrs. Roger W. Adams, members of the club, working in teams of two, took Walter Lindsay, Panama Canal Agronomist, in tow and made a systematic tour of Ancon and Balboa. They identified



A Christmas Tree, but not the holiday kind, makes a background for Mrs. Roger Adams, left, and Mrs. H. W. Schull, Jr., who helped label 100 trees.

most of the trees and after pooling their findings, decided that a representative group was located on a trail starting near the Goethals Memorial in Balboa, continuing over the Balboa Heights Road, past the Governor's residence and down Gorgas Road to the former Ancon Post Office and the Tivoli Guest House.

Along this route, 100 of the most interesting trees were labeled with metal

tags bearing both the Latin and common or local names. The labels are large enough to be seen from the road if the tour is being taken by car.

The Nature Study Group members found that the research was an education in itself and that names given to many of the trees made the tour through Balboa sound like a trip to Never-Never land.

Below the Administration Building at Balboa Heights, for instance, there are a sacred fig, a sausage tree, and a rain tree. The latter shuts its leaves when the skies are overcast. The wood is used in Hawaii for the manufacture of fine furniture.

Near the Balboa Heights Railroad station is a monkey pod tree which produces a fine brazil-type of nut which is edible in small quantities. Too many will make a person deathly ill and in time he will lose his hair. This actually happened one time to one skeptical Canal employee.

A cigar box cedar, whose wood is really used for the manufacture of cigar boxes, is located along Heights Road; a rubber plant of the type which produces Brazilian rubber stands near the Governor's residence near where there is also a Panama hat palmetto, the fiber of which is used in Ecuador for the manufacture of Panama hats.

Some of the other varied and exotic trees listed are the Chinese fan palm, Pacific Island palm, cocoa, breadfruit, Waringian fig, star apple, Pride of India, teak, calabash, mangosteen, sand box, cabbage bark tree, and cuipo.

Members of the Nature Study Group whose ultimate aim is to write a book on the flora of the Canal Zone, include—in addition to Mrs. Schull and Mrs. Adams—Mrs. George O. Lee, Mrs. Walter Dryja, Mrs. J. C. Turner, Miss Kaye Clark, Mrs. John R. Hammond, Mrs. Walker M. Alderton, and Mrs. D. B. Hathaway.



New Project Engineer for the Power Conversion Project, effective July 1, is J. Bartley Smith, left above. He has been on duty in the Power Conversion Office since the middle of May but does not officially assume his new post until the first of July when he succeeds Col. E. B. Jennings in that position. Colonel Jennings will leave early in July for his new assignment at the Armed Forces Staff College in Norfolk, Va.



Succeeding Mr. Smith as Electrical Engineer, the title borne by the Chief of the Electrical Division, will be Roy D. Reece, who is presently Assistant Electrical Engineer and is shown at the right above.

Both the engineers are Indianans, both are graduates of Rose Polytechnic Institute, and neither has ever worked for any other Canal unit except the Electrical Division.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION



HONOR ROLL

Bureau Award For
BEST RECORD

APRIL

SUPPLY AND EMPLOYEE SERVICE
BUREAU

HEALTH BUREAU

CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Civil Affairs.....	3
Health.....	3
Supply and Employee Service.....	2
Engineering and Construction.....	2
Marine.....	1
Transportation and Terminals.....	0

Division Award For

NO DISABLING INJURIES

APRIL

COMMISSARY AND SERVICE CENTER
DIVISION

NAVIGATION DIVISION

HOSPITALS AND CLINICS

MAINTENANCE DIVISION

HOUSING AND GROUNDS DIVISION

DREDGING DIVISION

INDUSTRIAL DIVISION

ELECTRICAL DIVISION

MOTOR TRANSPORTATION DIVISION

RAILROAD DIVISION

STOREHOUSE DIVISION

POLICE DIVISION

FIRE DIVISION

AIDS TO NAVIGATION

SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	4
Electrical.....	4
Fire.....	4
Housing and Grounds.....	4
Industrial.....	4
Motor Transportation.....	4
Sanitation.....	4
Commissary and Service Center.....	3
Dredging.....	3
Hospitals and Clinics.....	3
Maintenance.....	3
Police.....	3
Railroad.....	3
Storehouses.....	3
Locks.....	2
Navigation.....	2
Terminals.....	1

SAFE BETS

How many times have you driven around a curve in a highway at night and suddenly come upon a truck, bus, or car parked on the pavement without lights? Then only by frantically manipulating the wheel—and a great deal of luck—you managed to miss the several people standing around watching a man, squatting out in the middle of the highway, changing a tire? Finally, when your car had come to a stop and your heart had dropped back into place, hadn't you then noticed no one seemed much concerned by the fact that they had created a very hazardous situation and had just escaped injury, if not sudden death? This is no unusual experience. There occur many such cases, some resulting in most unhappy consequences.

Most States have laws prohibiting parking on the pavement of highways at any time, especially at night without lights. Such highways are being constantly patrolled and violators are soon picked up, but few people down here pay any attention to highway safety and will park out on the highway at any time and at any place.

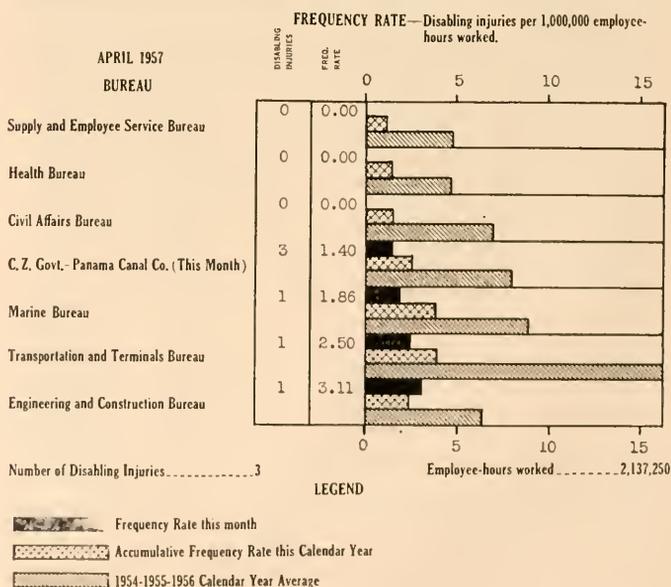
Let's suppose, however, that you have a flat tire and are parked on a curve at night. Have you protected yourself and family with ample accident insurance? Is the premium paid? Does your family care about you or would they rather have your insurance? Do you value the old tire more than your life and the price of a new one, rather than move to the shoulder? Are you prepared to assume the moral responsibility if someone else

is injured or killed by your thoughtlessness and laziness? Remember you are just as responsible in creating this hazard as you would be by throwing a switch in front of an oncoming train and wrecking it.

There are better ways to protect yourself other than outlined above:

1. Keep your car in repair and with good tires on all the wheels.
2. If you do have trouble, pull well off the pavement and give yourself safe room to work, even at the expense of the inner tube.
3. Look in the December 1956 number of the *Consumers Research Bulletin*, available at the Library, and read up on the safety lights on the market. Most are battery powered and when placed right will give adequate warning to others that danger and you are ahead.
4. If you are planning a trip to the States or to the interior of Panama by automobile, you should not be without at least one of these red-flashing lights. Supplement it with a couple of red flares similar to those used on the railroad, or some red scotch-light pasted on pieces of plywood with a hinged leg to make it stand upright. Then if you have trouble, or run into someone else in trouble, place these well to the rear for the safety of your family, yourself, and others.

SAFETY BELONGS TO THOSE WHO
PLAN IT



OF CURRENT AND FUTURE INTEREST

He's Retiring



Raymond Jackson

An idea of what Raymond C. Jackson, Administrative Assistant in the Office of the Panama Canal Company's Secretary, is going to be doing from now on can be gathered from the picture above.

Mr. Jackson retired May 31 after over 38 years of continuous service with The Panama Canal and the Panama Canal Company. Only one employee now in the Washington Office has a longer period of employment.

"Jack," as he is affectionately called by his fellow-workers, had an ability to locate historical and statistical records pertaining to the construction of the Panama Canal unequalled by none. His special jobs have to do with records management and property control. He is well known to many employees in the Canal Zone, especially those who have visited the Washington Office on official business.

He plans to catch up on some of the chores on his small farm near Gaithersburg, Md., and hopes also to cut enough of his golf score to beat his two sons. He plays an expert game of checkers, but admits that there is room for improvement in his chess game—a project which may occupy him on winter evenings.



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Chinch bugs had better duck for cover these days. The Housing and Grounds Division has declared total war and, since the rainy season began, the Division has started a systematic spraying of all the lawns on both sides of the Isthmus. The spray has an unpleasant odor which will dissipate in a short time, but Zone authorities believe that the results will be more successful than those achieved last year.

Spraying is being done by means of several new power sprayers which are doing a fast and efficient job. The spray being used was found to be successful in Florida recently, but experiments will continue locally until something can be found which kills the unpleasant pests which have ruined many good lawns in the past two years.

In addition to the spray, the Housing and Grounds people are also experimenting with new kinds of grass which may be resistant to the chinch bug. Most lawns in the Canal Zone are now planted with java grass which grows like wildfire in the tropics but is steak-and-potatoes to the destroying chinch. One of the new types is the *soyia* grass, now being grown in Florida. So far, however, it hasn't spread, as it should, in the Canal Zone.

Authorities say that there are more than 200 varieties of chinch bug and that the type which is ruining Isthmian lawns has not yet been identified. The most common of the species goes by the Latin name of *Blissus leucopterus*. Like all chinch bugs, he likes to attack the grass roots when they first begin to grow. They have been a scourge in Florida for many years.

A "slightly" overdue library book is back on the shelves of the Canal Zone Library, but how and when it went on its long travels, no one will ever know.

Last month, Librarian Eleanor Burnham received a package, and a note from Carl W. Hull, former librarian for the Army at Quarry Heights. He was enclosing, he said, a "slightly overdue" book which had turned up on the shelves of the Cambria Free Library in Johnstown, Pa., where he is now librarian.

He had no idea of how long the book, a copy of Bram Stoker's "Dracula," had been in Johnstown or how it had gotten there.

The copy had been borrowed from the Cristobal Library on March 10, 1933.

John M. Purvis, Jr., Pressroom Head of the Panama Canal Press (which prints THE PANAMA CANAL REVIEW), has just been awarded a diploma in American Law and Procedure by LaSalle Extension University of Chicago, after three years' study in his spare time.

A graduate of Balboa High School, he studied for a year at Carnegie Institute of Technology. This is the third correspondence course he has completed in the past three years. He took two courses with the International Printing Pressmen and Assistants Union of North America in addition to his LaSalle law training.

He is now Legislative Chairman of the Canal Zone Labor Union and plans to continue his studies in the legislative field and graphic arts.

Applications are now being accepted for renewal of licenses to hunt in the Canal Zone. Pacific siders may get their hunting permits at the License Section in the Civil Affairs Building; Atlantic siders may get the application blanks at the Cristobal Police Station.

In either case, the cost is \$1.

Dr. Harold Mondragon was scheduled to arrive here this week to succeed Dr. Gerald E. Cosgrove, Jr., as Chief of the Board of Health Laboratory in Ancon. Doctor Cosgrove leaves later this month to join the staff of the Oak Ridge National Laboratory in Oak Ridge, Tenn. Doctor Mondragon comes to the Canal Zone from the First Army Medical Laboratory in New York.

Doctor Cosgrove has been here since June 1955, having come here from Rapid City, S. Dak. He has been Chief of the Laboratory since last October.

. He's Leaving



Major David H. Smith

Two young officers of the Corps of Engineers will swap assignments next month when Capt. Peter Grosz succeeds Maj. David H. Smith as Military Assistant to the Governor.

Captain Grosz has just completed a course at the Army Command and General Staff School at Fort Leavenworth, Kans., and when Major Smith leaves here he will head for Kansas to enter the same school.

The two officers graduated from West Point together in 1946 and both saw service in Korea, although not in the same outfit.

Captain Grosz is married and has three children—a stepson, 13, and boy-and-girl twins, 7. He and his family will arrive here about the middle of July.

An extremely interesting science motion picture film, entitled "Our Mr. Sun," produced by the American Telephone & Telegraph Company, was shown last month to pupils from fifth grade up, in all of the Canal Zone schools. The showing took place in the Service Center theaters.

Also during May, students in biology classes saw another science film. This picture, of a more technical nature, was entitled "Hemo, the Magnificent."



CIVIL DEFENSE NEWS

Philip L. Dade, Chief of the Civil Defense Section, returned to the Canal Zone late last month from an official trip to the States which took him to the Civil Defense Staff College at Battle Creek, Mich.

He also visited Civil Defense offices in Washington, D. C., and Thomasville, Ga.

Common household items may be used to make an improvised stretcher in a civil defense or other emergency, the Federal Civil Defense Administration points out. Possibilities include an ironing board, the leaf of a dining table, a door, or a window-shutter.

The FCDA also suggests that hot-water heaters would provide a good source of uncontaminated water after a nuclear attack.

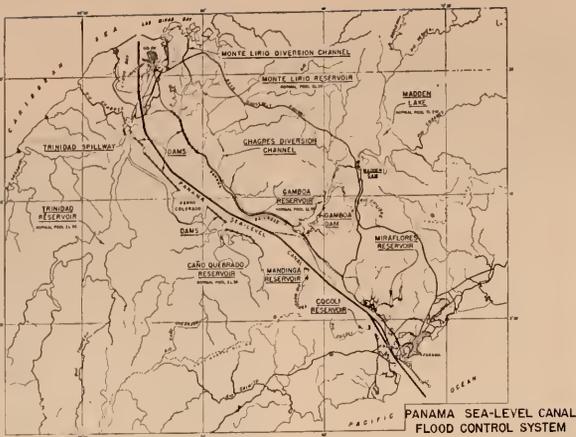
JUNE VOLUNTEER CORPS MEETINGS				
Date	Town	Place	Hour	
5	Margarita and New Cristobal	Service Center Margarita	9 a. m.	
6	Balboa	2428 Morgan Ave.	9 a. m.	
12	Rainbow City	School	6:30 p. m.	
13	Gamboa	Civic Center	8:30 a. m.	
17	Paraiso	School	7:30 p. m.	
18	Gatun	Service Center	8:30 p. m.	
19	Diablo	Service Center	9:30 a. m.	



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Sea Level Or A Lock Type Canal? Battle Of The Levels Is Not New



With Gatun Lake dry, this is how the Canal Zone would look as proposed in the 1947 Studies. A flood control system would divert the Chagres to the sea.

When William Howard Taft was Secretary of War, it came his turn in 1906 to express his opinion on the advisability of constructing a sea level or lock canal and he summed up a world of argument in a very few words.

He concluded a ten-page letter to President Theodore Roosevelt, forwarding the majority and minority reports of the Board of Consulting Engineers and the view of the Isthmian Canal Commission, with the following words:

"We may well concede that if we could have a sea level canal with a prism from 300 to 400 feet wide, with curves that must now exist reduced, it would be preferable to the plan of the minority (for a lock canal), but the time and cost of constructing such a canal are in effect prohibitory."

The arguments pro and con on a sea level canal are no less acrimonious today than they were a half century ago, but neither side has erased the question of whether the costs are prohibitive. Laymen may continue their arguments for another century on whether a Panama sea level or lock canal is better, but the answer will be made on the basis of national policy. The dollars and cents of the simplest, shortest, safest canal must be balanced against a possibly cheaper more vulnerable substitute. When either will be needed depends upon decisions of higher authorities.

There are a thousand and one complexities in the debate, not the least of which are nuclear weapons, vulnerability, national welfare, and national defense. But even these, important as they are, all point finally to the question: Are the costs prohibitive?

The conversion of the Panama Canal to a sea level waterway as recommended by Gov. Joseph C. Mehauffey on the basis of the Isthmian Canal Studies of 1947 would have cost \$2,483 million. The plans and cost estimates were reviewed in 1955 by the New York engineering firm of Parsons, Brinckerhoff, Hall & Macdonald and a new cost estimate of \$3,688 million was set.

The 1947 Studies were conducted by the Special Engineering Division, first es-

tablished in 1940 for the Third Locks project. It was headed by Col. James H. Stratton, now retired and member of a consulting firm. His staff of never more than about 200 was composed mainly of carefully selected young men with outstanding records in various branches of engineering and science, some of whom today are leading authorities in their fields.

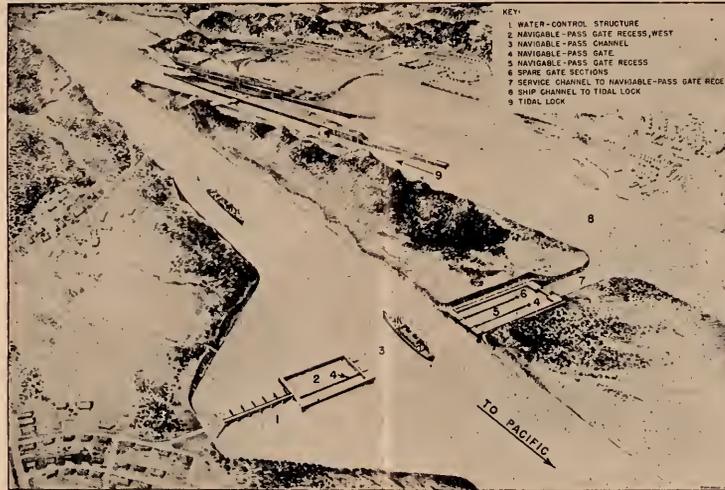
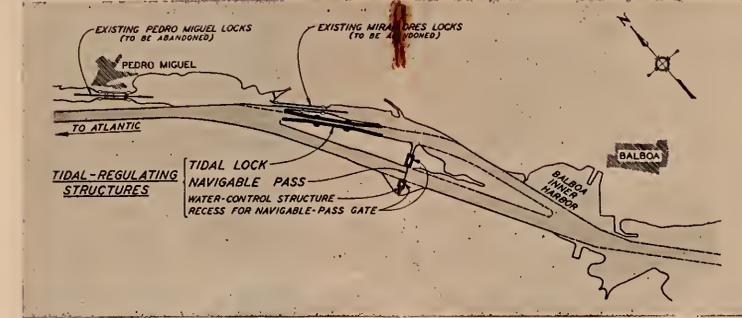
The studies were made with painstaking care and, throughout, the Special Engineering Division had the assistance and advice of both Government and private agencies interested in the problem. At the outset, a Board of Consulting Engineers was appointed to serve in an advisory capacity on the studies and evaluation of the results. This was composed of some of the most eminent engineers of the United States.

Model testing and laboratory investigations were employed on a wide scale both on the Isthmus and in the United States. U. S. Government agencies assisting in the investigations included the Atomic Energy Commission, the U. S. Army Ordnance Department and Chemical Corps, various branches of the U. S. Navy, and others.

The report and recommendation of Governor Mehauffey were reviewed in draft form by the Joint Chiefs of Staff, the Department of the Navy, and the Atomic Energy Commission, all of which fully concurred in the main premises of the final report.

At the first meeting of the Board of Consultants a resolution was adopted to the effect that no plan affecting the Panama Canal would be approved under which the capacity of the Canal would be impaired or seriously reduced during the course of such changes. This important factor was kept well in the forefront throughout the studies which related to modifications to the existing waterway, construction of a third set of locks, building a parallel sea level canal, the terminal lake plan, and the conversion plan.

Extensive studies were devoted initially to two routes in or adjacent to the Canal



No feature of the proposed sea level canal has aroused more speculation than tides. The diagram above shows the navigable pass, and that below illustrates the tidal regulating facilities.

Zone which became identified as the Chorrera and Panama Parallel routes. These were made because a sea level canal could be constructed on either of these routes without traffic interference.

Subsequent studies, however, disclosed that the existing Canal could be converted to sea level without appreciable traffic disruptions. While the Chorrera and Panama Parallel routes were found to be feasible the present Canal route follows the more favorable alignment and the conversion cost would be less than constructing a new canal.

The plans evolved for converting the Canal into a sea level waterway were so fully developed when the studies were concluded that the project could have been initiated without delay.

Although the sea level project would be one of the greatest engineering tasks

ever contemplated, no problems of an engineering nature were encountered which were insurmountable, and the final plans were reduced to the utmost in simplicity for a work of its magnitude. Several salient features either new or formerly considered impractical were developed. These included:

1. An excavation plan whereby approximately 70 percent, or 750 million cubic yards of material would be removed by dry excavation and only 300 million cubic yards by the more expensive method of dredging. Modern earth-moving techniques could reduce even this figure.

2. The design development of dredging equipment for excavation of the new channel to required depths in sections of Gatun Lake or the Canal channel where wet excavation methods



Tide-making machines duplicated the Atlantic and Pacific tides in the mile-long sea level canal model at Miraflores. The section above is looking north.

would be used. This would permit the lowering of Gatun Lake in one stage at the completion of the work.

3. Simplified tidal regulating and flood control features.

4. Non-interference with normal Canal traffic while the work was in progress and a traffic interruption for about seven days at the end of the project to empty Gatun Lake and remove land plugs at the new channel extremities.

The proposed canal would be a broad, open waterway free of dangerous curves. The channel would be about five miles shorter than the present Canal and would save about four hours in transit time. The channel would be 60 feet deep at low tide with a 600-foot width at a depth of 40 feet below the low tide level.

With the dimensions and the proposed alignment, the canal would have a capacity far in excess of requirements predicted for the remainder of this century and would provide the maximum in safety. It was estimated that 37,000 employees would be required on the project which would take ten years for completion.

A feature of a sea level Panama Canal which has aroused much dissension over the years is the control of tides which have a variation of as much as 20 feet between the Pacific and Atlantic entrances. To solve this problem a mile-long test model was built near Miraflores and fitted with tide-making machines to duplicate in miniature the tidal effects.

By extensive tests of this scale model and other hydraulic studies it was determined that currents up to a maximum of 4.5 knots would be generated in the channel during extreme tidal variations. This would shade to slack water twice daily because of the diurnal tides in the Pacific.

The 1947 report recognized that navigation through an uncontrolled sea level channel would be entirely feasible with currents up to 4.5 knots but recommendations were made for tidal regulating facilities as a safety factor and for the convenience of shipping.

A simple scheme providing wide latitude in operation was proposed. This was for a tidal lock, 200 by 1,500 feet, on the main channel with a movable tidal barrier or dam on a parallel and connecting navigable pass. Both the main channel and navigable pass could be kept open an average of 7.7 hours a day, operating on a schedule to permit currents in the Canal up to two knots. With this schedule, the Canal's capacity would be 86 transits a day, far more than predicted in this century, without consideration of the capacity during the remainder of a 24-hour period when the tidal lock would be in operation.

The most formidable and troublesome problem of the original Canal builders was that of landslides. This could be eliminated in converting the Canal to sea level by use of present-day knowledge of the strengths and behavior of soils and the complete information developed on the type of materials through which the channel would be dug.

Advanced techniques in soils mechanics were employed both during the investigation phases of the Third Locks project and the 1947 studies in determining the proper slopes to avoid landslides. Soils mechanics was an unknown science in the days of the Canal construction and slopes were set by rule of thumb. Today's science adequately determines soils characteristics to a degree that the threat of future slides could be eliminated. By setting all slopes to the proper grades, slides can be prevented, even when digging in loose sand. The determination of the proper slopes on the proposed sea level alignment was an extremely tedious task because of the diversity of the geological formations.

At some points it was determined that slopes of such extreme flatness of one foot in depth to 15 feet in lateral cut would be required because of the weakness of material to be encountered.

The use of dry excavation methods for using nearly three-fourths of the billion cubic yards of material to be moved is possible partly because of the channel alignment but chiefly because of an ingenious plan developed during the studies.

This plan involves driving a series of finger canals into the land mass from Gatun Lake. These would parallel the excavation site and material being removed would be loaded directly into dump scows operating on the finger canals. As the cut was deepened and extended, new finger canals would be driven farther into the land.

The practicability of the deep dredging plan permitting the accomplishment of all wet excavation before emptying Gatun Lake was determined through design contracts with some of the largest manufacturers of dredging equipment in the United States. Their reports concluded that the plan is feasible and they submitted preliminary designs for dredges which would excavate to the unprecedented depth of 145 feet.

There were few new or unknown problems in constructing a sea level Panama Canal when the Isthmian Studies were undertaken. The main features were recognized by the French in their attempts to construct a sea level canal during the 1880's. They were well explored and debated during consideration of what type of canal to build after the United States Government undertook the job in 1904.

One of the most important of the old problems for which the investigators needed an answer in 1947 was that of flood control.

With the disappearance of Gatun Lake, one of the largest bodies of artificial water in the world, the entrance of the Chagres and other large tributary streams into the canal channel would make navigation difficult in normal times and impossible during floods. The development of an adequate flood control plan was one of the major engineering problems of the 1947 studies.

A plan was developed to block off all streams and tributaries of any consequence by using excavated material to form wide, flat dams which would be difficult of destruction. The Chagres River would be dammed at Gamboa, creating a new reservoir there, and diverting its flow through a long diversion channel to the Atlantic.

Similarly, barrier dams would block the flow of large streams on the west side of the Canal and a large reservoir, now a part of Gatun Lake, would be formed for the Trinidad River which would have its outlet into the Caribbean through the Chagres River bed below Gatun Dam.

The care taken in the Isthmian Canal Studies of 1947 is indicated in part by the final report. The text alone, summarizing the studies and recommendations, includes over 100 pages of written material, maps, and charts; in addition, eight annexes were published, each larger than the text, dealing with specific phases. The subject of these, indicating their contents, are: Panama Canal Commercial Traffic Survey by Dr. Roland L. Kramer; Future Capacity Needs; Geology; Slides and Excavation Slopes; Meteorology and Hydrology; Panama Canal Lock Canals; Panama Sea Level Canal; and Security. Also included in the report were 21 appendices containing detailed data and information on every principal phase of the project.

The report is probably the most complete and meticulous engineering report ever written. It deals exhaustively with all the alternates ever seriously proposed



50 Years Ago

Steamshovels were back at work throughout the Canal Zone 50 years ago this month and the Canal force was making up for lost time. Official figures showed that, despite the strike, the material taken from Culebra Cut during the first five months of 1907 exceeded by almost one million cubic yards the total for the entire 12 months of 1906.

A "change fraught with evil," the editorial writer for the "Star & Herald" predicted, commenting on rumors that the Sanitary Department of the ICC was "endeavoring to transfer the responsibility for the sanitation of Panama City to the Republic." According to reported plans, the United States would pay \$20,000 annually toward this task, the balance would be paid by Panama. "The sanitation of Panama has never been so perfect as it is today," he declared, urging against the change.

Gertrude Beeks, of New York City, Secretary of the Welfare Department of the Civic Federation, arrived to investigate housing, food, and amusements of the Canal Zone's working force. She had been appointed to this job by Secretary Taft. She spoke at the Culebra Clubhouse June 21; according to the *Star & Herald*, the result of her talk was that her audience became ICC champions.

The Cristobal Clubhouse, last of the four built by the Canal Commission, was opened formally on June 29.

Bids were asked for two more large suction dredges, each capable of handling as much material as three or four steamshovels. One of the dredges would be stationed at Balboa, the other at the Atlantic entrance to the Canal.

A highly-touted novel entertainment, a fight between a bull and a tiger in Panama City, turned out to be a first-class fiasco. The tiger was a jaguar, and a timid one at that. He escaped into a panicky crowd of over 4,000 and had to be shot.

25 Years Ago

Zonians continued to watch the activities of Congress with some apprehension as Representatives and Senators slashed away at funds and tried to bring Government spending in line with the President's declared Economy Program.

As the month ended, the Congress passed the Economy Bill which would cut salaries of Government employees by either 8½ or 10 percent, depending on whether they were switched from a six- to a five-day week or given a month furlough. Reports from Washington indicated that the limitation of one working-employee in a family had been included in the bill; the Canal Administration had to wait official word before it could prescribe its policy. Canal leave, however,

whether in Panama or other countries. No matter which way the eventual decision goes, the engineering is ready for use. For many years to come the only answer required will be to the question, "Which plan do we build?"

had not been cut, although the leave of other Government employees was restricted to 15 days.

Because of the decrease in Canal traffic, working shifts of towing locomotive operators were to be reduced at Gatun and Miraflores Locks from four to three, and from three to two at Pedro Miguel Locks. The effective date was to be July 1. With the reduced force, only one side of Gatun and Miraflores Locks would be in use before 9:30 a. m. and after 5:30 p. m.

The newly-formed Canal Zone Women's League spent a busy month. First, they sold 2,000 buttons, at \$1 each, to retain legislative representative H. A. McConaughy in Washington to look after Canal interests, and later in the month they met to discuss the need for a Canal Zone Junior College. On June 22, Governor Burgess said that appropriations for a junior college would be included in budget estimates for the next fiscal year.

Governor Burgess approved plans to build two "modern one-family houses" on a shoulder of Ancon Hill then occupied by women's bachelor quarters. (These two houses are now occupied by Paul Bentz, General Counsel, and Col. Hugh M. Arnold, Engineering and Construction Director.)

Isthmiana: Eighty-two seniors received their diplomas at Balboa High School; Cristobal High School graduated 40; trunks alone were barred at the Balboa swimming pool men bathers had to wear full suits if they wanted to swim; Governor Burgess was promoted to the rank of Brigadier General; and the month's visitors included Dr. Arthur Compton, of cosmic ray fame.

10 Years Ago

Zone labor unions went into action against two bills which would extend federal income tax to U. S. citizens employed in the Canal Zone.

The Canal Zone budget was slashed by almost \$4 million by the House Appropriations Committee.

Governor Mehauffey approved plans to increase rental on "silver" quarters, although the increase would not be effective for about two months.

The Canal organization adopted a policy of giving 30 days notice of force reduction to silver-roll employees, other than those on a "casual or intermittent basis."

Drawings and specifications for the new Balboa theater, submitted by a New York firm, were approved and accepted.

A New York shipping strike tied up the SS "Panama" and threw the schedules of the other ships out of kilter.

James Marshall succeeded C. H. Calhoun as Chief of the Division of Civil Affairs and Capt. Edward S. Hutehinson took over the duties of the Balboa Port Captain.

One Year Ago

As June ended, the Panama Canal had set an all-time year's record for traffic and tolls: 8,209 ocean-going commercial vessels of 300 tons and over; a total of \$37,450,951 collected in tolls.

Here's The Man

Who Keeps Things Moving

If it has wheels and moves on them and belongs to the Company-Government organization, it probably is the business of Bernhard I. Everson.

As Director of the Transportation and Terminals Bureau, he's responsible for the Panama Railroad and its 9 locomotives and 42 passenger cars and 453 freight cars, and all of the rest of its rolling stock. In the same capacity, he has the say-so when it comes to the 49 sedans and numerous trucks, station wagons, busses and carryalls, and all of the other vehicles operated by the Motor Transportation Division. And, since the Terminals Division is part of his bureau, he is concerned with its lift-trucks and tractor-trailers.

Even if the wheeled equipment does not "belong" to his divisions, its repairs are still his concern. Police cars and hospital ambulances, for instance, are carried on the property lists of the Police Division or the Division of Hospitals and Clinics, but they are taken to the Motor Transportation Division when a carburetor goes bad or a tie-rod needs fixing.

Over 400,000 passengers each year ride on the railroad he supervises and the line carries tonnage well over the 100,000-mark. Each of the "official cars" in the Motor Transportation pools runs about 12,000 miles a year, carrying engineers on field trips, the official photographer on picture-taking expeditions, and dozens of other employees wherever official errands take them. Every day during the school-year, more than 600 boys and girls ride from home to school and back again in busses based at the Ancon and Cristobal "corrals," and the men under his direction supervise the operation of almost 90 public transportation busses which run under franchise on both sides of the Canal Zone.

All of these things, of course, come under the Transportation part of his job. The Terminals are something else, but they are not as far divorced from Transportation as the uninitiated might think.

Most of the docks and piers, on either

side of the Canal Zone, come under his direction and it is his ultimate responsibility to see that ships which require supplies are able to take on water or fuel or load or discharge cargo.

During the fiscal year which ended last June 30, over 3,200 ships berthed at the Canal Company's docks and piers in Balboa and Cristobal which handled a work-load of over 2,000,000 tons of cargo, and 15,000,000 barrels of petroleum products.

The Terminals Division serves as local agents for the Panama Line ships and for a number of other lines which do not maintain a local agency. Occasionally, this entails the Railroad Division too: Cargo shipped from New York on a Panama Line ship is discharged in Cristobal, shipped across the Isthmus by railroad, and reloaded in Balboa for a port in South America, for instance.

Like all jobs, that of Transportation and Terminals Director has its joys and its headaches. The most interesting part of it, Mr. Everson believes, is the day-to-day working contacts with people in the shipping and transportation fields. And the major headache, currently, is working out some means of returning business to the Panama Railroad and improving its service to its customers, while at the same time reducing costs.

This month's "Man Who" has several distinctions. He has spent more time here than any other of the Bureau Directors, he is the only Director to have attended elementary and high school here, and he is the only member of the "top brass" to have spent his entire working career in the Panama Canal's service.

Born in Brevik, Norway, closer to the Arctic Circle than the Isthmus is to the Equator, he was christened Ingvar Bernhard Everson. When he grew up, he switched his first two names, so that he is now Bernhard Ingvar, or the "Emo" by which he is known to his friends. As a boy, Emo could speak the Scandinavian languages but he has forgotten much of what he once knew.

In 1914, he and his mother and brother



B. I. EVERSON

If things move on wheels, they're his.

came here from Norway to join his father, a chief operator on Dredge S6. Like most families of those days, they lived 'round and about—in Panama City at the old Hotel Imperial, in a pension on what is now Tivoli Avenue, and in Colon and Paraiso before they finally found permanent housing in Pedro Miguel.

Emo Everson held his first Canal job as a messenger in the old Correspondence Bureau in 1927, when he was a freshman at Balboa High School. The next year, he transferred his allegiance to the Marine Division and worked there, first as a rollkeeper's helper and

(See page 12)

Blood Bank

Not one Canal employee has had to pay for blood transfusions at Canal Zone hospitals since February 1, 1956, and it has not been necessary for the hospitals to purchase blood since last November.

This is due to a program under which employees of each Division in the Canal organization donate blood for fellow employees who need it. Under a similar arrangement, members of the Armed Forces and units such as the U. S. Embassy which use Zone hospitals donate blood to replace that used for their personnel.

Between November 23, when this blood replenishment program went into effect, and May 3, when the latest figures were compiled, 445 pints of blood have been given free of charge.

Before the present program was started blood donations were obtained from a

small group of volunteer donors and by purchase from professional donors. Last fall, an intensive campaign was carried on in the Canal organization and a body of potential donors was signed up.

The blood bank at Gorgas Hospital is located in the Out-Patient Clinic and operates between 1 and 4 p. m. Monday, Wednesday, and Friday. In case of emergencies, blood is drawn at the Emergency Room.

Few difficulties have been encountered although in a relatively small blood bank such as this, there are occasional shortages of a specific type of blood. A program for the typing of all potential donors will be initiated in the near future.

At the present time the list of donors maintained by the various Bureaus is made up almost exclusively of employees. Wives and dependents may also register

as donors to help meet the problem of providing blood for charity patients, veterans, and foreign seamen, as a community effort.

Below is a summary of the Blood Replenishment Program, by Bureaus, for the period November 23, 1956, and May 3, 1957:

Bureau	Donors	Recipients
Office of Governor-President, Administrative Branch, and Miscellaneous	8	0
Supply and Employee Service	24	32
Personnel	7	1
Engineering & Construction	18	19
Marine	44	51
Transportation & Terminals	23	35
Comptroller's Office	5	2
Civil Affairs	24	24
Health Bureau	26	15
Total	179	179

And Not An Alp In Sight!



Every respectable St. Bernard carries a keg; a blizzard might just happen!

Snow storms and mountain avalanches come to mind at the mention of St. Bernards—not palm trees and the tropics—but residents of Diablo Heights are becoming accustomed to the two giant St. Bernards belonging to Herman Panzer, of 5282 Morrison St.

Teddy, the six-year-old prize-winning St. Bernard, weighs 155 pounds. He is one of the rare, almost perfect, specimens of the breed and has the weight, height, and shape of head and body that makes a champion. He has participated in seven dog shows. Teddy is a show dog in another way too, having had a fling at acting in the show, "King of Hearts," produced recently by the Balboa Theater Guild.

Queenie, the two-year-old, came to the

Zone when she was only six weeks old and was so small that Mr. Panzer could fit her neatly into his coat pocket, but she has grown rapidly and is now only 10 pounds lighter than the male. In explaining Queenie's fast growth, Mr. Panzer pointed out that St. Bernards' diet must be carefully watched during this growth process and extra calcium added to avoid bone diseases.

At this time young St. Bernards often develop a lop-sided appearance when two of the legs grow faster than the other two.

Although Queenie was able to adapt to the climate immediately Mr. Panzer spent a year and a half in California near the desert to acclimate Teddy gradually before bringing him to the Canal Zone.

Both St. Bernards live in the house and are exceedingly good housedogs, according to Mr. Panzer, who points out that St. Bernards are often pictured in china shops to show their gentle gracefulness. The Panzer house is a good test for them since Mr. Panzer collects crystal, china, and pottery figurines of dogs, and Mrs. Panzer has a similar collection of cats.

The dogs—St. Bernards, not figurines—are expensive animals to maintain. They eat an average of six pounds of beef each per day and require a great deal of attention to keep their coats shiny and in good condition.



Unique here are the two St. Bernards owned by Heiman Panzer of Diablo Heights. They don't seem to mind the heat and humidity of the Zone.

Here's The Man Who Keeps Things Moving

(Continued from page 11) later as a seaman for the rest of his summer vacations.

After his graduation as a Mechanical Engineer from Carnegie Tech, he went to work for the former Municipal Engineering Division as a filtration plant operator at Madden Dam, but a year later decided that he needed to learn more about crafts work and began an apprenticeship as a machinist.

He is probably the only Canal employee who ever stepped right from a completed apprenticeship into a job as assistant to the head of a Division, but that is what he did in 1938 when he became Assistant to the Superintendent of the Motor Transportation Division. Ten years later he became its Superintendent. In 1952 he was made Assistant Director of the then Railroad and Terminals Bureau; he has been its director, under its new name, since 1954.

His extracurricular duties include a number of things, one of the most important of which is heading the alter-

nate main control center for Civil Defense on the Atlantic side. In his spare time, he goes tarpon fishing on the Chagres River from the 18-foot outboard motorboat "Kirsten" (named for his mother) which he owns jointly with John Bruland. So far, a 25-pounder is the biggest tarpon he has ever landed, but he has hopes.

He is a member of the Canal Zone Boy Scout Council and its committeeman from Margarita where he lives with his wife and their three sons, John, 13; Randall, known as Randy, 10; and B. I. Junior, 3, who has just decided that he is going to be called Bimby for no reason anyone can figure out. Mrs. Everson, incidentally, is named Phyllis, but is known all over the Isthmus as "Fee," also for no very logical reason.

He is also a member of the Board of Management of the Cristobal YMCA-USO and the Canal Zone Cancer Committee, and is a Major in the Air Force Reserve.

Committee Appointed To Plan United Fund Drive For Canal Zone

Details of a United Fund Drive for the Canal Zone are now being worked out by a seven-man steering committee, appointed last month at a meeting of "givers and receivers" held at the Balboa Theater.

The committee was to submit a report late last week and this report will be presented to another "givers and receivers" assemblage within the near future. One of their recommendations will concern the date, probably in September or October of this year, for a United Fund Drive and the way in which it can be conducted.

The idea of a United Fund campaign, to replace the numerous money-raising drives carried on throughout the year, has been discussed for some time. Last fall Canal Zone voters were asked to indicate their preference for one or several drives and voted overwhelmingly, on ballots for Civil Council members, in favor of the single drive.

Members of the organizing committee for the campaign are: Paul M. Runnesstrand, Executive Secretary; Col. L. L. Manly, Acting Deputy Chief of Staff for the Caribbean Command; Ellis L. Fawcett, Principal of the Paraiso High School; Anthony F. Raymond, Assistant Manager of the United Fruit Company in Cristobal; Alton White, Chief of the Dredging Division; Carl J. Browne, Superintendent of the Balboa Field Office of the Maintenance Division; and Arnold Hodgson, Executive Secretary of the Balboa YMCA-USO.



Mrs. Nina Brown Kosik

To Nina Brown Kosik went the honor this week of learning that her name will be engraved on the bronze plaque at the entrance to the Canal Zone Junior College as the graduating student who has contributed most to the college in scholarship, character, and student activities. She is the twenty-third student to be so honored, and the second one to have been married at the time the honor was given.

The announcement was made during the graduation ceremonies Wednesday.

Mrs. Kosik, the third generation of her family to live in the Canal Zone, is the daughter of Mrs. Emma E. Brown of Balboa, and the late John L. Brown, and granddaughter of Mrs. Marie Van Clief who retired recently from the Canal service. She was born in Colon and was graduated from Balboa High School in 1955.

During her freshman year at the Junior College, she was selected as the friendliest student and this year as the most-all-around student. She was editor-in-chief of this year's "Conquistador" the college yearbook, and is a member of Phi Theta Kappa national honorary scholastic fraternity.

She was married last year to August J. Kosik, an employee of the Civil Aeronautics Administration. They live at Rousseau.

Zone License Sections Will Be Consolidated

Consolidation of the Land License office and the License Section, both units of the Civil Affairs Bureau, will be effective July 1. John W. Hare, presently Chief of the Land License Unit, will head the new consolidated Section. He will be assisted by Michael Zombory.

As a preparatory move toward the consolidation, the Land License Office was moved May 15 to the front section of the License Office in the Civil Affairs Building. Land License operations had previously been carried on from an office in the lobby of the building.



The Diablo Heights Commissary, now open from 1 to 8 p. m. on Mondays, will have a new set of hours for that day, to be effective within the next few weeks. This was decided May 27 at a Commissary Forum attended by representatives of various civic and labor groups from the Canal Zone's U. S. Rate communities.

The new hours, which will be on a trial basis for a period of about two months, will be 9 a. m. to noon, and 2 to 6 p. m. each Monday. On its other selling days, the Diablo Heights Commissary hours will remain unchanged.

The shift in hours was the result of customer comments and complaints that there is at present no retail store open Monday morning where Pacific side commissary shoppers can replenish their larders after the heavy weekend consumption at home. Several of the Pacific sides indicated a preference to have Balboa Commissary open Mondays, but when the question was put to a vote, the majority favored retaining Diablo Heights as the open store on Monday but changing the hours to permit morning shopping.

The date on which the change in hours will be effective is to be Monday, June 10, according to Wilson H. Crook, Supply and Employee Service Director, who conducted the May forum.

The entire matter of commissary hours, including a lengthy discussion as to whether the noon-hour closing be abandoned and the stores revert to the former shopping hours when there was no noon-time closing, occupied much of the time of the lengthy May 27 forum.

B. J. Elich, Special Assistant to the General Manager of the Commissary and Service Center Division, displayed a series of charts showing sales throughout a day at the Balboa Commissary based on data compiled for the January 27-February 9 period. These indicated that there were two daily peaks, one at about 11 a. m. and the other from about 4:30 to 5:30 p. m. On Thursday, when the store opens at 1 p. m. and closes at 8 p. m., the peak was also between 4:30 and 5:30 p. m.

Other charts showed what the shopping load would probably be were the store open continuously, the costs of this increased service (both with additional personnel and with a staggered force), and two plans to revise the present shopping hours. The cost charts showed that continuous hours at Balboa would cost an estimated additional \$8,878 per month, if additional help were added, and about \$2,700 per month if the force were staggered.

Another possibility, also displayed in chart form, involved a minor revision of the present store hours on Tuesday, Wednesday, and Friday, to allow for morning hours of 9 a. m. to 1 p. m. but with the same afternoon hours, the present hours on Thursday unchanged, and continuous operation from 8:30 a. m. to 5:30 p. m. on Saturday. The cost of this would be

a minimum of \$8,100 a year more than the present cost of operating this commissary.

Problems which would arise from a shift to continuous operation, Mr. Elich showed, by another set of charts, would involve: Preparation of stock prior to store opening, inventory control, supervision and training of employees.

In connection with the discussion on hours, several of those present reported that shelves are insufficiently stocked when the commissaries open in the morning, delaying housewives and others who want to get their shopping done during the early part of the day. Commissary representatives were asked to look into this matter and take steps to correct it.

At the beginning of the forum, the customer representatives were told that a trial shipment of fruit and vegetables from the southern part of the United States had not proved satisfactory because of the delayed arrival of the ship bringing this produce to the Canal Zone.

"First-hand losses" were as high as 52 percent on celery and 40 percent on green peppers. Less perishable items, such as potatoes and watermelons, arrived in satisfactory condition. Investigation, however, will be continued into the possibility of such shipments, provided a line can be found which will make a direct trip to the Zone. Also being investigated is the matter of air shipments of fruits and vegetables, if a satisfactory freight rate can be obtained.

Customers indicated their approval of a system, tried recently at Balboa when a large shipment of women's dresses was sold by assigning different sizes to different days, and also said that they were pleased with the type and quality of women's clothes now being carried.

Other commissary matters reported included the following: Dress pattern-books will be available in Balboa and Cristobal commissaries soon; customers may order from these books and the patterns will be available the following day. Arrangements have been made to have a scissors sharpener outside the Balboa Commissary one day weekly. Better quality cotton lingerie is now on sale, and a wider variety of shoes of all types is now being ordered.

Additional items requested at the forum included: A larger stock of teenage dresses especially size 12, small-size blouses, girdles for teenagers, French-cuffed dress shirts for teenage boys, dacon-slacks for growing boys, small-size T-shirts and pajamas for boys, and good khaki trousers for men.

Considerable time was devoted near the end of the conference to questions on the inspection of food products obtained in Panama. Mr. Crook assured the customers that all of these food producers are subject to inspection at any time and said: "You can rest assured that what we are selling has been approved by the Health Bureau."

PROMOTIONS AND TRANSFERS

April 15 through May 15

Employees who were promoted or transferred between April 15 and May 15 are listed below. Within-grade promotions are not reported.

CIVIL AFFAIRS BUREAU

Leslie R. Thomas, from Elementary Teacher to Junior High School Teacher, Division of Schools.

Curtis B. Jeffries, from Substitute Window Clerk to Window Clerk, Postal Division.

Louis A. Austin, from Guard, Locks Security Branch, to Substitute Window Clerk, Postal Division.

OFFICE OF THE COMPTROLLER

Mrs. Mabel F. Peterson, Accounting Clerk, from Commissary Division to Accounting Division.

Mrs. Jeanne M. Wheeler, from Plant Accounting Assistant, Plant Accounting Branch, to Accounting Clerk, Payroll Branch.

ENGINEERING AND CONSTRUCTION BUREAU

James J. Morris, from Contract Specialist to Construction Inspector (General), Contract and Inspection Division.

Manuel A. Smith, from Engineering Aid (Hydraulic) to Meteorological Aid, Meteorological and Hydrographic Branch.

Mrs. Janice G. Scott, from Accounting Clerk to Cost Accounting Clerk, Maintenance Division.

J. Douglas Lord, from Supervisory Storekeeper (General) to Administrative Assistant (Typing), Power Conversion Project.

Thomas H. Jordan, from Apprentice Cablesplicer to Cablesplicer, Electrical Division.

Harvey D. Smith, from Lead Foreman II to Lead Foreman III, Building Maintenance, Maintenance Division.

Mrs. Gertrude M. Roberts, from Clerk-Typist, Office of Chief, Locks Division, to Accounting Clerk, Water and Laboratories Branch.

Robert J. Risberg, from Assistant to Clerk to Assistant Chief, Water and Laboratories Branch.

William C. Williford, from Lead Foreman, Quarters Maintenance, to Lead Foreman II, Building Maintenance, Maintenance Division.

Peter S. Legge, from Engineer, Pipeline Suction Dredge, to Chief Towboat Engineer, Dredging Division.

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

Joseph A. Janko, Guard Supervisor, from Atlantic to Pacific Locks, Locks Security Branch.

Frank Borsellino, Charles D. Wood, from Guard to Guard Supervisor, Locks Security Branch.

OFFICE OF THE GOVERNOR-PRESIDENT
Irma A. Leignadier, from Illustrator to Statistical Draftsman, Executive Planning Staff.

HEALTH BUREAU

Mrs. Mildred D. Frenshley, from Supervisory Storekeeping Clerk to Supervisory Supply Clerk (Medical), Coco Solo Hospital.

MARINE BUREAU

Dorothy B. King, Clerk-Typist, from Division of Storehouses, to Office of Chief, Locks Division.

Henry M. Pridden, Arthur Tuttle, Jr., Richard A. McLean, Norman M. Currier, from Towboat Master to Pilot-in-Training, Navigation Division.

Thomas F. Gibson, from Lock Operator Carpenter to Lead Painter Foreman, Atlantic Locks.

George J. Kredell, from Substitute Window Clerk, Postal Division, to Towing Locomotive Operator, Locks Overhaul.

Ernest C. Stiebritz, from Machinist, Industrial Division, to Lock Operator Machinist, Atlantic Locks.

John F. Stephenson, from Marine Inspection Assistant to Admeasurer, Navigation Division.

G. G. Thomas, from Machinist Foreman to Lockmaster, Atlantic Locks.

George C. Scheibe, Clifford S. Asbury, from Machinist to Machinist Foreman, Atlantic Locks.

Theodore L. Bailey, from Probationary

Pilot to Towboat Master, Navigation Division.

Samuel F. Mason III, from Towboat Master to Pilot-in-Training, Navigation Division.

William J. Nickisher, Gas Plant Operator to Electric Welder, Industrial Division.

SUPPLY AND EMPLOYEE SERVICE BUREAU

Hilton B. McPheters, from Towing Locomotive Operator, Pacific Locks, to Heavy Equipment Operator, Division of Storehouses.

Mrs. Gertrude J. Connard, from Commissary Assistant, Commissary Division, to Supervisory Steward, Service Center Branch.

Mrs. Alberta M. Stone, from Accounting Clerk to Supervisory Accounting Clerk, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

Jimmie Scott, from Guard to Supervisory Cargo Assistant, Terminals Division.

Lee B. Hunnicutt, from Supervisory Cargo Clerk to Supervisory Cargo Assistant, Terminals Division.

OTHER PROMOTIONS

Promotions which did not involve changes in title follow:

Mrs. Audra C. Dougan, Clerk, Housing and Grounds Division, Grounds Section.

Cornelius J. O'Sullivan, Commissary Supervisor, Commissary Division.

James L. Snyder, Commissary Supervisor, Commissary Division.

Mrs. Eunice L. Hamilton, Supervisory Steward, Service Center Branch.

William Goldfein, Systems Accountant, Accounting Policies and Procedures Staff.

Mrs. Anna H. Pruitt, Position Classifier, Wage and Classification Division.

RETIREMENTS

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

Kyle C. Andress, Florida; Towing Locomotive Operator, Pacific Locks; 11 years, 2 months, 3 days; Address undecided.

Homer V. Crooks, Oregon; Sergeant, Police Division; 29 years, 5 months, 25 days; San Rafael, Calif.

Julius M. Culpepper, Alabama; Air Mail Tour Foreman, Postal Division; 28 years, 1 month, 1 day; Ochochnee, Ga.

James W. Grey, Virginia; Supervisory Cargo Assistant, Terminals Division; 33 years, 3 months, 18 days; Canoga Park, Calif.

Raymond L. Hendrickson, New York; Senior Towboat Master, Navigation Division; 16 years, 17 days; Bayshore, Long Island, N. Y.

Henry C. Hotz, Oklahoma; Track Foreman, Railroad Division; 24 years, 3 months, 13 days; Kissimmee, Fla.

Duncan Laird, Scotland; Boatbuilder, Industrial Division; 13 years, 9 months, 12 days; address undecided.

Thomas Lutro, Ohio; Lockmaster, Atlantic Locks; 26 years, 11 months, 28 days; Hialeah Park, Fla.

George Carter Orr, Michigan; Pipeline Suction Dredge Operator, Dredging Division; 27 years, 8 months, 23 days; St. Petersburg, Fla.

George W. Parker, Massachusetts; Control House Operator, Pacific Locks; 24 years, 10 days; Denver, Colo.

Mrs. Margaret Peterson, Wisconsin; Fiscal Accounting Clerk, Industrial Division; 20 years, 10 months, 3 days; Florida.

Louis Pierobon, Luxembourg; Lead Foreman, Sheetmetal Shop, Maintenance Division; 17 years, 2 months, 17 days; Chicago, Ill., for time being.

Mrs. Florence Robinette, Spanish Honduras; Clerk, Commissary Division; 14 years, 9 months, 6 days; Alexandria, La.

George S. Zimmerman, Michigan; Lockmaster, Atlantic Locks; 28 years, 4 months, 15 days; Florida.

JUNE SAILINGS

FROM CRISTOBAL

Cristobal.....	June 1
Ancon.....	June 8
Cristobal.....	June 19
Ancon.....	June 26

FROM NEW YORK

Cristobal.....	June 11
Ancon.....	June 18
Cristobal.....	June 28

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti.

Northbound, the ships stop in Haiti two days after clearing Cristobal; Monday for those which sail from Cristobal Saturday and Friday for those which clear Cristobal Wednesday.

ANNIVERSARIES

The 41 years of government service which Edward P. Walsh, Filtration Plant Operator at Mount Hope, completed on May 25, puts him in top spot on the May list of anniversaries. Although his service has been broken, it has all been with the Canal organization and he is one of the nine men, still working, whose service began before the Panama Canal was opened.

Born in Perth Amboy, N. J., he had his first look at the Canal Zone from the deck of the old S. S. *Alliance*, when he was a youngster just entering his teens. A few years later (after some odd jobs during summer vacations) he joined the Canal organization as a checker at the Gatun Commissary.

In 1929, when he had risen to the position of foreman, he left the Canal Zone to work for a grocery chain in the United States. He returned here in 1933 and rejoined the Canal force as a checker at Cristobal Drydock. All of the remainder of his service has been with what is now the Maintenance Division. He has worked as a construction foreman on what were then new quarters in Gatun, as a construction foreman laying sewer and water lines in the burgeoning town of Margarita, and since 1944 in the Mount Hope Filtration Plant.

He lives with his wife and their three children in Margarita, where he spends his spare time gardening or puttering around the house. He used to do a lot of bowling and played a fine game of baseball, but not any more, he says.

35 YEARS

With the exception of a short time when he worked as a salesman in the Commissary Division, all of William G. Frederick's 35 years of service has been with the shipping end of the Canal's operation.

Born in Castries, St. Lucia, in the British West Indies, he attended the British Army Signal School before he came to the Isthmus in 1919. Much of his Panama Canal service has been as a signalman.

In this job, he has been part of the "eyes" of the Panama Canal dispatchers, who manage the control center from which all Panama Canal shipping operations are directed. He is on duty in the Cristobal signal station.

30 YEARS

May's two 30-year men both come from below the Mason-Dixon Line, and both have to do, directly or indirectly, with shipping.

J. Ernest Tigert, who was born in Mt. Pleasant, Tex., is a Guard Supervisor in the Industrial Division where all maritime repairs are done, and Landon H. Gunn, who is a native of Savannah, Ga., is an operator on the pipeline suction dredge *Mindi*.

Mr. Tigert says he has no particular hobbies, but Mr. Gunn goes on busman's holidays. As if he didn't spend enough time aboard, his hobby is building and sailing small craft. His current sailboat is a 20-footer, which he uses to cruise up and down the coastline.

25 YEARS

Silver anniversaries for 25 years of Government service rolled around last month

Lt. Col. R. Duncan Brown, Jr., Executive Officer of the Omaha Engineer District, has been assigned to the Canal Zone as Engineering and Construction Director, it was announced last month.

Accompanied by Mrs. Brown and their four children, he expects to arrive here for his new post about July 23.

As Engineering and Construction Director, Colonel Brown will succeed Col. Hugh M. Arnold.

His new assignment will be his third under Governor Potter. He served with the Governor in Alaska during the late 1940's and, more recently, in the Omaha Engineer District.

for two of the Canal's well-known employees, James O. DesLondes and Donald P. Hutchinson.

Mr. DesLondes, a General Supply Officer in the Division of Storehouses in his working hours, and a baseball fan the rest of the time, was born in Lafayette, Ind., but started his Canal career when he was a schoolboy and held several vacation jobs.

Mr. Hutchinson, a native of Scranton, Pa., couldn't carry on his present occupation in his home town—he is a Control House Operator at the Miraflores Locks.

20 YEARS
Two of the eight employees who celebrated twentieth anniversaries last month have unbroken service with the Canal organization.

These two are: Peter S. Legge, a native New Yorker, who is now a Chief Towboat Engineer with the Dredging Division, and Frank W. Van Horne, Iron-Worker Welder at the Pacific Locks. Mr. Van Horne was born in Meadville, Pa.

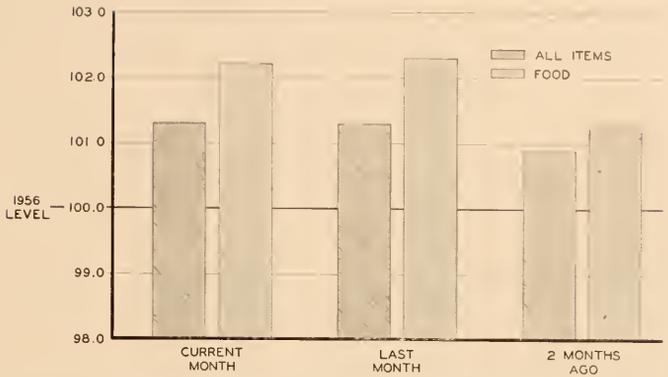
The other six include two—Mary F. Maguire and Robert Van Wagner—who were born outside the continental United States. Miss Maguire, Secretary for the Governor-President for the past four years, is a native Zonian and a second generation Canal employee. Mr. Van Wagner was born in Mexico. He is Supervisory Administrative Assistant in the Maintenance Division; one of his major extra-curricular posts is that of President of the Employee Group Health Insurance Board.

Others who completed 20 years of government service in May are: Robert M. Blakely, Lead Foreman Machinist in the Industrial Division, a native of Somerville, Mass.; John A. McNatt, Auditor in the General Auditing Division—he counts Nashville, Tenn., as his home; Mary B. Raymond, a native of Roanoke, Va., second-grade teacher in the Ancon Elementary School; and F. C. Willoughby, Operator Foreman Mechanic in the Electrical Division. He comes from Cheyenne, Wyo.

15 YEARS
Seven of the 16 employees who completed 15 years of government service last month have continuous service with the Canal organization. This septet includes:

Eva M. Grassau, Time, Leave, and Payroll Clerk, Fiscal Division; Ralph L. Hanners, Lead Grounds Foreman, Housing and Grounds Division; Ruth B. Krziza, Clerk-Stenographer in the Office of the Maintenance Engineer; Elva G. Montayne, Card-Punch Supervisor, Payroll Branch; Ruth K. Peterson, Clerk - Stenographer, General Audit Division; Alphonse J. Roy, Second Mate, U. S. S. *Tobago*; and Lee E. Sparks, Supervisory Produce Specialist, Commissary Division.

Other 15-year employees on the May list are: Roscoe C. Crump, Locomotive Crane Operator and Rigger and Diver, Industrial Division; Thomas A. Frenslay, Policeman-Detective, Police Division; E. Guy Huldquist—a native Zonian—Chief Towboat Engineer, Navigation Division; Earl H. Johnson, Wood and Steel Carman, Railroad Division; Juanita O. Jones—another born Zonian—Clerk-Typist, Division of Schools; G. Leroy Koontz, Administrative Assistant, Police Division; Ernest M. Krueger, Machinist, Pacific Locks; Ida M. McDade, Staff Nurse, Communicable Disease Clinic; Robert McGuinness, Towing Locomotive Operator, Pacific Locks.



Zone food prices were down slightly in May from the previous month; there was a slight increase in the all-item column, according to price index figures.

(Continued from page 3) and figure, for some reason, that vacation doesn't start until they have set foot on their homeland. Others have arranged to buy new cars in the States, fly up to get them, but bring them back by ship. And still others want the relaxed feeling which comes with the six-day sea trip as the happy ending to a fine vacation.

Zone families are becoming increasingly air-minded, the figures show. The remaining 46 of the 168 Canal Zone families going on home leave travel under orders issued between April 1 and May 22, are making the round trip by plane. Some of them are going only as far as Florida; others are California-bound by plane.

They are among the thousand or so passengers who enter and leave the Canal Zone each month via Tocumen Airport in Panama. In a good many cases, the air travelers are couples, but there were families of five who had arranged to fly.

The Canal Zone's traveling families go all over the United States. Florida is a favorite vacation spot; Texas, New York State, and California drew several families. The other states listed as vacation destinations were Virginia, North Carolina, Massachusetts, Alabama, Indiana, Missouri, West Virginia, Oklahoma, Louisiana, Kentucky, New Jersey, Ohio, Georgia, Colorado, and Pennsylvania. One family was headed for Washington, D. C., and another was bound simply for "New England."

The largest family, among these 168, was one of seven and family-size goes down from that family to the bachelor-maids and men. The family of seven is that of Dr. Richard Ostenso of Gorgas Hospital. The Ostensos and their four sons and one little daughter are traveling both ways by Panama Line on their 10-week vacation. They plan to drive from New York to their home in Wisconsin.

The Forrest Dunsmoors' he's Deputy Executive Secretary—were somewhere between California and the East Coast when this issue of THE REVIEW went to press. They traveled to San Francisco by ship, bought a car there, are driving back to New York, and will return by Panama Line.

Charles A. Dubbs, Director of Secondary Education in the Canal Zone schools, and his family are both air and highway minded. They are flying to Miami, renting a car there to drive to Indiana and

New England, and returning to Florida to catch a plane back to the Canal Zone.

The length of vacations varies as much as the destinations. A few took only a month—these are the fliers, in general and a few were to be away for almost four months. The average seemed to be about two and a half months.

Until this year's travel orders are finally counted and tabulated for May, it will be hard to say whether the total issued this year will surpass the 285 issued in April and May of last year. But on a guess, at the moment, Mr. Thompson thinks this summer's travel, as a whole, will be a "shade higher" than last summer's.

And because of the heavy season travel, whether it sets a record or not, families have been cautioned to give advance notice of change of plans which would involve cancellation of their sailings on the Panama Line ships, just as they would have to do in case of rail or plane travel. Failure to give this advance notice may involve a loss of priority for later sailings.

Budget, Finance Group Of Board Of Directors To Meet Here In June

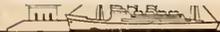
Budget estimates for fiscal year 1959 will be examined and the budget and financial program of the Panama Canal Company and the Canal Zone Government for fiscal year 1958 will be reviewed next month when four members of the Company's Board of Directors meet here.

The four directors, former Governor Glen E. Edgerton, Ralph H. Cake, Robert P. Burroughs, and Howard C. Petersen, comprise the Board's Budget and Finance Committee. They will be in session here from June 24 through June 27.

In preparation for these meetings, the budgets of the various operating units are now being revised to conform with recommendations of the Management Review Committee which examined the budgets in detail in a series of sessions last month. Members of the Management Review Committee are: Governor Potter; Col. H. W. Schull, Jr., vice president; Col. Hugh M. Arnold, Engineering and Construction Director; and John D. Hollen, Chief of the Executive Planning Staff.



SHIPS AND SHIPPING



Her canted flightdeck made the Ticonderoga too wide to transit the Canal . . .

TRANSITS BY OCEAN-GOING VESSELS IN APRIL

	1956	1957
Commercial	692	767
U. S. Government	27	13
Total	719	780
TOLLS*		
Commercial	\$3,025,809	\$3,436,371
U. S. Government	92,700	68,737
Total	\$3,118,509	\$3,505,108

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

New Customers

Panama Canal admessurers who board vessels and measure them for tolls are being kept on the hop these days by the large number of new ships, some just built, and some just new to the Canal.

During April, 58 new ships arrived at Canal ports, 42 at Cristobal and 16 at Balboa. And up to May 15, a total of 21 were counted and measured for tolls, 15 of them at Cristobal and 6 at Balboa.

The influx of new customers is apparently the largest since the period shortly after World War II when hundreds of war cargo vessels arrived here after being turned over to the merchant marine service for operation.

The new ships fly the flags of all nations. The majority are dry-cargo vessels, built to utilize every inch of cargo space, and the huge combination ore-and-oil carriers which ply between South America and U. S. east coast ports.

More Maersks

The Maersk Line, one of the most frequent of the Canal's customers, has added two more ships to its fleet of passenger-freighters running between New York and far eastern ports via the Panama Canal.

During the past two months, the SS *Leda Maersk* and the SS *Luna Maersk* made their maiden Canal transits en route to the Far East.

The two 9,700-ton passenger-freighters join a fleet of 54 freighters and tankers owned by A. P. Moller of Copenhagen. Most of them are regular customers of the Panama Canal and are handled here by Fenton & Company.

Deck Cargo

When the Panama Line's *Cristobal* sailed for New York May 15 she carried two unusual pieces of deck cargo. One was a 43-foot auxiliary motor yacht *Maraa*, owned by the Crane Plumbing Company, and the other was a 30-foot steel gangplank.

The *Maraa* had arrived here earlier in the month from Tahiti as deck cargo on the French ship *Tahitian*. She was transferred to the *Cristobal* and was taken to New York for sale.

The gangplank was taken to New York for use on the Panama Line's Pier 64, where it was used shortly after the *Cristobal's* arrival to assist the debarkation of 800 passengers from a vessel of the Sitmar Line.

Swiss Ship

The MS *Silvaplana*, one of the four Swiss-registered vessels to use the Panama Canal since 1955, made the Canal transit southbound recently, en route from Baton Rouge to Yokohama with a cargo of 10,000 tons of soybeans.

Three other Swiss ships have transited since last July; they are the first to have made the Canal transit since fiscal year

1955 when four Swiss vessels went through the Panama Canal.

The *Silvaplana* was built in Yugoslavia in 1956 and is registered in Basle, Switzerland.

World Wanderers

You don't have to join the Navy to see the world any more. Judging by the number of small sailing craft and auxiliary yachts arriving in Cristobal recently, a lot of lucky people are doing it on their own.

Last month a number of small privately-owned vessels were tied up at the Yacht Clubs at Balboa and Cristobal, taking on fuel and stores for voyages to the West Coast and the South Seas.

One of the smallest was the 11-ton *Nona*, out of London en route to Auckland, New Zealand, with a crew of three aboard.

Another Cristobal arrival was the *Truly Fair*, a 25-ton auxiliary craft which arrived here from Miami by way of Haiti and is en route to San Francisco via Acapulco with a crew of four. She was southbound through the Canal May 16.

The 50-ton *Brigadoon II* made the Canal transit May 13 en route to the U. S. West Coast via Puntarenas and Piñas Bay. She carried a crew of six.

PLEASE PREPAY . . .

Employees and their dependents who order articles to be shipped by Panama Line vessels to the Canal Zone should in all cases prepay the inland freight or express charges from the point of origin of the shipments to New York. Panama Line officials warned last month.

Some transportation companies in the United States have accepted orders without collecting the transportation costs to New York and then have billed the Panama Line direct for such charges. This has resulted in a delay of shipments to the Canal Zone plus unnecessary work by the Panama Line.

. . . but the atomic-powered submarine Nautilus made the passage with ease.

