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5 cents

FLUORIDATION OF CANAL ZONE WATER TO BEGIN SOON AFTER THE FIRST OF THE COMING YEAR

Canal Officials Attend Army Disaster Control Exercise

Supply Will Serve Zone, Panama, Colon



OBSERVERS AND ADVISERS at the engineering table for the recent Army exercise were three Panama Canal Division Chiefs. Frank Lerchen, Municipal Engineer, center, facing the camera, is looking over the situation map. Facing him is Harry Metzler of the Building Division, while J. B. Smith, of the Electrical Division, has his back to the camera, far right.

The use of fluoride in Canal Zone water as a partial control for dental decay will begin early in the coming calendar year. A year's supply of fluoride has been ordered and its use in water at the Miraflores and Mount Hope filtration plants will begin shortly after the arrival of the necessary chemicals, probably by mid-January.

The cost of the fluoridation will be approximately \$12,000 per year, or one mill per thousand gallons of water.

Water so treated will serve the entire population of the Canal Zone, plus that of Colon and Panama City and its suburbs as far as Juan Diaz.

Approval of the use of fluoride in the local water supply concluded months of experiment by E. W. Zelnick, Chief of the Municipal Division's Water and Laboratories Branch, and by members of his staff as to what chemicals would be best suited for Isthmian use and the development of the most suitable method of adding the chemicals to the water.

Of the \$5,000 authorized to conduct the experiments to determine the particular type of chemical to be used, the method of applying it and the point of application, sufficient funds are left to cover the cost of manufacturing locally and installing the small amount of equipment required for the fluoridation.

The method to be used calls for the use of sodium silicofluoride and is less costly than methods using another, related, chemical sodium fluoride.

The sodium silicofluoride is to be added to the water at a rate sufficient to obtain a residual fluoride content of 0.7 parts per million.

Last January, the Water and Laboratories Branch was authorized to perform experimental work to determine the most economical fluoride compound which could be used and the most suitable point of application of the fluoride to the water at Miraflores and Mount Hope filtration plants.

In other locations where the water supply has been fluoridated, the chemical is almost always added to the filtered water by specially set up feeders.

The Canal Zone chemists experimented with both the sodium fluoride and sodium silicofluoride, the latter being found to be about half the cost of the former.

They developed a small device to "dump" the selected chemical into existing solution tanks. This (See page 2)

Bureau and Division Chiefs of the Panama Canal Company and Canal Zone Government whose organizations would go into action in case of a local disaster sat in as observers last month on a unified service exercise, illustrating disaster control procedure to be followed in the event of an atomic attack on the Canal Zone.

The exercise was the second of a series and the first in which a number of Canal officials have participated.

Purpose in having the Panama Canal officials on hand for the exercise, in which an atomic attack on Pedro Miguel Locks was simulated, was as observers and advisers. In the latter capacity, according to Lt. Col. John P. Mial, Director of the Army Disaster Control Center, they could advise the military staff officers on capabilities of the Panama Canal organization and coordinate matters so that the needs of both military and Panama Canal populations could be met in case of a disaster.

The problem was designed to test resources for handling traffic in the Canal, the provision of police and fire protection, treatment of casualties, availability of water and electrical supply and communications facilities, and the housing, feed-

ing, and care of refugees from such a disaster.

Colonel Mial explained that it is expected that a third and last drill, which will be a full-scale exercise, will test the use of relief teams and equipment on a large scale.

Attending the military exercise as observers and advisers were representatives of the Governor's office, Marine, Civil Affairs, Supply and Service, and Health Bureaus; the Municipal, Electrical, Locks Police, Fire, Clubhouses, and Housing Divisions; and the Safety Branch.

The observers sat in on the exercise at Disaster Control Headquarters at Fort Amador where a critique on the CPX (Command Post Exercise) was held a week later.

FEATURES IN THIS ISSUE

- Interested in housing? Some of the new types of quarters to be built here are illustrated and described on page 2.
- Fall days and football go together. The Zone's three school football squads are pictured on page 13.
- A trip through the Canal with a pilot is the waterfront feature in the series on men who put ships through the interoceanic waterway, on page 10.

New Housing — A REVIEW Preview

Ten new housing designs for U. S.-rate quarters have been approved and are now being developed by the Engineering Division for construction in new and replacement housing areas. Included in the ten designs are revisions and improvements to three of the more popular types recently built in Diablo.

On the other end of the living space is the service wing, which consists of kitchen, maid's toilet, storage space, a clothes drying area, and a car-port. The plan for this type is illustrated below. This general scheme is also adapted to three-bedroom single apartments and two-bedroom two-family houses.

large covered porch opening from the living room area, covered service space, and a collapsible partition between two small bedrooms which may be opened to permit this space to be used as one extra-large bedroom. The plan and elevation of this house is illustrated to the left, above.

Another three-bedroom house has the living and dining space combined for thorough circulation of air. In this house, however, the dining space is in an alcove at one side. The bedroom wing has two small and one large bedrooms and two baths. The kitchen can be reached from the car-port. The car-port and the covered service area are somewhat larger than in earlier types.

Quarters in the four-bedroom group are a modification of the three-bedroom "breezeway" houses recently built in Diablo.

Some innovations, such as the use of natural-finished native woods, for exposed ceilings in living rooms and other suitable spaces, and the possible use of some ceramic materials are proposed.

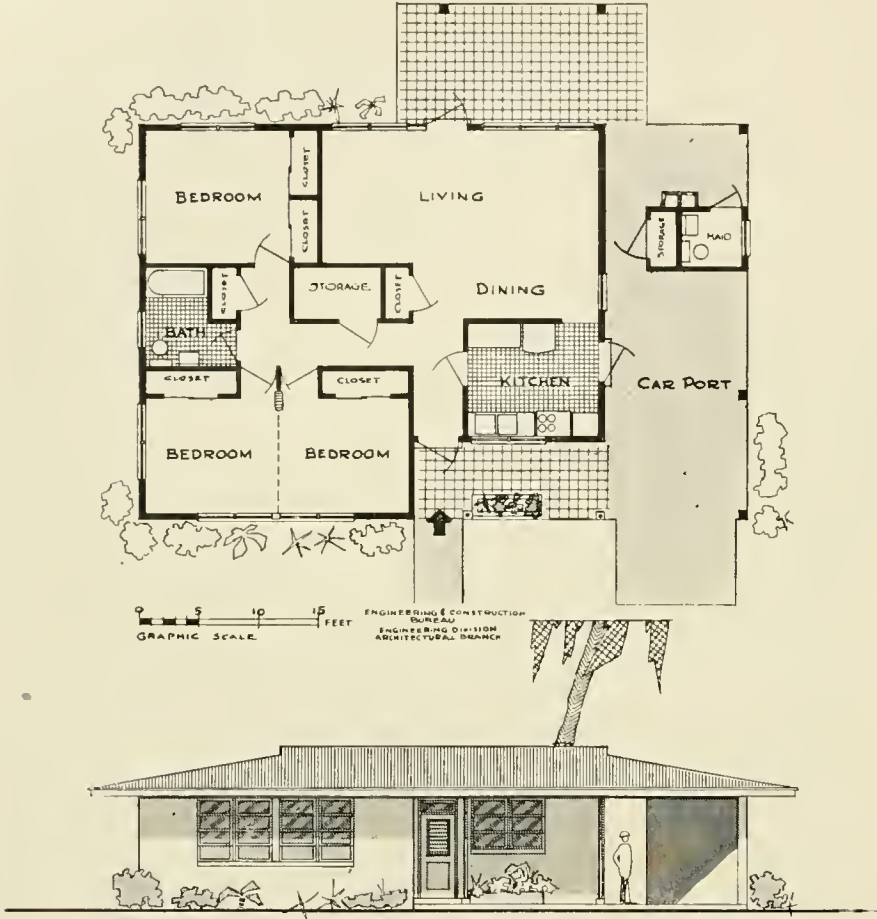
Canal Zone housing, the designers point out, is too often thought of only in terms of arrangement, size, and appearance of rooms.

These are, of course, the ultimate object of the designs, but costs cannot be ignored especially since in any housing project these costs are reflected eventually in rents paid by the individual occupying the quarters.

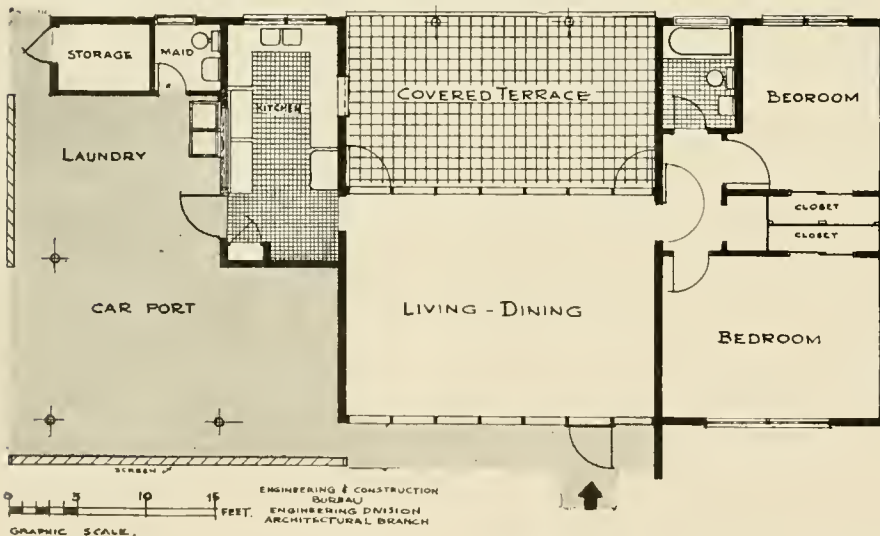
In some of the new houses, the designers have reduced the area to keep rentals within the financial limits of the average Canal Zone employee.

Several of the newly approved quarters have been reduced in size for this reason.

This is particularly true of some of the three-bedroom types and special thought has been given to providing some "minimum-standard" houses to fit the needs of the younger employees living on a restricted budget with younger, growing families.



WITH THE addition of new designs to the Housing Project, employees will have the choice of eleven masonry and six composite off-the-ground types. Above is one of the smaller 3-bedroom houses with several new features. The lower plan is another new type, providing outdoor living space on a covered terrace.



Seven new types, covering a range of two-, three-, and four-bedroom houses and including single- and double-apartment units, are now in the working drawing stage.

One of the new two-bedroom houses has a covered terrace or open porch which runs parallel with the living dining room. The terrace or porch is practically an outdoor extension of the living space.

This area is also easily available to the kitchen, which adjoins it on one end, allowing service directly to the terrace area. Two bedrooms and the bath open from the living space on one end.

Another new type of two-bedroom house has a covered terrace or porch, opening from the long end of the living room. This terrace or porch extends the living space into an adjoining, sheltered outdoor space. The kitchen in this plan allows space for breakfast dining. A covered car-port, a service area, maid's toilet, and storage room make up the exterior covered service area.

One of the two new types of three-bedroom single apartments has the entrance so arranged to provide access to the living room, kitchen and bedroom wing from the entrance hallway. There is also a

FLUORIDATION OF C. Z. WATER

Continued from page 1)

device consists of a drum holder, mounted on a horizontal rotating axis inside a small, dust-proof cabinet, equipped with sprays to wash all material adhering to the container and the inside of the cabinet into the main solution tank.

The proposal to add fluoride to the local water supply has been recommended by medical authorities and dental organizations in both the Canal Zone and Panama, and has received the endorsement of the Government of Panama.

A continually increasing number of cities in the United States have fluoridated their water supplies—the number last January was estimated at 65—and the process has been recommended by leading national, state, and municipal dental and health associations.

The immediate objective of the fluoridation is the partial control of dental decay, especially in children who receive the greatest benefits of fluoridation in their early years. This benefit is believed to continue for life once it is received in early childhood.

The fluoridation does not affect the taste, odor, color, or clearness of the water supply.

Office Management Course At College Draws 39 Isthmians

Twenty-three employees of the Panama Canal Company are being trained in office management in a 17-week course which is being given at the Canal Zone Junior College. The Canal employees are a majority of the 39 students who enrolled for the 34-hour course.

Statistics compiled by Richard R. Saul, of the Accounting Policies Division, Office of the Comptroller for the U. S. Army Caribbean, instructor for the course, show that the Canal Company enrollees predominate in the middle-age bracket of the students taking the office management course.

The main objective of the course is to give an over-all view of the entire field of office management, with the idea that those taking the course will develop enough interest in their own special fields to continue in further specialization.

Mr. Saul is conducting the course in the forum-seminar type of teaching, to bring forward as much class discussion as possible.

He plans to use such visual aids as flow and distribution charts and task analyses and will bring in outside speakers when it is possible.

During the 17 weeks the course is in progress the students will cover such subjects as: forms and form designs, work simplification, organization, administration and management, office layouts, business machines, and work measurements and supervision.

Meets Twice Weekly

The class is meeting twice weekly, Monday and Thursday evenings, at the Junior College building in Balboa.

Ten of the Canal Company's employee-students are between 30 and 40 years of age, 12 are in the 40-50 year age bracket, and the other is over 50.

Daytimes they work in the Health, Personnel, or Finance Bureaus, the Storehouses, Terminals, Electrical, Locks, or Housing Divisions, the Records or the License Sections.

Taking the class as a whole, 10 of the students are women. Seven of the 39 are from the Air Force, one from the Navy, three from the Army, one working in private business in Cristobal, two employed by private concerns in Panama City, one employed by the Panama Government, the 23 Panama Canal Company employees, and one who is not presently working.

Two of the Panamanian and two of the Air Force students as well as the unemployed student are under 20 years old. Three Air Force students, the Navy student, one of the Army pupils, and one of the private business employees are between 20 and 30. Ten of the Panama Canal Company, two of the Air Force personnel, and one Panamanian are between 30 and 40; the other two Air Force personnel and 12 of the remaining 13 Panama Canal Company employees are in the next generation, and the last Panama Canal Company employee is over 50.

Gatun Lake has an area of 163.38 square miles, with a shore line of 1,100 miles when the surface is at its normal elevation of 85 feet above sea level.

Pay Raises, Income Tax, Houses Discussed At Employees Conference

No consideration is being given to closing the Gamboa shops, Governor F. K. Newcomer told the Governor-Employee Conference August 26. The Governor's statement came as an answer to a question raised by Walter Wagner of the Central Labor Union-Metal Trades Council.

The conference, which lasted beyond the usual adjournment time, took up subjects which ranged from housing assignments, the date on which employees would receive the pay increases recently authorized by Congress, dispensaries, fading license plates, post offices, commissary prices, and the overall subject of organization.

The first question, raised by Rufus Lovelady of the A. F. G. E., concerned the date on which classified employees could expect to receive the pay increases voted by Congress last month. F. G. Dunsmoor, Executive Assistant for the Governor, told the conference that it is hoped that the pay increases can be reflected in the period which began October

28 and for which payment is due on November 20. Retroactive payments will follow soon after.

Payment of the retroactive pay, however, Mr. Dunsmoor said, presents additional difficulties, in that each employee's back pay must be computed individually. This is especially complicated for those employees such as nurses and customs inspectors who have performed night work during the nine pay periods covered by the retroactive clause of the pay legislation. He added that this computation could be simplified by computing machines which, however, are held up in New York by the shipping strike.

As far as income tax on the retroactive pay is concerned, with the tax increase to be made effective November 1, Mr. Dunsmoor said that income tax personnel here have as yet received no instructions. If the procedure to be followed is the same as that of last year when a tax increase was made effective toward the end of the year, the tax for the entire year will be fixed by a computation

(See page 18)

A President Visits The Zone



FORTY-FIVE YEARS ago this month, a President of the United States took the unprecedented step of leaving the country. The visit was to the Canal Zone. Rain drenched the presidential party for three days but President Theodore Roosevelt covered the Canal Zone from end to end, stopping at every town "along the line" and at every major project to see how things were going.

"It is without precedent for a President to leave the United States, but this is a work without precedent," President Theodore Roosevelt told the men who were building the Panama Canal 45 years ago this month.

"You are doing the biggest thing of this kind that has ever been done."

Plans for the President's visit in November 1906 began as early as June of that year, as soon as it was definite that the visit would be made. All during the summer, Isthmian Canal officials conferred among themselves and with representatives of the new Republic of Panama, and, by mid-September, had a ten-

tative schedule mapped out.

A major problem was a place of lodging for the Presidential party. The Tivoli Hotel was under construction, with its completion date well beyond the week in November when the President was expected. Finally it was determined that at least one wing "could be furnished and otherwise fitted up in such a manner to afford appropriate and adequate facilities for the party's comfort and welfare," and the alternate offer of an official house for the Roosevelt party was declined.

On November 15 President Roosevelt came ashore in the Canal Zone in a steady rain which, for the next

(See page 18)

Travellers Return From South Seas



SOUTH SEA islanders have nothing on this Zone trio. Just back from the Marquesas and Society Islands are Lee Rigby, 14, Richard Harris of the Communications Branch, and Lee's father, Edwin Rigby of the Storehouses Division. Lee is wearing the grass skirt and what goes with it; Mr. Harris has on shell beads and a South Sea "Panama," and Mr. Rigby sports his first mate's cap. The material they are holding is a sarong in its natural form.

"Sure, I'd like to go back to Tahiti," 14-year-old Lee Rigby of Amador Road in Balboa told THE PANAMA CANAL REVIEW. "It's cool there."

With his father, Edwin, of the Division of Storehouses, Richard Harris of the Electrical Division's Communications Branch, and John McDaniel of the Canal Zone police force, Lee sailed from Balboa May 21 on the 72-foot ketch *Palmosa*.

Lee was signed on, according to the yacht's papers, as a "cabin buoy," his father as first mate (he did the cooking, too) while the other two were able seamen. Later, after Lee had climbed 40 feet into the rigging to rescue a halyard which was about to be carried away in a squall, he was promoted to able seaman.

Except for the first part of the trip in the Bay of Panama the weather was good all the way to the Marquesas Islands, which they reached July 13. The early part of the voyage, however, was unpleasant enough to make up for the later perfect weather. The yacht was beset by rain squalls and storms for the entire first week out, and the *Palmosa* did not sight the Galapagos Islands until 27 days after it cleared Balboa.

The *Palmosa* did not stop at the Galapagos but swung west toward the Marquesas, crossing the Equator three times en route as she tacked back and forth. Whales were fairly frequent sights along the trip, one of them coming within 40 feet of the yacht and giving rise to some apprehension that it might overturn the comparatively small craft. The yachtsmen had several meals of dolphin which Lee snagged by catching them in the side with a hook tossed over the *Palmosa's* rail.

The yachtsmen reached Nukuhiva, capital of the Marquesas, on July 13, eight weeks after they had left Balboa. The island was making final preparations for the celebration of Bastille Day the following day. For the celebration, the *Palmosa* group were the guests of the island's Administrator.

After six days in the Marquesas, the *Palmosa* moved on to Papeete, the capital of the Society Islands. Arriving there

July 27, the yachting party found that the July 14 Bastille Day celebration was still going on.

Mr. McDaniel continued on with the *Palmosa*, which is owned and skippered by Captain Henry V. Hudson, a retired British Naval officer, but the other three waited in Papeete for the French Line's *Sagittaire* for their homeward passage.

They loaded up with grass skirts, *pareus* (the same things Dorothy La-

C. Z. Hobby Groups Urged to 'Register' with New Employees

Hobby groups and similar organizations in the Canal Zone have been urged to provide information concerning themselves for distribution among newly-arrived U. S.-rate employees, in order that the new arrivals may associate themselves easily with Isthmians of longer standing who are interested in pastimes similar to their own.

The information is to be included in a "List of Organizations"—churches, fraternal groups, social organizations, and the like—to be issued to each new U. S.-rate employee at the time of employment processing in the Personnel Bureau.

Officers of all such employee groups are invited to provide their organizations' proper names, addresses, and telephone numbers for the list by telephoning Employee Relations, 2-1525, during business hours.

It is hoped that all phases of organized hobby and pastime activity represented in the Canal Zone will be represented by the time the list goes to the printer.

A few such organizations are: The C. Z. Natural History Society, Orchid Society, and the stamps and photo groups.

amour wears as sarongs), beads, hats of palm leaves, grass mats, and other South Pacific curios.

Mr. Rigby, who had drawn the mid-watch on the *Palmosa* was tired out and thin when the yacht reached the Society Islands, but after several days rest he began to regain his lost weight and more.

Yachting, the Zonians agree, is the way to spend a vacation. Like Lee, they are all ready to go again, somewhere.

Young Zonian Gets Ham License



THREE OF A KIND: When Carol Louise Combs, 13, was awarded her "ham" radio license on October 12, she became the third licensed operator in her family. Her parents, Mr. and Mrs. Prentiss Combs of Balboa, shown here with Carol in their radio "shack," have been licensed since 1949. Carol is the youngest "ham" on the Isthmus.

Getting a license to operate a "ham" radio is not an easy task for a grown-up and it's understandably harder for a young lady who is just getting into her teens. But 13-year-old Carol Louise Combs of Calabash Street in Balboa made the grade and is now the youngest operator in the Canal Zone. She is also the

third member of her family to chalk up a "first."

Her mother, Angela, became the first woman "ham" on the Canal Zone when she received her license in July 1949, just a month after Carol's father, Prentiss C. Combs, was awarded his license. The two licenses made the Combs

(See page 15)

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

The Panama Canal Company-Canal Zone Government experienced a frequency rate of 14 for the month of September as a result of 40 disabling injuries and a man-hour exposure of 2,821,913.

The Civil Affairs Bureau will receive Honor Roll Award certificates for Best Record for the month of September by virtue of a Frequency Rate of Zero. Congratulations to a four-time winner of this Award this year.

The following Divisions will receive Honor Roll Award certificates for No Disabling Injuries for the month of September: Building, Municipal, Grounds Maintenance, and a newcomer to the Honor Roll Fraternity, the *Commissary* Division.

HONOR ROLL

Bureau Award For
BEST RECORD
September
CIVIL AFFAIRS

AWARDS THIS CALENDAR YEAR

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

Division Award For NO DISABLING INJURIES

September

BUILDING DIVISION

MUNICIPAL DIVISION

COMMISSARY DIVISION

GROUND MAINTENANCE DIVISION

AWARDS THIS CALENDAR YEAR

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

We take this means to welcome two new members to the Panama Canal Company-Canal Zone Government Safety Board; they are: **Lt. Comdr. W. M. Vincent**, USN, representing the Industrial Director, and **Charles A. Dubbs**, representing the Personnel Director.

L. W. Chambers has been appointed to the position of Acting Safety Inspector, Locks Division, made vacant by the resignation of Jack F. Paterson.

Max R. Hart has been appointed to the position of Safety Inspector, Motor Transportation Division and Division of Storehouses, made vacant by the resignation of E. F. Ryan.

UNLABELED POISON LURKS IN HOMES AS CHILD DANGER

The skull-and-crossbones on the iodine bottle has become a familiar symbol of danger in most households, but there are many unlabeled poison killers in every home that are commonly thought to be harmless.

A few of these common household substances which have claimed many lives, principally among children because they are not always repelled by an objectionable taste or odor, are as follows:

Kerosene—one of the commonest causes of poison deaths among children.

Sleeping tablets—usually contain a derivative of barbituric acid, and in sufficient quantity can be fatal.

Rat, bug, and fungus poisons—such poisons usually contain highly dangerous chemicals.

CLEANERS CALLED RISK

Caustic cleaners—ammonia, lye, washing soda, and trisodium phosphate cause dangerous membrane burns when taken internally.

Paint thinners and removers—most are harmful if swallowed, including linseed oil, tung oil, turpentine, banana oil, acetone, alcohol, benzene, and others.

Extracts and flavorings—the strong alcoholic solutions make these dangerous, although oil of wintergreen and oil of peppermint are basically poisonous.

Antiseptics and disinfectants—these include tincture of iodine, cresol preparations (usually sold under a trade name), phenol or carbolic acid, bichloride of mercury, ammoniated mercury, potassium permanganate, hydrogen peroxide, etc.

Laxatives and cough syrups—not all are harmful, but to be safe they should never be left within the reach of children.

Alcohols—beverages, rubbing compounds, and special substances such as adhesive tape removers are dangerous.

American workers were safer in 1950, the National Safety Council reports.

Industrial injury rates for last year, released by the Council in advance of the 1951 edition of its statistical yearbook, *Accident Facts*, show a substantial reduction in both the frequency and severity of 1950 accidents as compared with 1949.

Twenty-nine of the 40 basic industry classifications reduced their frequency rates, and 23 reduced severity rates.

RATE DOWN 8 PERCENT

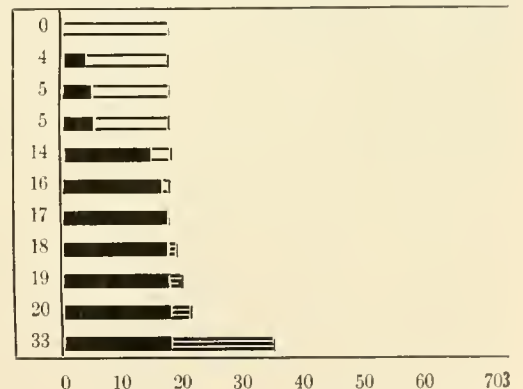
The accident frequency rate for employees in all industries submitting company reports to the Council, based on the number of disabling injuries per 1,000,000 man-hours, was 9.3 in 1950—a reduction of 8 percent from the year before.

The accident severity rate for all industries reporting to the Council, based on the number of days lost per 1,000 man-hours, was .94 last year—also a reduction of 8 percent from 1949.

SEPTEMBER 1951

Civil Affairs Bureau	0
Community Services Bureau	0
Supply and Service Bureau	0
Engineering and Construction Bureau	0
Panama Canal Co.- C. Z. Gov't (This month)	14
Panama Canal Co.- C. Z. Gov't (1951 to Date)	16
Panama Canal Co.- C. Z. Gov't (Best Year)	17
Health Bureau	18
Marine Bureau	19
Industrial Bureau	20
Railroad and Terminals Bureau	33

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



Number of Disabling Injuries..... 40

Man-Hours Worked..... 2,821,913

LEGEND

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



THE PERMANENT collection of the Canal Zone Museum has recently been increased by the addition of the model, above, of old Ancon Hospital. Its origin has been lost with the years, but long-time employees of Gorgas

Hospital recall that the model was displayed for many years in the hospital's library, until the library became crowded and the model was removed to make way for technical books. The model was reconditioned by students in La Boca.

Canal Zone Museum —A Progress Report

The Canal Zone Museum, now in its second year and growing fast, occupies the first-floor lobby of the Civil Affairs Building and overflows into the rotunda overlooking the Air Field. The original collection, the property of The Panama Canal for many years, was transferred from the Administration Building late in 1950. It included beautiful scale models of Canal construction equipment—seagoing dredges, a locomotive and tender, a track shifter and flatcars; many relics from the French Company; and several items, including a ruler and level which were the property of G. M. Totten, Chief Engineer of the Panama Railroad Company in 1855. These articles plus the 24-foot foam rubber relief map of the Canal, which was prepared under the direction of the Special Engineering Division, formed the nucleus of the collection.

Late in 1950 several cases of stuffed local animals and birds were moved from the La Boca Occupational High School, where they had been stored for many years, for addition to the Museum. After careful selection, treating, and rearranging, the best preserved specimens were placed in glass exhibit cases in the Civil Affairs Building lobby. Both Dr. James Zetek and Dr. Graham Bell Fairchild, well-known scientists on the Isthmus, as well as several other enthusiasts, visited the collection and helped the Library Staff in its choice of scientific and local names for the animals.

Many Donations From Patrons

Soon gifts from interested patrons augmented the collection. As rapidly as suitable exhibit cases could be prepared for them, or suitable table stands be made, these were added to the displays. These gifts included a collection of artifacts and ceramics from the Venado Beach area; an American flag used during Construction days; native water jars and filters; a Belgian percussion double-barreled pistol manufactured about 1850 and found in a cave at Fort San Lorenzo; a collection of shells, fossils, and minerals of this area; a scale model of Ancon Hospital; a relief map of the Canal Zone as it appeared in 1906; another of the Gatun

Lake watershed; a collection from the San Blas Islands; relics from the renovation of the White House, Washington; cannon balls found near Las Cruces cemetery; and three rifles used in Panama's Revolution for Independence.

Patron-donors include: The Panama Canal Society of Florida; the Commission on Renovation of the Executive Mansion, The White House, Washington; the Pan-American Society for Advancement of Archaeology and Natural Sciences; Maj. Gen. George W. Rice, Health Director; Philip L. Dade; Fritz Marti; B. T. Carr; Miss Dora Ponevae; James L. Price; Mrs. Donald T. Baker; John Gough, and others.

Items still under repair, or awaiting completion of suitable display cases, include a large stone metate presented to the Museum by Ernst Erbe on his retirement; a relief map of Venezuela presented to the Library-Museum by the Inter-American Geodetic Survey; a collection of articles from the Darien, including a nine-foot blow gun, an indefinite loan from James L. Price; and a Balboa Baseball League loving cup presented to A. C. Garlington, pitcher, 1917-18, sent to the Museum by Mr. Garlington's co-workers in the Electrical Division.

These items, which for the most part are awaiting the conversion of one of the large lobby benches into an exhibit case, will be placed on display within the next few weeks. Under present plans, three of these massive benches will be made into cases. The sides as well as the bases, which house outlets for the air conditioning system, are of wood, while locked sliding glass doors will protect museum articles from dust and careless handling.

Temporary Exhibits Give Variety

One lighted exhibit case and two glass-doored mahogany shelves are used by the Library staff for constantly changing exhibits. They house temporarily materials from the Library's Panama Collection, as well as other rare books and maps, and are planned for highlighting the many loans which the Library receives from interested patrons, who do not wish for personal reasons to present their treasures to the Museum permanently but are eager to share them for a time. The most recent displays have been a group of photographs of early hospital days lent by Mrs. V. F. Jacobs and the current display which includes a pass from Mr.

and Mrs. George Lowe from General Goethals "on S. S. *Advance* to test the Canal," on August 9, 1914, as well as early Canal employee's metal check identifications, Society of the Chagres mementos, and a Roosevelt Medal, sent to the Museum by Jack E. Pearson of Gatun.

The glass-doored display shelves in the left wing of the lobby now are showing a group of reproductions from famous artists which were given to the Library recently by Christopher C. Bennett.

Work For The Future

There is still much work to be done. The brief descriptive notes included with each article in the permanent Museum Collection are to be expanded eventually to include a short history of each Construction item, and its significance in the long job of building the Canal. This work, which must be done by the Library's research specialists, is necessarily long and must be worked in with other duties. A large plaster-of-paris relief map showing the plan of the projected Canal, made in 1909, which had been gathering dust in the old License Bureau Building on the Prado, has now been washed clean, but must be mended with plaster and repainted with oil paint in the newly-mended spots. This work will be done by the members of the Library Staff on week ends, when they may put on old clothes and be repairmen for a while.

Among the many who have visited the young museum during the past year are groups of students from the Canal Zone schools and from the neighboring Republic of Panama, visitors, new employees who find that the large relief map assists them in their early orientation, and hundreds of Zonians who long have shown interest in the history of the Isthmus. As a supplementary service the Library has prepared for free distribution a mimeographed annotated list of about 25 selected titles from the Library's Panama Collection which best cover the history of the Canal and of the Isthmus. This is available at the Library's Circulation Desk in the second-floor reading room.

The Canal Zone Museum, together with the Library, a function of the Civil Affairs Bureau, is under the direction of the Canal Zone Librarian, who is available at any time during working hours for consultation concerning possible gifts to the Museum.



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Executive SecretaryJ. RUFUS HARDY
Editor**LETTERS TO THE EDITOR**

Letters containing inquiries, suggestions, criticisms or opinions of a general nature will be accepted. In all cases possible, letters to **THE REVIEW** will be answered individually. Those of sufficient general interest will be published in this paper. Letters must be authentic and be signed although signatures will not be published unless requested and names of authors will be kept confidential. Return address should be given but **THE REVIEW** will not undertake to return correspondence of any nature.

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OF CURRENT INTEREST

NEW EMPLOYEES, and older ones, too, are all benefiting from a new manual of information, **LIVING AND WORKING IN THE CANAL ZONE**, which has been prepared by the Personnel Bureau in cooperation with other offices of the Panama Canal Company and Canal Zone Government. Edward A. Doolan, Personnel Director, and Charles A. Dabbs, Training Officer, look over one of the second printing, in the hands of E. C. Cotton of the Panama Canal Press where the booklet was published.

Sailing schedules of the three Panama Line ships were upset by the unauthorized longshoreman's strike which tied up New York harbor late last month.

The SS "Panama" was delayed five days in her sailing from New York, finally leaving on October 22 with 70 passengers and practically no cargo aboard. The advance passenger list indicated that 113 persons were to have sailed.

Northbound sailing of the SS "Ancon" was also delayed, this ship leaving Cristobal northbound on October 21, two days late. At the time of sailing, her destination was indefinite, with plans made to put her into Philadelphia, Norfolk or Baltimore if the strike was still in effect in New York. But with the spread southward of the strike, this plan was abandoned and the ship put into Charleston, S. C., to discharge passengers, mail, and bananas.

The SS "Cristobal" meanwhile, was held at her berth in New York. She had arrived two days after the strike broke out.

Pay raises have been made effective, or will be within the near future, for practically all employees of the Panama Canal Company and the Canal Zone Government. Zonians, however, will be affected by the higher income tax rates, which according to recent legislation, are effective November 1.

Just prior to its adjournment October 20, Congress voted a 10 percent increase, with a \$300 floor and an \$800 ceiling, for classified employees, of whom approximately 2,000 are in the Company-Government service. Another bill brought a similar raise for postal employees and a third provided similar increases for policemen, firemen, and teachers. All of these raises are retroactive to July 1.

On October 14, following the quarterly review of crafts rates in the Canal organization, based on naval shipyard rates, increases of from one to six cents an hour were put into effect. There are about 1,200 crafts employees in the organization.

On November 4, pay raises of two cents an hour go into effect for about 14,000 local rate employees. Corresponding increases will be made for those not in the graded wage scale, such as teachers, deckhands, and boatswains. The new local-rate pay scale will range from a minimum of 33 cents to a top of \$1.47 per hour. The new pay raises have no relation to within-grade promotions made annually for local rate workers.

The use of cash was extended November 1 to three more Panama Canal commissaries: Gatun, Cocli, and Pedro Miguel.

All commissaries eventually will go on the cash system, the dates of the change-overs depending on the arrival of the necessary cash registers.

Ancon commissary has been operating on a cash system since last March. Cash has been used in the Curundu commissary since June.

Members of organized employee groups on the Canal Zone are planning a gala welcome this month for Representative Daniel A. Reed of New York, sponsor of the Reed Bill which killed retroactive income tax for the Canal Zone.

The Congressman and his wife are due November 26 for an 18-day visit to the Canal Zone.

A member of the Congress since 1918, Representative Reed is the ranking Republican member of the House Ways and Means Committee. It is estimated that the Reed Bill saved Canal employees at least \$2,750,000 in back taxes.

Two changes have been made in rentals for Company quarters. Rental increases for non-employee tenants, which were to have gone into effect November 1, have been deferred to an indefinite date.

Rental rates for quarters occupied by Company or Government employees will be computed to the nearest cent instead of to the nearest 50 cents upward when rent is collected on a weekly basis beginning with paychecks to be received November 6.

Non-residents of the Pacific side, visiting Balboa Heights for the first time in a couple of months, will find a vacant space up the hill from the Administration Building.

Razing of the two official houses which stood in this location for 36 years is practically completed. Both of the old houses had been brought in from Culebra and for more than 25 years one was assigned to the Executive Secretary and the other to the Chief Quartermaster. The most recent occupants of the two houses were Edward N. Stokes, Railroad and Terminals Director, and Arnold Bruckner, Finance Director.

The cleared area will be occupied by new official quarters.

Canal's Motor Transportation Division Replacing Worn-Out Official Vehicles

An extensive vehicle replacement program is under way in the Panama Canal Company's Motor Transportation Division, but the resultant change will be almost unnoticed by the average Zonian.

If funds are approved as they are now set up, the MTD's fleet of approximately 800 vehicles within three to four years will be "up to standard and of the proper average age, as is the practice in commercial companies in the United States," according to B. I. Everson, Superintendent of the Division.

The replacement program began in the fiscal year 1950, with the expenditure of \$225,000 to replace over-age vehicles. In 1951, \$325,000 was allocated for new vehicles and the last of the vehicles purchased under this requisition has only recently been received on the Isthmus.

During the current fiscal year, the Motor Transportation Division will receive 73 new vehicles at a total cost of about \$200,000.

Among the vehicles on order for this year are six sedans, which most people consider the only type of official cars in use, three cablesplacers, 24 pickups, a special surveyor vehicle, and two of the huge garbage load packers, which cost over \$12,000 apiece, as well as other assorted vehicles for various purposes.

Bureau of the Budget requirements, Mr. Everson explained, call for retirement of the smaller vehicles, such as the sedans, when they are six years old or have run 60,000 miles. Large and heavier vehicles may be operated six to ten or more years, provided they are in good condition. There is a longer life-span for less frequently-used vehicles and a much shorter period for the heavily used cars.

The Port Captain's station wagons, which make at least two round trips across the Isthmus nightly, have a usable life of only about three years.

"Owns" All Official Vehicles

With the exception of Police and Fire Division vehicles, Health Bureau ambulances and hearses, and a few special purpose vehicles (heavy cranes, etc.) used by other Divisions, every official vehicle used by the Panama Canal Company and the Canal Zone Government "belongs" to the Motor Transportation Division.

This MTD motor fleet is "rented" out to the divisions needing such transportation, on an hourly, monthly, mileage, or actual cost plus overhead basis, with or without chauffeur, as the situation re-

quires, on established tariff rates which are reviewed and revised from time to time.

There are now more of these MTD special-purpose vehicles in service than ever before on the Canal Zone, Mr. Everson pointed out the other day.

"It is the practice of the Motor Transportation Division," he said, "to purchase and operate the best type of equipment for each job, as far as is reasonable and proper. At present, special type vehicles are used for garbage collection, wrecking service, trash collection, etc.

"The Electrical Division is now supplied with special-duty trucks for the use of their linemen and cablesplacers and plans call for special type trucks for telephone repairmen. Special purpose vehicles have recently been assigned to the Municipal Division for their engineering and surveying parties."

Until recent years, the Motor Transportation Division had no funds, other than those accumulated from "depreciation accruals," with which to replace over-age vehicles in the motor fleet. As a result many of the vehicles still operating are long past their economical age.

Inflation Jumps Prices

This replacement through accrued depreciation worked satisfactorily in normal times, but not in periods of inflation. Of recent years, the MTD has found that a vehicle would build up depreciation funds totaling \$1,000, which equalled the original purchase price. But when time came to replace the vehicle in question, the purchase price had jumped over 100 percent.

Now, under the reorganization, funds can be made available by the Company's Board of Directors, to make up this gap between the funds accrued and the purchase cost of the new vehicles.

Since July 1949 a program of preventive maintenance has been in effect at the MTD. Vehicles which have been used for approximately two years are removed from service and given a thorough engine overhaul, a brake overhaul, and necessary body repairs.

As a result of this plan, Mr. Everson said, the MTD fleet is now in better overall condition than for the past ten years. The vehicles spend less time in the repair shop and the number of pool, or standby, vehicles has been reduced. The using units benefit considerably and increase efficient use of their transportation.

Mr. Everson has two major jobs which, on the surface, are contradictory. His MTD position requires that he keep transportation operating. On the other hand, he is Mileage Administrator, and as such he must keep to a minimum the mileage of the official vehicles, especially on the Trans-Isthmian highway. The highway is used by such vehicles as tractor-trucks which haul mash from breweries in Panama City to the Mindi Dairy, by refrigerated trailers which make deliveries from the Cold Storage plant at Mount Hope to the various line stores, and by a number of other vehicles on more or less regular runs.

Organized in 1921, the Motor Transportation Division was originally called the "Animal and Motor Transportation Division." That is why the two main shops are commonly known as "corrals."

Force Totals 537 Employees

The Division is now part of the Supply and Service Bureau. It operates the two large garages at Ancon, on Gaillard Highway, and Mount Hope, not far from Silver City. There are four other, smaller garages at Gamboa, Cocoli, Pedro Miguel, and Gatun. In October of this year, the Division's force totaled 537 employees, of whom 133 were on the U. S.-rate rolls. Of this latter group 60 were the chauffeurs who handle all of the Division's heavy equipment.

Last August, 296 of the Motor Transportation Division chauffeurs won awards for driving one to five years without accidents. A total of 3,760,176 miles was driven without accident or conviction for traffic violations. This averaged more than 11,000 miles of safe driving for every chauffeur in the Division.

Every Division has its heroes, sung and unsung, and the Motor Transportation Division has one to whom a monument was erected. This is the Richard T. Perrott Memorial, on Balboa Road just below the Balboa Union Church. Perrott was killed on a Sunday morning, February 8, 1920, when the brakes on his ice-truck gave way. The truck plunged down San Pablo Street, out of control, and Perrott ran it into a curb to keep from striking a woman and three small children who were on their way to Sunday school. The memorial, on which a wreath is placed each Decoration Day, was erected "by the school children of this Community and other friends."



THE OLD: Horsesdrawn vehicles were an important part of the Animal and Motor Transportation Division when it was set up. Stables were then as much a part of the division's buildings as facilities for motor vehicles.



AND THE NEW: Thirty years have brought changes to the MTD. The Animal part of its title has long since been dropped although the main shops like Ancon (above) are still known familiarly to old and not so old timers as Corrals.

Teaching, Learning, Mean Busy Life For Longtime C. Z. Cabinetmaker

Emile Benjamin doesn't have the first penny he ever earned, but he does have the first carpenter's tool he ever bought. And he still uses that sturdy chisel he purchased many years ago.

"Mr. Ben," as he is known to all of his friends and his students at the La Boca Junior and Senior High School—as well as those who study cabinetmaking with him in night classes—has one overwhelming pride. Like all real craftsmen, he values the tools of his trade over anything else. He will lend any money he may happen to have; his tools are never lent to anyone.

His big, metal-bound tool box occupies a place of honor, in a room which can be locked, in the airy workshop under the La Boca Junior High School. Many of the tools he made himself.

One of his favorites is a screwdriver with a handle of orange wood, from a tree from a grove which once stood where the Governor's house is now located. Other items of special pride are beautifully-made wooden planes. Some of them are for molding, some for beading, and others for special jobs.

Mr. Ben firmly believes that no one ever knows enough about his trade and he has managed to communicate some of this belief to the 45 Senior and Junior High School pupils and the 20 or so adults he teaches.

Came To Zone In 1906

A good part of Mr. Ben's skill and enthusiasm he credits to his first teacher, a Mr. Wellington from London, who migrated to St. Lucia in the West Indies where Mr. Ben was born August 11, 1887.

"The only thing he couldn't do," Mr. Ben remarks, "was to put life into a wooden bird he had carved and to make it fly."

Mr. Ben had worked six years with his British teacher when other Saint Lucians returned from Panama with stories of the building of a Canal. Mr. Ben paid his own way to Panama on the Royal Mail Packet *Trent*, and got a job at once, building a hotel in Gorgona. This was April 1906.

He could handle tools—that was what he had worked six years to learn—but he wanted to know how to care for them. Under the tutelage of an American foreman and with the aid of instructions from a nationally-known tool manufacturing



EMILE BENJAMIN

concern, he learned to sharpen saws properly—but he used up three in the process of learning!

Later, Mr. Ben learned to read blueprints and diagrams and for five years, with no grade under an \$5, he took a correspondence course in contracting and building and engineering mathematics and drafting. Since then he has completed a dozen extension courses, among them Educational Psychology and Teaching Technique, at the La Boca Junior College.

Before he went to the Schools Division in 1933—he was on a three-month trial and is still there—he had worked on about every important carpentry job in the Canal Zone. Woodwork in the Hotel Tivoli dining room is his; so are the beautiful balustrades on the staircases in the Administration Building. He helped with the carpentry at the Colon and Panama Railroad stations, the woodwork in the Balboa commissary and the first concrete quarters in Balboa. He helped to install, and later keep in repair, bowling alleys from Balboa to Fort Sherman and ran the sawmill for all the Fort Amador barracks.

Helped Rebuild Governor's House

One of his most interesting jobs was the re-erection of the Governor's house. Once occupied by Colonel Goethals at Culebra, the house was taken down in sections which were moved by flat car and muledrawn carts to its present location in Balboa Heights. There it was re-assembled, repaired, and put up.

Mr. Ben is prouder of the work done by his students than of his own. "A good many boys who studied here are holding good jobs all over the Isthmus, many of their jobs far more important than mine," he says. He has 14 twelfth-graders three hours a day, 31 ninth-grade students an hour a day, and about 20 working on

cabinetmaking in night school.

Recently they reconditioned the old model of Ancon Hospital which is on display at the Civil Affairs Building. This job won a commendation from Col. Richardson Selee, Civil Affairs Director.

Mr. Ben is married and lives in Panama City. One of his sons, whom he himself taught and then apprenticed to a craftsman in Panama, has a good job with the Building Division.

His free evenings Mr. Ben no longer devotes to cabinetmaking as a hobby. Occasionally some years ago, he used to do a little private, after-hours work. But his days and evenings, too, are full now. School teaching is a 24-hour job, Mr. Ben figures, what with planning ahead and ordering materials. But it's all part of the educational process and Mr. Ben considers that he still has a lot to learn.

Anniversaries

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

40 Years

George E. Matthew, Chief Hydrographer, Meteorological and Hydrographic Branch.

35 Years

Charles F. Stevens, Fire Lieutenant, Pedro Miguel Station.

30 Years

William H. Casswell, Fire Captain, Cristobal Station.

***Kathleen T. Baxter**, Teacher, Ancon Elementary School.

Clara E. Neville, Clerk-Stenographer, Law Division.

August T. Schmidt, Administrative Assistant, Supply and Service Bureau.

25 Years

Antonio Orsini, Surveying and Cartographic Engineer (Supervisor), Surveys Branch.

Archie W. French, Jr., Electrical Welder, Building Division.

John T. Dillon, Dipper Dredge Engineer, Dredging Division.

Whitman P. Garrett, Policeman, Gatun Station.

20 Years

Russell L. Gallaher, Accounting Clerk, Municipal Division.

***Bernardine U. Hanna**, Teacher, Ancon Elementary School.

***Jeanne E. Brown**, Teacher, Cristobal High School.

***Florence A. Lamson**, Teacher, Cristobal Elementary School.

***Cyrus W. Field**, Master Shipfitter, Industrial Bureau.

James C. Slade, Plant Engineer, Commissary Division.

John C. Harrison, Chief Towboat Engineer, Dredging Division.

Richard J. Koperski, Storekeeper, Division of Storehouses.

Howard J. Shearer, Timekeeper, Motor Transportation Division.

15 Years

William L. Brooks, Accounting Clerk, Electrical Division.

Charles L. Green, Policeman, Cristobal Station.

Frederick E. Knox, Foreman Carpenter, Railroad Division.

Thorwald H. Forsstrom, Chief Marine Dispatcher, Cristobal.

***Joseph H. Orr, Jr.**, Storekeeper, Division of Storehouses.

Cecilia E. Wensing, Nurse, Gorgas Hospital.

Ruth L. Turner, Library Assistant, Library Section.

Mary W. Ewing, Payroll Clerk, Finance Bureau.

***Clement J. Genis**, Commissary Manager, Margarita.

RETIREMENTS

IN OCTOBER

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

Mrs. Anna J. Japs, Iowa, Cashier, Commissary Division; 33 years and 6 days; Canal Zone.

Paul A. Pearson, Illinois, Guard Supervisor, Dredging Division; 34 years, 1 month, and 9 days; St. Petersburg, Fla.

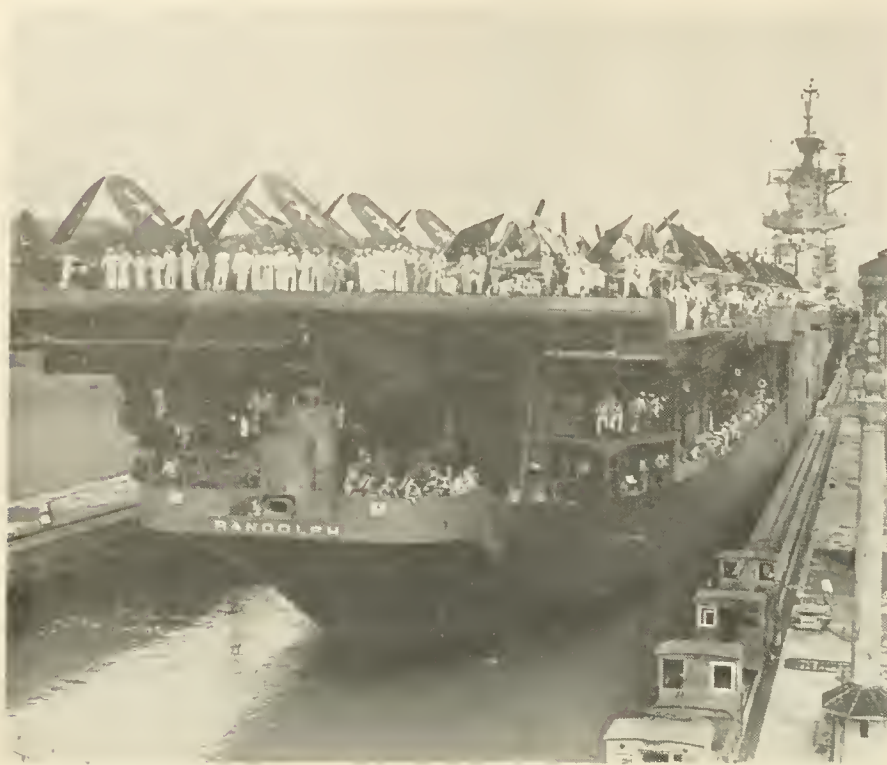
Capt. Samuel Roe, Indiana, Senior Detective, Cristobal; 38 years, 8 months, and 1 day; Canal Zone.

Joseph A. Snyder, Pennsylvania, Electrical Foreman, Cristobal; 16 years, 2 months, and 1 day; Livingston, N. J.

J. R. Williams, Indiana, Governmental Systems Accountant; 42 years, 5 months, and 17 days; St. Petersburg, Fla.

Robert T. Toone, Tennessee; Property Officer, Administrative Branch; 32 years, 4 months, 13½ days; Texas.

Piloting Ships Through Panama Canal Requires Skillful, Precise Handling



CARRIERS LIKE the U. S. S. *Randolph*, above, have five pilots aboard when they transit the Canal. The pilot-in-charge remains on the ship's bridge; the others, one at each corner of the flight-deck. The two forward pilots help guide the carrier, which has very little clearance, into the locks; the two aft pilots try to prevent her from scraping or touching as she leaves the lock chambers.

Telephones ring as early as 3:30 o'clock some mornings for Panama Canal pilots. The calls are the pilots' advance notice that they are about to go to work.

Captain Robert F. Boyd was lucky one day last month. His telephone didn't ring until 6:30 o'clock. He would be picked up in half an hour, the dispatcher told him. He was to go to the outer anchorage where he would board the United Fruit Company's *Parismina*, which was en route from Seattle to New York. The 7,067 gross ton ship, 455 feet in length, was to go through the Canal and would dock at Cristobal. The *Parismina* would be No. 5 on the northbound schedule.

The sea "outside" was rough, and for a time it looked as if boarding would have to be done by tug. But the weather calmed down and the pilot was able to board from a launch. By 9:15 the sleek, white ship was sliding through the Balboa basin.

There are a number of critical points for any pilot on a transit through the Canal; the sea side entrance of the first lock, entering and leaving all locks, the locks themselves, and the Cut. And the reason is, in general, the same: currents.

When the sea-level lock gates at Miraflores and Gatun are opened, salt sea water tends to rush into the lock chamber and force the fresh water in the lock to

rush out. In addition the fresh water is lighter than the sea water. This all tends to set up a strong current in the jaws of the lock and presents a handling problem to even the most maneuverable vessel.

Suction Pulls Water Down

When a ship leaves the locks, suction caused by the ship itself pulls water down from the sides of the locks as the ship begins to move ahead. This forces the ship's stern to "go for the wall" and careful rudder and engine movements are needed to keep the ship moving straight ahead and off the wall. And in the narrowest reaches of the Canal, especially in the Cut, the moving ship pulls water down from the bank and sets up hard-to-deal-with currents.

As Captain Boyd and the *Parismina* neared Miraflores, he gave the order to stop the ship's engines. The officer on watch sent the order to the engine room via the telegraph on the bridge, repeating the order as he worked the telegraph. Captain Boyd maneuvered the Fruit ship up to the west chamber to which the big arrow on the end of the approach wall had directed him. At exactly 10:02 the ship's bow slid past the arrow. This set the official time for entering the locks—the time which was recorded in the ship's log and on the board at the Balboa dispatcher's office.

As the *Parismina* is in the 350-500-foot class, she called for six locomotives, three on each side. They were waiting on the lock wall. Lines were tossed to the 13-man Canal crew, which had gone aboard in the Balboa basin, and a hand signal from the pilot after both bow wires were aboard and the ship was partly in the chamber indicated that the locomotives could start to tow. (Going from one chamber to the next, this initial move is aided by the ship's engines; otherwise the

strain on the towing locomotives would have been too great and unnecessary wear and tear caused both to locomotive machinery and wires.)

The *Parismina* was loaded with 68,000 stems of bananas, a bulky but not a heavy cargo, and the water rushing from the lock culverts caused her to rock slightly as she rose.

Radio Sets Provide Contact

While she was still moving up in the chamber a handline was tossed aboard and a portable radio receiving and sending set was hauled from the lock wall to the ship. This was to replace the radio brought aboard earlier, which was not working properly. These radios, operating on a special wave length, enable a pilot to keep in touch with his dispatcher and with other ships. Over them he can receive orders if visibility is so bad he cannot see the navigation signals.

At 10:45 the two forward towing locomotives—they tow, the center pair tow or brake as the need be, and the last pair brake—had reached the end of their run along the two chambers, a signal was sounded on the *Parismina's* whistle, the lines were cast off and the *Parismina* started the 0.85-mile crossing of Miraflores Lake.

The *Doña Alicia*, No. 4 northbound, had been ordered into the Pedro Miguel west chamber, so Captain Boyd, in answer to the signal of the arrow, swung the *Parismina* over to the lock's east chamber. Another half hour, more or less, and, with a tricky and sudden south wind, he started the Fruit ship into the 6.7-mile long Cut, the narrowest stretch of the Canal.

In the Cut, Captain Boyd held the *Parismina* down to the prescribed six knots, watching for the signals on the three stations where sharp bends obscure the view ahead. At each, however, he found the cone and ball on the east yard-arm, which meant that he could go ahead. (At night a red light over a white one would have been the proceed signal, and in heavy rain or fog he would have gotten the order by radio.)

"W" Means "Whistle"

Before the sharpest turns, great white-painted "W's" have been set on the bank. These mean "whistle," to warn any on-coming ships. Meeting in the Cut is permitted ships of ordinary size (not for carriers, loaded oreships, or unusually large vessels) but it is controlled so that ships do not meet at the sharp bends. No ship can overtake or pass another in the length of the Cut.

Both lock and channel pilots were used when the Canal first opened but this practice was discontinued after a few years. In May 1914, before the Canal was opened to traffic, enough applications were on hand to more than fill the complement of 18 which was set up, and by the following month eight channel pilots were training. In October 1914, traffic had increased to such a degree that the pilot force was increased to 24.

For about five years after the Canal opened, pilots were required to wear uniforms. The first ones were of cream colored Palm Beach cloth, made like a Navy uniform with a stiff, standing collar fastened with hooks and eyes. Brass buttons down the front of the jacket bore the letters "C. P." and the visored cap had an open wreath insignia surrounding the word "Pilot." No pilot in uniform was permitted to enter a bar or any other place where liquor was sold.

Meeting ships head directly for each other; a few hundred feet from the meeting point each eases over to her starboard side, the bow swings out sharply as the ships pass and the stern keeps pulling toward the bank. Each pilot must act quickly to work his ship against currents set up by his own and the other ship, in addition to watching for the bank suction which tends to pull the stern onto the near bank.

The *Parismina* met two ships in the Cut. One of them was another United Fruit craft, the *Hibueras*, and each of the Fruit ships set up a great greeting din with its whistle.

A huge waterfall spilled down the east bank of Empire Reach and on the west bank hydraulic sluicing sent spray high into the air.

Past Gamboa and into the channel, which had widened to 500 feet, Captain Boyd opened the *Parismina* up. In the 500-foot Gamboa Reach, a ship's speed can be increased to as high as 10 knots; in San Pablo Reach, beyond Gamboa where the channel is 800 feet wide, the speed can rise to 12 knots, and in the 1,000-foot-wide winding channel which follows the old bed of the Chagres River through Gatun Lake, Captain Boyd could get up to 15 knots.

Pilots Don't Steer

People who have lived on the Isthmus for years and who have seen countless ships go through the Canal, still think that a pilot actually handles the wheel of the ship. He never touches it, as a wheelsman cannot see enough of the ship to handle her. Instead, the pilot gives his orders to the able seaman or quartermaster on duty. These men stand shifts of two hours each at the wheel and each repeats the pilot's order as it is given, to prevent error.

An officer is also on duty in the wheelhouse and he answers the pilot's order for engine movements as he rings these orders to the engine room by the ship's telegraph. The *Parismina's* bridge also had telephone connections to the engine room.

By Canal regulations, the ship's master, in this case Captain Carl Christiansen, remains on the bridge when his ship is in the locks, the Cut, or when it is docking.

At 1:40 p. m., the *Parismina* eased around the last bend in the crooked, island-bordered channel through the

Lake, and Captain Boyd could see Gatun Locks, still three miles ahead. For early northbound ships, Gatun Locks are usually the bottleneck of the transit, just as Pedro Miguel Locks are for the first of the southbound vessels. Late-comers may still be locking up, and those completing the transit must wait.

Captain Boyd and the *Parismina* were moderately lucky. No. 3 northbound, a lumber ship, was just pulling into the east side of Gatun. The *Doña Alicia*, which had been ahead of the *Parismina* all the way through, was signalled into the west chamber. Captain Boyd was reasonably sure that the use of both sides at Gatun meant that the southbound traffic had cleared for the day and that the wait would not be long.

Down Lockage Begins

Following instructions relayed by the arrow signal, he brought the *Parismina* up to the center approach wall and tied her up. For the next 45 minutes he could stretch out in a deck chair, the first time he had been off his feet during the entire transit. He had even eaten his lunch from a tray, while he was standing.

Soon after 3:00 o'clock the preceding ship's locomotives started back to pick up the Fruit ship. Her engines were started, her rudder thrown hard over to bring her away from the lock wall and at 3:15 p. m. she began to move into the first chamber. The 86-foot lockage down, in the three chambers was uneventful and took just 55 minutes. In the center chamber, while the ship was dropping, the pilot received, by handline from the lock wall, his docking orders. They are written to prevent any confusion—written in numerals and letters, then spelled out: He was to go to 6-C, or Six Charley.

Down the last stretch of the Canal the *Parismina* moved into Limon Bay. About 4:30 the tug *Alhajueta*, with her gaily-shirted Master, came alongside and got ready to assist her into her berth.

When the *Parismina* was only half a length from the end of the pier, a small harbor craft began to cut across her bow, between ship and pier. For a moment it was touch-and-go. The boat showed no sign of turning from her path. Captain Boyd ordered both the *Parismina's* engines half speed astern and then, a second later, full speed astern. He grabbed for the whistle and blew three sharp blasts,



HAND SIGNALS are most frequently used by Canal pilots as they direct a ship's transit. Experienced travelers have expressed surprise at the little conversation necessary between pilot and the lock or dock personnel. But a megaphone, like that which Pilot Robert Boyd is holding, comes in handy from time to time.

which said: "My engines are going full astern." To a landlubber that meant that he had the ship braked as much as he could.

But the operator of the small craft appeared to be completely oblivious to the danger of being rammed by the *Parismina* or ramming her. He continued on his course, those aboard his boat waving to the Fruit ship.

Half an hour too late for Captain Boyd to catch the 4:30 train back to Balboa, the *Parismina* was tied up and the pilot had finished another transit. Dinner at the Hotel Washington (pilots are allowed \$2 for dinner when they are on duty) and a trip back across the Isthmus by car (two station wagons run; one at 7:30, the other at midnight; later comers can spend the rest of the night at the hotel but most prefer to take a special car trip if transportation is available) and the pilot was home by 9:00 o'clock. It had been a 15-hour day, short in comparison with some and considerably shorter than during locks overhaul when a transit may take 18 to 22 hours. Ordinarily pilots work only alternate days; each has one certain "no work" day each week.

Capt. Boyd Is Young Pilot

Captain Boyd is one of the youngest in years, 28, and in service, 2, of the Panama Canal's 77 pilots. He served as Third, Second, and Chief Officer in the Army Transport Services during the war (part of the time he was aboard the *Cristobal*) and as Third and Chief Officer of the *Cristobal* after the war.

Like all applicants for jobs with the Canal, he holds an unlimited master's license and served for over a year as master of the MV *San Pablo*, a small Fruit ship which operated regularly through the Canal for a time.

In his two years with the Canal, he has made over 300 transits, (See page 20)



TWO PILOTS are required for ships the size of the 712-foot *Georgic*, shown here in Gaillard Cut. One pilot alone would not have sufficient visibility to handle a ship of this size and would exhaust himself racing from side to side of its bridge. The *Georgic* is 27,468 gross tons and has a beam of 82 feet.



TIME IS FLYING!
We Are All Counting
The Days to Christmas!

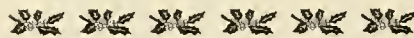
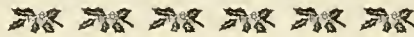


Shopping will be a pleasure if you go to your favorite Clubhouse Record Section and browse through our large selection of phonograph records. We have a wide choice of Christmas records, as well as records for children and adults—from bedtime stories to swing and symphony. We also have record storage albums that would make very suitable gifts. Your Christmas shopping problems will be solved by giving phonograph records—a gift that will give lasting pleasure throughout the year.

CHRISTMAS ALBUMS AVAILABLE

78, 45, 33-1/3 rpm

- “Carols for Christmas”
- “Merry Christmas” Bing Crosby
- “Under the Christmas Tree”
by Jan Garber’s Orchestra
- “Christmas Greetings” Bing Crosby
- “Carols” by St. Luke’s Choristers
Ethel Smith, “Christmas Music”
- “Night Before Christmas”
by Fibber McGee
- “Twas the Night Before Christmas”
by Fred Waring’s Orchestra
- “A Visit from St. Nicholas”
- “Christmas Cheer” Andrews Sisters
- “Music for Christmastide”
by the Rome-Vatican Choir
- “Christmas Favorites” by Vic Damone
and Frankie Lane
- “Christmas Music and Stories”
by Two-Ton Baker



SINGLE RECORDS AVAILABLE

78 and 45 rpm

- “Christmas Carols by the Old Corral,”
Tex Ritter
- “Jingle Bells” J. Mercer
- “Little Town of Bethlehem”
- “Frosty the Snowman”
- “Rudolph the Rednosed Reindeer”
Crosby “Christmas”
- “Silent Night” Fred Waring
- “The First Nowell” Fred Waring
- “White Christmas” by Crosby, Cavallaro
and other artists
- “Santa Claus is coming to Town”
Bing Crosby
- “Joy to the World”
- “Hark, the Herald Angels Sing”
- “Santa’s Toy Shop”
- “Night Before Christmas”
by Arthur Godfrey
- “Hymns for Children”
Brahms “Lullaby”
- “Mother Goose Songs”

AND HUNDREDS OF OTHERS BY ALL POPULAR ARTISTS!

PRICES RANGE FROM 25c. UPWARD

WHERE ELSE CAN YOU GET SO MUCH PLEASURE FOR SO LITTLE?



Incidentally, if we don’t have your favorite record, complete one of the Request Slips at a Clubhouse Record Section, and we’ll make every attempt to obtain the record for you.

We also have a fine selection of seasonal sheet music and song folios featuring new and old Christmas hymns and popular music. If you have a piano, you’ll want some of these to amuse yourself and the children.



BALBOA'S "BULLDOGS" are the largest and heaviest, per man, of the Zone's school football squads. Twenty-six players have just returned from Miami where they put up a good, if losing fight to Miami Jackson's undefeated team. Left to right above are: Back row: Tom Jenkins, Francis Boyd, Andy Wright, Bill Riley, Frank Bryan, Dave Sundquist, Bob Carroll, Bob Morris, Bill Elton, Cleveland Soper, Ronnie McConnell, Carl Meissner, Bill Altman, Charlie McConnell, Irwin Frank, Sam Maphis, Clair Godby, George Dansby, Coach Paul Dreska; Middle row: Coach John Fawcett, Manager

Jim Scogno, Jim Jones, Ray Nickisher, Dan Gresang, Everett Stacy, Bob Coleson, Jerry Fox, Joe Oliver, Jim Fulton, Jim May, Bob Peacher, Dick Dillman, Bob Glud, John Albritton, Tom Davidson, L. W. Hearn, Bill Underwood, Manager Bill Yerkes; Front row: Manager Ray Tueker, Jerry Halman, Ken Knight, Bob Ranson, Dave Henderson, Ted Norris, Bill Dawson, Charlie Smith, Walt Benny, Bill Fullerton, Frank Smith, Bob Dolan, Marc McKee, Lambert Montovani, Lee Myers, Fred Cotton, Dick Ostrea; Sitting, Mascot Jeff Goodin.



COLLEGE'S "GREEN WAVE" is the smallest of the football squads. For at least half of the players this year is their first at football. Left to right they are: Front row: Charles Becktell, Alexander McKeown, James Neabrey, Alfred Aleguas, George McArthur, Frank Robinson (Captain), William Maloney, Bob Sievers, Jess Kruse, Manuel Roy; Back row: Roger Hackett, Dean

of the Junior College, Paul Karst, Assistant Coach, Jack Alexaitis, Wendell Spreadbury, Richard Hopiak, Arturo Cermelli, William Stevenson, Henry Phillips, Nick Gorham, Nick Stokes, Jack Morton, Elias Entebi, Ralph Huls, Robert Mower, Coach. Not pictured are: Tom Crawford, Roy Hohmann, Felix Larrinaga, Luis Tremblay, and Anton Pedersen.



CRISTOBAL'S "FIGHTING TIGERS" are the proud wearers of their school's Blue and Gold. Left to right, Back row: Roy Wilson, Vernon Bryant, Robert Blakeley, Paul Whitlock, Benny Favorite, Richard Reed, Tommy Salter, Robert Bailey, Joe Katalinas, Walter Kuhrt, Tommy Hughes; Third row: Head Coach Luke Palumbo, Leslie Rinehart, John Anderson, Robert Grace, John Robinson, Jack Katalinas, Arnold Manning, Theodore Chin, Ralph Reccia, Francisco Wong, Robert Orvis, Assistant Coach Paul Moser; Second

row: Manager Robert De Estrada, Roland Lees, Charlie Thompson, Richard Sasso, Tony Dyer, Carl Tuttle, Donald Ponder, Robert Salter, Clifton Hayward, John Roberts, Jimmy Custer, Manager Andy Frazer; Front row: Ernesto Peñaranda, Robert Hodges, Kenneth Roscoe, Robert Connard, Mascot Donald Humphreys, Antonio Collins, Bruce Sanders, Ted Englebright, Will Price, Head Manager Jimmy Doyle.

NEWS OF YOUR COMMISSARY STORES

The EGG and YOU

AN EGG is NOT just an egg, any more than a customer is just a customer. Both come in many sizes and varieties.

Maybe you prefer the finest, largest eggs regardless of price or maybe you believe the Commissaries should handle smaller or lower quality eggs at a lower price.

To tell you about the eggs in the Commissary, what quality they are, and why we buy them, we want to tell you first about eggs generally.

Eggs are classed first as Specials, Extras, Standards, Trades, Dirties, Checks, and Clots.

Then they are graded as "Consumer AA," "A," "B," or "C," according to the percentage of specials, extras, standards, etc., in the lot.

These grades are based primarily on freshness. The freshness is determined by the over-all care with which the egg is handled, not the amount of time from the day it is laid by a hen in Missouri or Kentucky until it is purchased by the consumer.

Eggs are also classified as "Extra Large" or "Jumbo," "Large," "Medium," or "Pullet" in size. A wholesale price differential of 30 cents a dozen between pullet and large eggs of the same quality is not unusual, and a differential of 10 cents to 15 cents a dozen is normal between storage and fresh eggs of the same size and type.

THE EGGS YOU BUY IN THE COMMISSARY are graded "Consumer Grade A, Fresh, Large."

These eggs are produced in specialized egg "factories" or large cooperatives near New York City with the result that they are less than two days old when delivered to the steamship.

When you buy them at your local commissary, they are well within the specifications for "fresh" eggs, are in excellent condition, and have had special and careful handling at every point in shipment. The Commissary Division has had no storage eggs for several years.

Recently we have been able to buy on some occasions a few hundred cases of imported fresh eggs which were sold at 70 to 75 cents a dozen. However, these eggs could not be inspected by the United States Department of Agriculture as the usual supply is, and the supply was limited, so the imported eggs are not a very important part of the story about the EGG and YOU.

The large size eggs now sold in the Commissaries sell for 95 cents a dozen, the medium size, 87 cents. Both are of identical high quality.

WE BUY THESE EGGS BECAUSE they are the best that can be purchased regularly in commercial quantities.

WE DO NOT BUY "Consumer AA" eggs or those of "Extra Large" or "Jumbo" size because they are not available in the quantities in which eggs are necessarily purchased by the Commissary Division.

We think these eggs would cost too much to suit our customers, anyway.

WE DO NOT BUY "just eggs," even though you might pay less for them if we did, because we tried that once and learned our lesson. Maybe you remember, too, the period in which . . . ?

We believe the "just eggs" of that period didn't please you any more than they pleased us.

After the explanation, maybe you still believe the Commissary should handle bigger or better eggs, even if they cost more, or "just eggs," which might cost less.

Undoubtedly, eggs, like everything else these days, cost more than we would like to have extracted from the family exchequer. In which case, we suggest that there may be economizing possibilities in powdered whole eggs, which might be used without breaking up the family circle.

Even if there is a former GI in the family, powdered eggs might be used—and without serious repercussions—in mixtures such as pastries, meat loaf, codfish cakes, and puddings. They also work up into beautiful appearing custards although the flavor is not the same as in custards made with whole eggs.

Powdered whole eggs cost 44 cents for an eight-ounce tin, which is the equivalent of one-and-a-half dozen whole fresh eggs. That makes the cost about 30 cents per dozen.

Turkey Talk



TURKEYS, and plenty of them, are on hand in the Commissaries for Thanksgiving dinners. Balboa butcher Castor Miller shows Mrs. Rodger Griffith one of the fine, big birds from his stock.

There will be plenty of turkey and trimmings in the commissaries this month for the traditional Thanksgiving Day feast.

About 25,000 pounds of turkey—something like 2,500 birds—have been ordered and started arriving about the first of the month.

Included in this order are the high-quality eviscerated turkeys which were popular with our customers last year.

The holiday turkeys in the commissaries are all from the United States and are this year's crop and kill.

Then for the traditional trimmings, there will be the Commissary specialties of brandy-flavored mincemeat and pumpkin pie mix. Or, you can buy delicious pies already baked in our Pastry Sections.

Other "trimmings" available for holiday tables will include olives, pickles, and relishes, celery and lettuce, fruit-cakes, cheeses, mints, and candies and nuts.

YOUR HEALTH

(THE REVIEW begins this series with Dr. Gilbert M. Stevenson, Chief of the Department of Internal Medicine at Gorgas Hospital.)

There aren't many people on the Canal Zone who don't know Dr. Gilbert Stevenson—"Dr. Steve" to many of them—in person, by sight, or by reputation. Despite a schedule which keeps him moving steadily five and a half days each week—and not infrequently at night—he has managed to get to know hundreds of people on both sides of and from the center of the Isthmus.

Because Gorgas Hospital is a teaching hospital and because he is on its teaching staff, he has the duties of instructor as well as of physician and consultant.

As Chief of the Department of Internal Medicine, Dr. Stevenson is responsible for Wards 3, 4, 11, 12, 21, and 22, as well as for the Pediatrics Service. With one or more of his staff members he makes regularly scheduled rounds on each of the wards, and every Tuesday morning meets with his entire staff of 14 doctors.

On Wednesday afternoons he sits as a member of the Tumor Board which considers all cases in this field for diagnosis and treatment. He conducts Grand Rounds, at which a few cases are considered in great detail by the entire staff, every Thursday morning, and always attends a clinical session every Saturday morning. At this session doctors in the medical service discuss cases of special interest. Working with Dr. Stevenson are several men who have already made names in their particular fields, and a number of younger residents or interns who have shown great promise.

Dr. Merrill C. Davenport is Assistant Chief of the Department and Chief of the section for white patients. Dr. Richard T. James heads the section where the cases of the colored patients are handled. Dr. John R. Mitchell is Chief of the Pediatrics Section, and Dr. Louis S. Leland heads the Dermatology Section.

Four Residents, doctors who have completed their internships and are serving one to three years in a specialized field, are assigned to the Medical Service. They are Dr. James B. Hampton, Senior Resident; Dr. Juan B. Martin, Resident, and Drs. M. C. Florine and Rodolfo V. Young, Assistant Residents. Six of the hospital's 17 interns work in the Medical Service as part of their rotating internships.

Dr. Stevenson, who was born in Duluth, Minn., came to the Canal Zone in 1927 immediately after his graduation from the Medical School of the University of Minnesota. Except for periods of post-graduate training in Baltimore, Philadelphia, and Ann Harbor, his service here has been continuous.

He served his internship at Gorgas Hospital and a residency at Panama Hospital, under a number of men who themselves had been trained at Gorgas. After duty at several of the Canal Zone dispensaries, he joined the full-time staff of Gorgas Hospital in 1940. He was made Assistant Chief of the Medical Service five years later, and its Chief in 1948.

In 1947 he was certified as a specialist by the American Board of Internal Medicine. He is also a member of the American Medical Association, a fellow of the



Dr. G. M. STEVENSON

American College of Physicians (with extra duty as Governor of the College for the Canal Zone and Panama since 1942), a member of the Association of Military Surgeons, and a member of the Academia Panameña de Medicina y Cirugía.

Dr. and Mrs. Stevenson, the former Nedelea Jude, who married in 1929, have an 18-year-old son, William George, who is a student at the Canal Zone Junior College.

Dr. Stevenson has always been proud of Gorgas Hospital and the place it has occupied in Canal Zone life. It has been not only a facility where thousands of patients have received excellent care, he points out, but also a place where important research has been done, as well as a fine training place for young doctors.

YOUNG ZONIAN GETS HAM LICENSE

(Continued from page 4) the first husband and wife radio team on the Canal Zone.

There are now others: Mr. and Mrs. Nelson Magner, Mr. and Mrs. Frank Larchen, Mr. and Mrs. George Dunlap, and Col. and Mrs. Wayne Brewer.

To obtain her license Carol, who is a freshman at Balboa High School, first had to learn the International Morse Code until she could copy and send at the speed of approximately 15 words per minute. She had to learn theory and diagrams in order to pass a written examination which covered radio theory in most of its forms, including considerable mathematical problems concerning Ohm's Law—that the strength of an unvarying electrical current is directly proportional to the electromotive force and inversely proportional to the resistance of the circuit. She was also examined on Canal Zone radio regulations.

Under the instruction of her father and mother Carol studied all summer in the radio "shack" under her family's quarters.

She took her examination early in September in the Army Signal Department's office at Corozal and on October 12 was awarded her license.

She had been waiting for word that she had passed her examination and did not know that her father had been informed of her success and had picked up her operating permit earlier that day. By four o'clock that afternoon she was almost certain that she had failed and, woman-like, broke into tears when her mother arrived from work at the Army's Civilian Personnel Office and her parents together presented her with her license.

Four days after her license was issued Carol had talked to stations in the Canal Zone, 18 of the United States, Panama, Japan, Canada, Brazil, and Argentina.

Her first contact was with E. C. Bartholomew, who is Vice President of the Austin National Bank in Austin, Texas, and who operates station W5GQ. Throughout the summer he had been urging Carol to get her license and was so sure that she would qualify that he had 1,000 cards printed with her call letters, KZ5GQ, and made a trip to the Canal Zone to deliver her cards to her about a week before she took her examination.

For the time being, Carol is operating her family's station, a Globe Champion transmitter, running 200 watts on all bands, and a Collins receiver.

Her father is building a transmitter for code which he will install in her bedroom but she will be permitted to operate the larger voice station whenever she likes.

OUR OUT-OF-DOORS

(EDITOR'S NOTE: the material for this column has been prepared by Walter R. Lindsay, Chief of the Grounds Maintenance Division who is also in charge of the Canal Zone Experimental Gardens.)

Many chemicals have been used to control ants, but one of the most effective and economical used to date is Chlordane.

Unlike the chemical, carbon disulphide, which has been effectively used in the past to control leaf-cutting ants (*atta sp.*), Chlordane is non-explosive and is safe for use by even the most inexperienced gardener.

Chlordane may be absorbed by insects through their mouths, feet, and bodies. Consequently the most economical use of Chlordane for destroying leaf-cutting ants has been found to spray the openings of the nests with a small amount of the two-percent solution.

Ants crawling over the sprayed areas absorb toxic quantities through their feet. They may also clean their feet and antennae by running these structures through their mouths and thus ingest a fatal dose.

The prolonged residual effect of Chlordane makes it lethal to ants and many other insects for days and sometimes weeks. Thus, one application remains lethal to successive hatchings of eggs.

An interesting sidelight of the home life of the leaf-cutting ant is the fact that they themselves do not eat the portions of leaves, twigs, etc. that they so laboriously cut and carry into their well-ventilated underground caverns.

The leaves, twigs, and foliage are used to culture a type of mushroom. The ants in turn eat the mushrooms.

PROMOTIONS AND TRANSFERS

From September 15 through October 15

The following list contains the names of those employees who were transferred from one division to another or from one type of work to another. It does not contain within-grade promotions or regradings.

CIVIL AFFAIRS BUREAU

Mrs. Barbara K. Barlow, from Clerk-Stenographer, Administrative Branch, to Clerk-Stenographer, Police Division.

Mrs. Dorothy B. Longeway, from Kindergarten Assistant to Elementary School Teacher, Division of Schools.

Raymond A. Taylor, from Postal Clerk to Postmaster (Gamboa), Postal, Customs, and Immigration Division.

Oliver L. Riesch, from Postmaster (Gamboa) to Postal Clerk, Postal, Customs, and Immigration Division.

James A. Fraser, Jr., from Apprentice Electrician, Terminals Division, to Policeman, Police Division.

Mrs. Grace M. Lindberg, from Clerk-Stenographer, Audit Division, to Clerk-Stenographer, Police Division.

Mrs. Mary E. Soper, Mrs. Nancy N. Cottrell, from Substitute Teacher to High School Teacher, Division of Schools.

Ray B. Wells, from Payroll Clerk, Finance Bureau, to Clerk (Typist), Police Division.

Donald R. Jones, from Postmaster (Curundu) to Postal Clerk, Postal, Customs, and Immigration Division.

Richard J. Salvate, Robert P. O'Connor, from Customs Guard to Customs Inspector, Postal, Customs, and Immigration Division.

Robert H. Beecher, from Occupational High School Teacher to Junior College Instructor, Division of Schools.

COMMUNITY SERVICE BUREAU

Francis E. Reardon, from Clerk-Typist to Clerk, Housing Division.

Mrs. Rebecca L. Hatten, from Telephone Operator (Typist) to Clerk-Typist, Housing Division.

P. Byrne Hutchings, from Assistant Manager, Balboa Housing Office, to Manager, Gamboa Housing Office, Housing Division.

Harry C. Egolf, from Manager, Gamboa Housing Office to Assistant Manager, Balboa Housing Office, Housing Division.

ENGINEERING AND CONSTRUCTION BUREAU

Robert C. Smith, from Pumpman to Filtration Plant Operator, Water and Laboratories Branch, Municipal Division.

José R. Cotter, David Ramos, from Cartographic Survey Aid to Surveying and Cartographic Engineer, Surveys Branch, Engineering Division.

Paul W. Mohl, Murrel L. Dcdd, Earl E. Mullins, and Proctor G. Duelle, from Operator, Construction Equipment, to General Operator, Municipal Division.

George W. Mullins, Jr., from Operator, Construction Equipment, and Pumpman to General Operator and Pumpman, Municipal Division.

Victor D. Young, from Powerhouse Operator-Dispatcher to Electrician Operator-Foreman, Electrical Division.

James E. Walker, from Distribution Foreman to Lineman Foreman, Electrical Division.

Harry D. Foster, from Pumpman to Filtration Plant Operator, Water and Laboratories, Municipal Division.

Herbert E. Rothwell, from Painter-Body Repairman, Motor Transportation Division, to Pumpman, Water and Laboratories Branch, Municipal Division.

Thomas J. Dee, from Wireman to Distribution Foreman, Electrical Division.

FINANCE BUREAU

Ira N. C. Read, from Investigator to Governmental Accountant, Accounting Division.

Mrs. Mabelle B. Walker, from Clerk-Stenographer, Accounting Division to Clerk-Typist, Payrolls Division.

Kathleen M. McGuigan, from Secretary to Administrative Assistant, Office of Finance Director.

HEALTH BUREAU

Harry A. Dunn, from Medical Technician (General) to Medical Technician (General-Supervisory), Board of Health Laboratory.

Kurt F. Menzel, from Medical Technician (Bacteriology) to Medical Technician (Bacteriology-Supervisory) Board of Health Laboratory.

INDUSTRIAL BUREAU

Richard H. Jenks, from Wireman to Wireman Leader, Industrial Bureau.

Sydney S. Albritton, from Locomotive Machinist, Railroad Division, to Machinist, Industrial Bureau.

Gust E. Rosene, from Lock Operator, Atlantic Locks, to Machinist, Industrial Bureau.

MARINE BUREAU

Raymond J. Kielhofer, from Lock Operator to Tunnel Operator, Pacific Locks.

Preston M. Trim, Charles J. Sorell, from Lock Operator to Tunnel Operator-Wireman, Pacific Locks.

Roy H. Rice, Irving H. Anderson, William J. Cronin, from Pilot-in-Training to Probationary Pilot, Navigation Division.

Mrs. Ruth H. Powell, from Cashier, Commissary Division, to Clerk-Typist, Aids to Navigation Section.

William C. Smith, from Junior to Senior Control House Operator, Atlantic Locks.

John J. Tobin, from Senior Lock Operator, to Junior Control House Operator, Atlantic Locks.

John M. Klavosky, from Tunnel Operator to Senior Lock Operator, Wireman, Atlantic Locks.

William J. McLaughlin, Jr., from Lock Operator to Tunnel Operator, Wireman, Atlantic Locks.

Carter M. Houston, from Probationary Pilot to Pilot, Navigation Division.

Wilbert L. Ney, from General Storekeeper, Pacific Locks to Clerk, Atlantic Locks.

Lawrence W. Jenkins, from Guard, Atlantic Locks, to General Storekeeper, Pacific Locks.

James G. Slice, from Chauffeur, Motor Transportation Division to Guard, Locks Division.

Ernest M. Kieswetter, from Guard Supervisor to Senior Foreman, Dredging Division.

PERSONNEL BUREAU

Mrs. Mary B. Friedman, from Secretary, Office of Supply and Service Director, to Secretary, Office of the Personnel Director.

Russell S. Johns, from Junior College Instructor, Division of Schools, to Position Classifier, Personnel Bureau.

RAILROAD AND TERMINALS BUREAU

William D. Goodwin, from Yard and Road Conductor to Senior Yardmaster, Railroad Division.

Henry H. Lee, Jr., from Transportation Rate Audit Clerk, Division of Storehouses, to Cribtender and Gauger Foreman, Terminals Division.

Clavin R. Groves, from Commissary Assistant, Commissary Division, to Traffic Clerk, Terminals Division.

Joseph F. Smith, from Traffic Clerk to Storekeeper, Terminals Division.

Victor H. May, Jr., from Gauger, Division of Storehouses, to Cribtender and Gauger Foreman, Terminals Division.

Robert C. Turner, from Property and Supply Clerk, Housing Division, to Time, Leave, and Payroll Clerk, Terminals Division.

(See page 20)

THIS MONTH'S CALENDAR

NOVEMBER

- 2d **American Legion**, Post No. 6, Gamboa Legion Hall, 7:30 p. m., **Panama's Memorial Day**.
- 3d **Panama's Independence Day**.
- 4th **Masters, Mates, and Pilots**, No. 27, Gamboa Clubhouse, 9 a. m.
- 5th **Postal Employees**, No. 23160, Balboa Lodge Hall, 8 p. m.
American Legion, Post No. 3, Gatun Legion Hall, 7:30 p. m.
Pedro Miguel Civic Council, Union Church, 7 p. m.
Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
V. F. W., Post No. 727, Fort Clayton, 7:30 p. m.
V. F. W., Post No. 3822, Curundu Road, 7:30 p. m.
- 6th **Gamboa Civic Council**, Community Center, 7:30 p. m.
Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
- 7th **V. F. W.**, Post No. 40, Balboa K. of C. Hall, 7:30 p. m.
- 11th **Armistice Day**.
- 12th **Legal Holiday** in the Canal Zone (for Armistice Day).
- 13th **Electrical Workers**, No. 397, Balboa Lodge Hall, 7:30 p. m.
American Legion Auxiliary, No. 1, Balboa Legion Home, 7:30 p. m.
V. F. W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
Painters, No. 1232, House 0838, Balboa, 7 p. m.
- 14th **Pacific Civic Council**, J. W. B., 7:30 p. m.
American Legion, Post No. 2, Legion Home, Old Cristobal, 7:30 p. m.
- 15th **American Legion Auxiliary**, No. 6, Gamboa Legion Hall, 7:30 p. m.
- 18th **C. L. U.-M. T. C.**, Balboa Lodge Hall, 8:30 a. m.
- 19th **Electrical Workers**, No. 677, Gatun Masonic Temple, 7:30 p. m.
- 20th **Operating Engineers**, No. 595, Margarita K. of C. Hall, 7 p. m.
- 21st **American Legion Auxiliary**, No. 3, American Legion Hall, Gatun, 7:30 p. m.
A. F. G. E., No. 14, Balboa Clubhouse, 7:30 p. m.
V. F. W., Post No. 40, Balboa K. of C. Hall, 7:30 p. m.
- 22d **Thanksgiving Day**.
- 26th **V. F. W. Auxiliary**, Post No. 3822 Post Home, 7:30 p. m.
- 27th **V. F. W.**, Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
Operating Engineers, No. 595, Balboa Lodge Hall, 7 p. m.
- 28th **American Legion Auxiliary**, No. 2, Legion Home, Old Cristobal, 7:30 p. m.
A. F. G. E., No. 88, Margarita Clubhouse, 7:30 p. m.
- 25th **Governor-Employee Conference**, Board Room, Administration Building, 2 p. m.
- ### DECEMBER
- 2d **Masters, Mates, and Pilots**, No. 27, Margarita Clubhouse, 9 a. m.
- 3d **V. F. W.**, Post No. 3822, Curundu Road, 7:30 p. m.
V. F. W., Post No. 727, Fort Clayton, 7:30 p. m.
Pedro Miguel Civic Council, Union Church, 7 p. m.
Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
Postal Employees, No. 23160, Margarita K. of C. Hall, 8 p. m.
American Legion, Post No. 3, Gatun Legion Hall, 7:30 p. m.
- 4th **Gamboa Civic Council**, Community Center, 7:30 p. m.
Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
V. F. W., Post No. 40, Balboa K. of C. Hall, 7:30 p. m.
- 6th **Carpenters**, No. 667, Margarita Clubhouse, 7:30 p. m.

November Sailings

Sailing dates are indefinite because of the United States longshoremen's strike.

STATISTICS ON CANAL TRAFFIC

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

COMMERCIAL TRANSITS UP FOR FIRST QUARTER BUT TOLLS ARE LOWER THAN IN PREVIOUS YEAR

Intercoastal Trade Down; U. S. Ships Hold Lead By Nationality

Transits of commercial vessels through the Panama Canal during the first quarter of the present fiscal year were up by more than 100, including both small vessels and ships of 300 or more tons, Panama Canal measurement.

During the quarter just concluded, the total number of transits was 1,770, as compared to 1,675 for the corresponding quarter of fiscal year 1951.

Of the 1,770 commercial transits, 871 were from Atlantic to Pacific, and 899 from Pacific to Atlantic. During the same period 283 government vessels made the Canal transit.

During this period in the present fiscal year tolls totaled \$6,272,000 as compared to \$6,449,000 in the same quarter of the previous fiscal year.

The quarter began slowly, with 463 commercial transits in July, as against 513 in July of fiscal year 1951. Tolls for July of the present fiscal year were \$1,981,000 as compared to \$2,373,000 for July in the previous fiscal year.

During the early part of July rather heavy losses were indicated in the Europe-U. S. West Coast Canada and the Europe-West Coast South America trades. Later in July a drop was reported for trade between the East Coast of the United States and Asia.

Traffic Increase Begins

The increase in traffic began to be noted early in August (August's total transits were 490, an increase of 37 vessels over August of the previous year) when traffic began an upswing between the East Coast of the United States and Asia and between Europe and the West Coast of the United States and Canada. Later in August, traffic began to increase temporarily between Europe and Australasia, but this trend was short-lived and had begun to decrease, again temporarily, toward the end of the month.

Transits for September were up considerably over September a year ago, 516 vessels transiting this year as against 446 for September a year ago. Tolls had increased correspondingly, from \$1,983,000 in fiscal year 1951 to \$2,188,000 in September of this year.

There was a drop in trade between the East Coast of the United States and Central America and another increase in shipping between Europe and Australasia.

Later in the month there was some fluctuation in all trade routes, with that between the United States East Coast showing a gain and the Europe-South America and Australasia trade down somewhat. This was changed toward the end of September, however, when a marked increase was noted in trade between the United States East Coast and South America, and also between Europe and South America.

During the first quarter intercoastal shipping was less than half of that of the same period in fiscal year 1951—130 vessels making this run as compared to 287 in the first quarter a year ago.

Vessels of United States registry took the lead in number by nationality with 534 U. S.-flag vessels transiting the Canal in this period. Great Britain, with 286 vessels, was second, followed by Norway with 175.



FOUR CATCHERS from the most recent whaling fleet to transit the Canal were photographed as they locked down together through Pedro Miguel on their way to the Antarctic. The fourteen catchers of this fleet and their 22,000-ton mothership, *Thorshovdi*, transited October 17. All of them are of Norwegian registry with Sanefjord as their home port. This fleet carried a total of about 550 men; the crew of the factory, or mothership, was 285 and each catcher had a crew of about 20.

In the past five months, three large whaling fleets have gone through the Canal southward. All three were out of Europe to the Antarctic. The first was an Anglo-Norse group, on its first visit to the Canal in two years. This included a large factory ship and nine catchers. They went south in June. This fleet has already shipped one load of oil back through the Canal.

The second fleet, out of Kiel, Germany, but with its vessels registered under the Panama or Honduran flags, arrived late in September. This group was headed by the factory ship, *Olympic Challenger*, and consisted of 13 catchers, all of which are former Canadian corvettes. Joining the fleet in Panama were a number of highly skilled Norwegian harpoon "gunners," who take over command of the catchers when they reach the whaling grounds. These men are highly skilled. One of them on the *Olympic's* group last trip south, was credited with killing over 280 whales. Like the other two whaling fleets, the *Olympic* vessels carried between 500 and 600 men. One more of the catchers, bringing the total to 14, was a latecomer, following well behind the others. This last catcher did not reach the Canal on its way south until late last month.

C. Fernie & Co. are agents for all three of the whaling fleets.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1952	1951	1938	1952	1951	1938
July	463	513	457	\$1,981	\$2,373	\$2,930
August	490	453	505	2,103	2,093	2,195
September	516	446	444	2,188	1,983	1,936
October		480	461		2,068	1,981
November		446	435		1,844	1,893
December		452	439		1,886	1,845
January		452	444		1,854	1,838
February		444	436		1,853	1,787
March		474	506		1,943	2,016
April		470	487		2,007	1,961
May		485	465		2,020	1,887
June		478	445		1,982	1,801
Totals for first three months of fiscal year	1,469	1,412	1,406	6,272	6,448	6,161
Totals for fiscal year	1,469	5,593	5,524	\$6,272	\$23,906	\$23,170

Winning Essays Bring Awards To Zone Students

Prizes were awarded recently by Dr. Lawrence Johnson, Superintendent of the Canal Zone schools, to four students of the Canal Zone colored schools for their prize-winning essays, submitted in connection with the August issue of the West Indian Commemorative stamp. The students were divided into four groups: A, which included the fifth and sixth grades; B, grades 7 and 8; C, grades 9 and 10; and D, grades 11 and 12.

Judges for the contest were: A. B. Williams, of the Silver Employees Death Benefit Association; the Rev. L. B. Shirley, of St. Peter's Episcopal Church in La Boca; Luis Noli, of the *Star and Herald*; Nathan Reid, Supervisor at the Rodman Naval Establishment, and A. E. Osborne of the Schools Division, Chairman of the Essay Contest Committee.

The winners and their prizes were: Maria Ramirez, of Santa Cruz, for Division A, \$10; Francisco Rodriguez, of Red Tank Junior High School, for Division B, \$15; Marion Thomas, of the Silver City Occupational High School, for Division C, \$20, and Roy Bryce, of the La Boca Occupational High School, for Division D, a gold pen and pencil set. The prizes were given by the West Indian Stamp Appreciation Committee. The winning essays follow:

Why We have A Special West Indian Stamp

We have a special West Indian Stamp in honor of those West Indians who gave their lives in the construction of the Panama Canal.

A great many of these workers died of malaria, yellow fever, and pneumonia. Others, who were very ill, still reported for work so that this important project could be completed.

For their faithfulness, loyalty, and willingness to work in all kinds of dangers, for the sacrifices they made, and for the courage shown by them in the presence of great dangers from dynamite explosion, land slides, and diseases, the Government of the United States issued this Special West Indian Stamp to honor these men and to show the world that it will always appreciate the work they did and the sacrifices they made.

Division A
Maria Ramirez
Grade 6

Santa Cruz Elementary School

The Meaning of a Special Stamp in Honor of Our West Indian Workers

The stamp made for the West Indian workers was issued in order to honor them for the work they did on the Panama Canal. To complete this arduous task, they faced many hazards and hindrances. Many were the instances when they met dangers in which many were killed by dynamite blasts and landslides. One of the most dangerous places in which they labored is now known as Gaillard Cut. But even when these men saw their companions killed in such terrible ways, they did not lose heart; instead, they kept on working until they were through. These men who were employed to do this hard task were the only ones who could withstand the unhealthy climate and the disastrous diseases of the Isthmus.

Today, some of these veterans have lived to see themselves and their dead companions being honored for the excellent job that was done by their hands. The stamp which is a symbol of true hardiness and sacrifices on the part of our ancestors will tell in a small measure the story of a great people—the West Indians.

Division B
Francisco Rodriguez
Grade 8

Red Tank Junior High School

The Significance of the West Indian Commemorative Stamp

It was on August 15, 1951, that the West Indians who played an important and a

major role in the successful completion of the Panama Canal were honored by the issuing of the West Indian Commemorative Stamp.

This Commemorative Stamp is an important event in the history of the Canal Zone. The Stamp has been issued in recognition of meritorious service rendered by the West Indian laborers during the ten years of the difficult task of building the Panama Canal.

It is a tribute which brings us immeasurable value in prestige and at the same time may mark the beginning of more concrete and material tributes in appreciation for faithful service rendered by the West Indian workers.

We can hope that the offspring of these West Indian pioneers who made sacrifices in the construction of the Panama Canal will benefit more from the profits brought to the United States through the Panama Canal.

Division C
Marion Thomas
Grade 10

Silver City Occupational High School

The Significance of the West Indian Commemorative Stamp

What's in a stamp? The story it relates,

Division D
Roy Bryce
Grade 12

La Boca Occupational High School

PAY RAISES, INCOME TAX

(Continued from page 3) table which takes an average of old and new rates into consideration. If this is true this year, the date of payment of the retroactive pay increase will have no material effect on the overall tax to be paid during the year.

Considerable and lengthy discussion followed introduction of a question as to the locations where an employee may reside. For the record, the following housing regulations were added to the minutes of the meeting:

"Employees are required to reside in the 'district' in which they are employed and, in general, the towns in which they work. Residence outside of the town in which the employee works may be authorized:

"(a) When the employee presents a meritorious case concurred in by his division chief and approved by the Community Services Director;

"(b) When an employee's work location is changed within either the Northern or Southern district and his division chief does not certify that a change of residence is necessary. Under the latter circumstances the employee will be permitted to remain in the quarters to which he has been assigned but will not be allowed transfer privileges except to his new town of employment."

New Housing Rules

Conferees were also told of another new housing regulation: That those moving into newly constructed houses will have to occupy those houses for a two-year period before becoming eligible for assignment to another newly-constructed house.

J. H. Jones presented a letter to the conference, opposing the closing of the dispensary at Pedro Miguel, and R. F. Ralph of Gatun suggested that a taxi stand be permitted inside the hospital grounds at Gorgas when the district medical clinics are moved there, to partly offset the main community objection to the transfer—lack of transportation facilities.

License Plates Fade

A question was raised by J. J. Tobin as to an Atlantic Side police order that drivers of Canal Zone-registered cars repaint license plates which have faded

the purpose of its creation, the people with whom it communicates, the profit from its use—these are the qualifications which determine the value and significance of a stamp.

The picture painted on the West Indian Commemorative Stamp tells the story of the heroic and sacrificial deeds, and the contributions of the West Indian Negro in the accomplishment of a world-famed engineering feat—the Panama Canal. After years of constant struggle for decent survival, the forgotten West Indian and his offspring again have seen omens of encouragement. On this occasion it is the tribute paying West Indian Commemorative Stamp, a symbolic example of recognition, appreciation, and gratitude. Through this stamp the world can be educated on the important role played by the "Old-Timers." No greater profit could there be than the dynamic response of the democratic people to the West Indian Commemorative Stamp for what it stands—the birth of a demanding and deserving campaign for justice and equality.

badly this year. This question was to be given post-conference consideration and, meanwhile, the conference was told that steps are being taken to prevent a similar fading of plates for the coming year.

In answer to a question as to whether the local postal service was to be taken over by the United States Posts, the Governor said that this plan is not receiving any active consideration although such a recommendation is to be made in the General Accounting office report on the audit of Company activities.

Attending the October conference were: the Governor and Lieutenant Governor, Mr. Dunsmoor, E. A. Doolan, Personnel Director; Mr. Wagner, C. W. Hoffmeyer, Mr. Tobin, W. R. Howe, E. W. Hatchett for the Central Labor Union-Metal Trades Council; Mr. Lovelady for the A. F. G. E.; R. C. Daniel, Railway Conductors; Guy R. Lord, Marine Engineers; M. S. Goodin, C. A. Garcia, J. H. Jones, Timothy Ladd and R. F. Ralph for the Civic Councils; James Boukalis for the Machinists, and C. A. Luhr for the Pacific Side Lock Operators.

A PRESIDENT VISITS

(Continued from page 3) three days varied from a drizzle to a torrential downpour. He rode the Panama Railroad from end to end; took a tug into Panama Bay. He ate luncheon, without prior notice, at one of the Commission's messes, inspected hospitals, police, and schools. He spent all of his second day ashore and part of the third day in or around the Cut, dropped in on family and bachelor quarters, roamed through construction towns, visited the machine shops, talked to two deputations of employees about rates of pay and other matters.

He was entertained officially in Panama and was given a huge farewell party on the Cristobal docks by employees of the Commission.

Back in Washington, where he reported to Congress December 17 in a special message, President Roosevelt had an answer for critics of the Canal project:

"It is not too much to say that the whole atmosphere of the Commission breathes honesty as it breathes efficiency and energy."

Oil, Phosphate and Coal Shipments Increase In Atlantic-Pacific Trade

An increase in the amounts of oil, phosphates, coal and coke shipped from the Atlantic to the Pacific was noted during the first quarter of the fiscal year, according to reports of the Management Division.

The oil shipments, which were reported as 754,261 long tons for the July-August-September quarter of the current fiscal year, had almost doubled from the 368,019 long tons shipped in the Atlantic-Pacific trade during the same quarter of the previous fiscal year.

On the other hand, oil shipments in the opposite direction, from Pacific to Atlantic, had decreased considerably. During the first quarter of fiscal year 1952, only 121,470 long tons of mineral oils passed through the Canal from Pacific to Atlantic, as compared with 1,207,428 tons during the same period in the fiscal year 1951. This latter figure, however, was artificial, in that during the corresponding three months of fiscal year 1951 there was a short but intensive shipment of oil between the east and west coasts of the United States.

Much of the heavy Atlantic-Pacific oil shipments of the current fiscal year are originating in the West Indies, with both South America and Australasia as their destinations. This situation, which developed during the latter part of the quarter, was attributed to the Near East oil situation.

The heavy phosphate shipments, 212,696 long tons for the quarter just ended as compared to 67,963 long tons for the corresponding quarter in fiscal year 1951, are destined primarily for Japan from the United States east coast.

Also up, in the Atlantic to Pacific trade, were long tons of manufactured iron and steel, paper and paper products, sulphur, cement, sugar (of which 108,161 long tons were shipped during the first quarter of fiscal year 1952 as against only 23,547 long tons for the corresponding quarter last year), machinery, and automobiles.

The Atlantic-Pacific trade showed decreases in ammonium compounds, raw cotton, tinplate, ores, and canned food products.

In the Pacific-Atlantic trade, ore shipments were up by almost 100,000 long tons for the first quarter of fiscal year 1952, as compared to the first quarter of last year. Wheat shipments were 542,707 long tons, as compared to only 297,372 long tons for the corresponding period last year.

Other cargo showing increases in this trade were sugar, refrigerated food products, lumber, bananas, and other fresh fruit. Cargo items showing decreases in this quar-

ter as compared to the corresponding three months last year were: nitrates, canned food products, metals, coffee, wool, raw cotton, and dried fruit.

Total cargo handled and transferred over the Canal Zone piers during the first quarter of the current fiscal year was 349,194 short tons, as compared with 333,066 tons for the average quarter in fiscal year 1951 and 373,453 tons in an average quarter of fiscal year 1938.

THE PANAMA CANAL REVIEW has made the pages of the *Congressional Record*. The Appendix to the *Record* carries an extension of remarks made in the House of Representatives October 1 by Congressman Clark W. Thompson of Texas. Representative Thompson calls the Thatcher Ferry "one of the most important projects designed to serve the Canal Zone and the Republic of Panama." As his conclusion, he adds the article carried in the August 3, 1951, issue of THE REVIEW: "Ten Millionth Car Crosses Canal By Thatcher Ferry."

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	First Quarter—Fiscal Year				
	1952			1951	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	711	758	1,469	1,412	1,406
*Small	160	141	301	263	211
Total, commercial	871	899	1,770	1,675	1,617
**U. S. Government vessels:					
Ocean-going	93	105	198		
*Small	36	49	85		
Total commercial and U. S. Government	1,000	1,053	2,053		

* Vessels under 300 net tons or 500 displacement tons.
** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

CARGO HANDLED OVER PIERS (In short tons)

	First Quarter Fiscal Year 1952			Average quarter, 1951	Average quarter, 1938
	Cristobal	Balboa	Total	All piers	All piers
Local cargo received	79,790	33,429	113,219	96,005	87,968
Local cargo forwarded	18,566	20,014	38,580	25,810	9,388
Transfer cargo received	84,660	5,016	89,676	105,137	138,386
Total incoming cargo handled	183,016	58,459	241,475	226,952	235,742
Rehandled cargo	2,859	182	3,041	3,552	1,584
Transfer cargo forwarded	99,854	4,824	104,678	102,562	136,127
Total cargo handled and transferred	285,729	63,465	349,194	333,066	373,453

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	First Quarter, Fiscal Year		
	1952	1951	1938
United States Intercoastal	130	287	349
East Coast of U. S. and South America	314	274	97
East Coast of U. S. and Central America	118	91	19
East Coast of U. S. and Far East	193	156	217
U. S./Canada East Coast and Australasia	58	36	49
Europe and West Coast of U. S./Canada	178	129	194
Europe and South America	88	91	137
Europe and Australasia	89	64	44
All other routes	301	284	300
Total Traffic	1,469	1,412	1,406



EDWARD M. ALTMAN, who has served as relief magistrate on several occasions, has been appointed to a four-year term as Magistrate of the Balboa Court. He succeeds Ralph J. Chittick, who has left to make his home in Connecticut.



PILOTING SHIPS THROUGH

(Continued from page 11) first as a pilot-in-training, later as a probationary pilot, and now as a full pilot.

This is only a fraction of the transits chalked up by the senior men. The Canal's two senior pilots, Captain Henry Falk for Balboa and Captain Charles S. Townsbend for Cristobal, have over 3,000 transits apiece to their credit. Both first served as towboat masters and both have been pilots since 1926.

Five Are Pilots' Sons

Captain Falk, like four other pilots, is the son of a former pilot. The others are Captains G. F. Kariger, S. W. Peterson, T. C. Makibbin, and A. G. Terwilliger.

Not all of the Canal's pilots, however, are full-fledged and able to take any ship through the Canal. Sixty-three are full pilots, 11 others are in their probationary period, and 3 others are pilots-in-training.

At the present time the Marine Bureau has a list of 25 applicants who are fully qualified to be hired as pilots-in-training. Unless conditions change, however, Marine officials think that the present force will be sufficient for some time to come.

PROMOTIONS AND TRANSFERS

(Continued from page 16)

SUPPLY AND SERVICE BUREAU

Mary N. Orr, from Clerk-Stenographer, Division of Storehouses, to Secretary, Office of the Supply and Service Director.

Michael G. Letchko, from Machinist to Plant Engineer and Machinist, Commissary Division.

Mrs. Gretchen E. Melanson, from Commissary Assistant to Cash Accounting Clerk, Commissary Division.

Mrs. Melba M. Heintz, from Cashier, to Commissary Assistant, Commissary Division.

Mrs. Hazel E. Currier, from Assistant Dry Cleaning Foreman to Dry Cleaning Foreman, Commissary Division.

Mrs. Alice O. Eaton, from Transportation Rate and Audit Clerk to Supply Clerk, Division of Storehouses.

Mrs. Alicia M. Castro, from Clerk-Typist to Transportation Rate Audit Clerk, Division of Storehouses.

Mrs. Edna E. Grandin, from Clerk-Typist to Property and Supply Clerk, Division of Storehouses.

Margaret L. Csighy, from Clerk-Typist to Procurement Clerk, Division of Storehouses.

George L. Cain, from Meat Cutter-in-Charge to Commissary Assistant, Commissary Division.

Elwood G. Bissett, from Commissary Assistant to Supply Assistant (Drygoods), Commissary Division.

Mrs. Carmela A. Reccia, from Clerk to Accounting Clerk, Commissary Division.

Mrs. Elvera N. Breakfield, from Clerk-Typist to Accounting Clerk, Commissary Division.

Anna V. Fisher, from Clerk to Accounting Clerk, Commissary Division.

Julius Szivos, from Property and Supply Clerk, Aids to Navigations, to Storekeeper, Division of Storehouses.

William A. Sullivan, from Policeman, Police Division, to Storekeeper, Division of Storehouses.

MAGISTRATE'S COURT

Edward M. Altman, from Public Safety Assistant, Safety Branch, to Magistrate, Balboa Magistrate's Court.

ADMINISTRATIVE BRANCH

Mrs. Barbara M. Hutchings, from Clerk-Stenographer, Railroad and Terminals Bureau, to Clerk-Stenographer, Administrative Branch.

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

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

ATLANTIC TO PACIFIC

Commodity	First Quarter, Fiscal Years		
	1952	1951	1938
Mineral Oils	754,261	368,019 (1)	225,362 (3)
Coal and Coke	417,534	15,550 (3)	30,444 (14)
Manufactures of iron and steel	408,242	355,337 (2)	336,634 (1)
Phosphates	212,696	67,963 (4)	6,435 (6)
Paper and Paper Products	120,818	90,189 (5)	108,492 (5)
Sugar	108,161	23,547 (7)	8,250 (31)
Sulphur	97,679	90,130 (9)	53,868 (7)
Automobiles	89,461	64,310 (10)	48,161 (9)
Machinery	78,698	43,305 (11)	31,778 (10)
Cement	70,391	34,846 (15)	29,326 (11)
Raw Cotton	49,841	137,827 (6)	57,694 (13)
Ammonium compounds	47,390	112,463 (14)	11,976 (22)
Tinplate	37,021	39,332 (13)	28,887 (8)
Canned food products	30,343	38,766 (17)	31,935 (15)
Ores, various	23,264	27,663 (26)	16,431 (18)
All others	899,163	746,867	829,375
Total	3,444,963	2,256,116	1,855,048

PACIFIC TO ATLANTIC

Commodity	First Quarter, Fiscal Years		
	1952	1951	1938
Ores, various	1,013,723	919,960 (1)	497,627 (3)
Lumber	883,244	874,990 (2)	706,187 (2)
Wheat	542,707	297,372 (4)	171,632 (7)
Nitrate	275,531	280,143 (5)	254,890 (5)
Sugar	272,828	241,749 (7)	344,233 (4)
Canned food products	203,582	338,633 (6)	313,906 (6)
Refrigerated food products (except fresh fruit)	186,782	126,950 (10)	89,037 (10)
Metals, various	164,810	167,146 (8)	159,361 (8)
Bananas	136,785	111,806 (9)	11,441 (20)
Mineral oils	121,470	1,207,428 (3)	780,126 (1)
Coffee	49,185	62,896 (12)	42,507 (16)
Wool	45,137	46,325 (13)	21,890 (21)
Fresh fruit (except bananas)	39,336	25,252 (17)	81,617 (9)
Raw cotton	31,308	33,866 (15)	32,920 (20)
Dried fruit	21,195	47,694 (19)	73,151 (12)
All others	624,942	626,912	760,225
Total	4,612,565	5,409,122	4,340,750

Canal commercial traffic by nationality of vessels

Nationality	First Quarter of Fiscal Years					
	1952		1951		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
British	286	1,967,618	215	1,311,546	292	1,667,795
Chilean	12	50,668	10	42,336	2	10,096
Chinese	1	8,626			2	13,113
Colombian	22	22,081	17	19,615		
Costa Rican	2	10,002				
Danish	53	239,836	46	165,608	55	254,507
Ecuadorian	39	24,498	39	16,392		
Estonian					2	4,695
Finnish	1	5,480				
French	27	100,086	26	143,390	22	146,785
German	2	1,583	2	2,603	91	450,641
Greek	19	170,236	31	192,973	31	181,941
Honduran	101	133,431	90	134,959	9	2,926
Hungarian					2	11,176
Icelandic	1	312				
Italian	19	85,596	15	62,077	13	39,935
Japanese	13	71,345			75	522,490
Liberian	29	78,076				
Mexican	2	17,916	2	11,666		
Netherlands	24	121,681	27	95,070	60	217,168
Nicaraguan			1			
Norwegian	175	676,649	119	456,738	155	755,770
Panamaian	56	307,063	57	322,775	54	155,169
Peruvian	1		3	7,434		
Philippine	7	44,043	7	25,764		
Portuguese	1	9,511	2	2,785		
Spanish	8	43,245	12	46,464	2	15,280
Swedish	31	189,436	43	150,822	31	206,645
Swiss	1	5,771				
United States	534	3,669,405	645	4,451,693	495	2,860,814
Venezuelan	2	3,334	3	2,538	2	1,953
Yugoslavian					5	23,151
Total	1,469	8,057,528	1,412	7,665,238	1,406	7,642,111