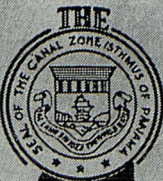


PANAMA



CANAL

REVIEW



Vol. 9, No. 7

BALBOA HEIGHTS, CANAL ZONE, FEBRUARY 6, 1959

5 cents





The Board of Directors joined members of the Canal organization on Gatun Locks walls to watch two wire-towing tests.*

*From left: Lt. Col. Robert D. Brown, Jr., Engineering and Construction Director; Stephen V. N. Powelson, Deputy Comptroller; Robert Lesiak, Chief, Budget Branch; Loring Dam, a visitor; Robert P. Burroughs, Director; Governor Potter (back to camera); Roy Stockham, Chief, Locks Division; Capt. W. S. Rodimon, Marine Director; Robert Donaldson, Engineer, Special Studies Branch; John W. Martyn, Director; M. W. Whitman, Secretary, Panama Canal Company; George H. Roderick, Chairman of the Board and Assistant Secretary of the Army; Ralph A. Tudor, and Ogden R. Reid, Directors.

BOARD HAS BUSY SESSION HERE



St. Clair Bellamy, janitor with the Community Services Division, received his diamond-set service pin from the Chairman of the Board, George H. Roderick.

The efficient operation of the Panama Canal and the financial position of the Panama Canal Company won praise last month from the Board of Directors.

Following their annual meeting in the Canal Zone, the Directors expressed satisfaction that the existing force is able to handle the steadily-increasing number of ships which transit the waterway, and that the Canal continues to operate at no cost to the United States taxpayer.

The Board was also pleased that the organization was able to cover, from current income, the costs of the recent pay raises and also the retirement payments for non-U. S. citizen employees. Both of these increased costs result from Congressional legislation. Both are continuing expenses.

A highlight of the Directors' busy week in the Canal Zone was the presentation of the new service pins to 97 longtime employees. Each had worked for the Canal organization for 40 years or more.

A meeting of the Budget and Finance Committee preceded the formal Board meeting. The last two days of the week were devoted to meetings of the Ad Hoc Committee on Canal improvements.

The Board members spent considerable time inspecting Canal operations. At Gatun they saw the two-wire system of towing ships through the Locks and in the Cut they saw the new experimental lighting.

The Directors also visited classes for handicapped children and inspected recent improvements at Corozal Hospital.



CENTRAL EMPLOYMENT NEW OFFICE

has
many functions

This big group of workers in the new Central Employment Office lost no time last month in settling down to work. They have a man sized job in front of them.

Before the year is out they will have completed nearly 20,000 individual personnel actions in getting the Merit System applied uniformly to employees throughout every U. S. Government agency in the Canal Zone. Each agency will furnish the office with necessary background information for individual employees and this data will be processed here.

It is expected that it will require about a year for all personnel actions to be completed for the Company-Government. There are 910 Canal employees who become automatically covered into the Merit System. These are those with permanent Civil Service status.

All of the others must be handled individually. The work is being scheduled to process approximately 1,200 a month. This figure will fluctuate widely as it will be necessary to make field checks on many employees in specialized work.

The Central Employment Office is headed by Otto W. Helmerichs, shown in the center aisle with the telephone. The staff was recruited from employees of the Canal and other Government agencies who are acquainted with personnel practices.

The implementation of the Merit System is but one phase of the work to be performed by this group. The eligibility card system was abolished when the Central Employment Office came into being. This change means that registers of names for all types of work must be established.

This task was begun even before the office officially opened on January 19, and several hundred applicants for work in the Canal Zone have already appeared to qualify for job registers.

The Central Employment Office is the operating agency of the Canal Zone Civilian Policy Coordinating Board. It is located in the old Ancon Commissary housewares annex.



Queen Carol I, standing fourth from right, and other candidates for the Canal Zone throne are grouped at the foot of the Administration Building's steps.*

*From left, standing: Sally Sack, Irene Michaelis, Lilian Sims, Lola Frauenheim, Jackie Ashton, Virginia Perra, Pat Rogers, Diane Vestal, Queen Carol I, Ann Wood, Karen Curtis, and Melissa Downing. Seated, from left, Mariella Meggers, Judy Meyers, Kay Hale, Holly Sims, and Barbara Klipper.

For the light-footed and the light-hearted, the next four days are the best of the year. It's Carnival!

Even before the blue-and-white pennants fluttered to the top of their poles last week, the Carnival spirit was spreading from one end of the Canal Zone to the other.

Small groups huddled together, discussing in whispers the costumes they will wear. In dancing classes, large and small, gringos and gringas were learning the fine points of the *tamborito* and the *cumbia*. The usual frantic hunt was on for open trucks, in which to ride the length of Central Avenue on Sunday and Tuesday. Stocks of confetti and serpentine were being replenished—only to fall into the hands of the very small fry who had their own pre-Carnival fun with them.

Again this year the Canal Zone has a Queen—attractive Carol Dimpfl of Curundu. When she was chosen Miss Canal Zone last month in a contest at the Central Theater, one Spanish reporter described her not only as a “rubia bella” or “beautiful blonde” but as a “bellísima rubia” or “very beautiful blonde.”

He might have added that she has brains as well as beauty. She is an honor student at Balboa High School where she is a senior. She is also battalion sponsor for the Balboa ROTC. And she has had prior training for her royal post: In her second year of high school, she was queen of the Sophomore Frolic and in her junior year she reigned as queen of the Christmas Formal.

Her first official acts as Canal Zone Queen took place last Thursday when the Carnival flags were raised on their staffs in the little park facing the Balboa Service Center and in the Tivoli patio.

Specially invited guests at the flag raisings were the Panama National Queen, the Queen from the Union Club, the Colon Queen, the Hotel El Panama Queen, and the Panama Carnival Junta.

Tonight Queen Carol I will be the guest of honor at a Carnival Dance at the Elks Home in Balboa and tomorrow night, following the coronation of the Panama Queen at the National Stadium,

she will preside over the Coronation Ball at the Tivoli.

On Tuesday she and her court of five Princesses—Melissa Downing, Irene Michaelis, Judy Meyers, Sally Sack, and Diane Vestal—will be aboard the Canal's community float in the afternoon parade. Riding with them will be a “murga”—the Queen's Own Band from Balboa High School.

Arrangements for the Canal Zone's participation in this year's Carnival are in the hands of a committee headed by Victor H. Herr, of the Balboa High

School faculty. As Queen, Carol I is a committee member. Serving with her and Mr. Herr are: William B. Mallory, publicity chairman; Sergeant Ronnie Amato, music chairman; Peter Monaco, chairman of the committee to construct the float and the flag raising platforms; and Arthur O'Leary, Jr., chairman for general arrangements. Miss Nellie Holgerson is serving as secretary and Miss Flor Maria Diaz is liaison representative between Queen Carol I and the Carnival Junta. Mr. Herr and Mr. O'Leary will serve as the Queen's two aides.

Carnival Glossary

(For newcomers to the Canal Zone or for others who are not familiar with Spanish, “The Review” presents below a list of some of the terms which will be much used for the next four days.)

Pollera: A full-skirted, flowing dress of white linen or lawn, embroidered or appliqued in color. The yarn pompoms, the ribbons at the belt, and the heelless velvet slippers are a contrasting color.

Tumba-hombre: The pollera of the country girls. The skirt is made of a printed cotton material, the blouse may be plain or ornamented. It is always worn with a hat. Queen Carol I, on the cover, is wearing a tumba-hombre.

Montuno: The man's dress, originally made of homespun, usually ornamented with fine cross-stitch or other embroidery. The shirt is worn tail out; the short trousers may be either plain or fringed at the bottom.

Tembleque: An ornament made of beads or tinsel or shells fastened to hairpins or wire. Some exceedingly rare tembleques are made of jewels. Tembleques are worn in pairs in the hair; sometimes a girl will wear as many as four dozen pairs.

Cadena chata: Flat gold chain, ending with an ornament, which sometimes is designed as a fish.

Mosqueta: Round brooch of gold set with pearls. Earrings of the same design are also known as mosquetas.

Cabrestillo: Chain set with gold coins in filigree frames.

Tambor: The native drums made of cedar or palm wood. These usually come in sets of three of different sizes. The tamborito dance salutes the drums.

Murga: Technically, a band of traveling musicians. Usually the murga groups accompany a queen, sometimes march during parades.

Comparsa: A group of persons costumed alike.

Cumbia, punto, and mejorana: All native dances, all with stylized steps.

Diablicos: Bands of street youngsters, usually masked. The diablicos hold pedestrians until they ransom themselves with a few pennies.

Toldo: An open-air dance hall.

Summit Gardens

The World in 300 Acres

At this season of the year on the Isthmus the fancy of most everyone, including young men, lightly turns to the out-of-doors.

It is the time of the year for the romantic to sigh with the tradewinds in the palms . . . for the sunbather to change the color of his or her skin . . . for the tweedy-clad to be seen at sports spectacles . . . for the treasure hunter to dig for doubloons . . . for the family to have a picnic.

For all of these pleasure seekers and for the serious students of nature and wildlife, the cessation of tropical downpours and advent of sunny skies brings an urgent desire to get out of the house and into the open.

Each devotee of the out-of-doors has a favorite spot or sport but no place on the Isthmus has the universal appeal of Summit Gardens which attracts 50,000 visitors a year.

Sprinkled among these are many serious students of plant life who find the Gardens a veritable fairyland. Here, within a few minutes walk they can see plant life from every part of the wide tropical belt which encircles the globe. Students by the thousands from Panama and the Canal Zone take advantage of this 300-acre plot of ground for field studies and just plain fun. Summit Gardens, because of the reputation it has built up over the past 35 years of its existence, also attracts a liberal share of the tourists from all parts of the world who visit the Canal Zone.

Recognizing the general appeal of Summit Gardens, special plans have been developed recently to enhance its value for nature lovers. The walkways have been extended and additional picnic areas

are available this dry season. As a result more visitors than ever are expected during the coming weeks. There are facilities available for family outings and for picnics by large groups. Visitors are always welcome.

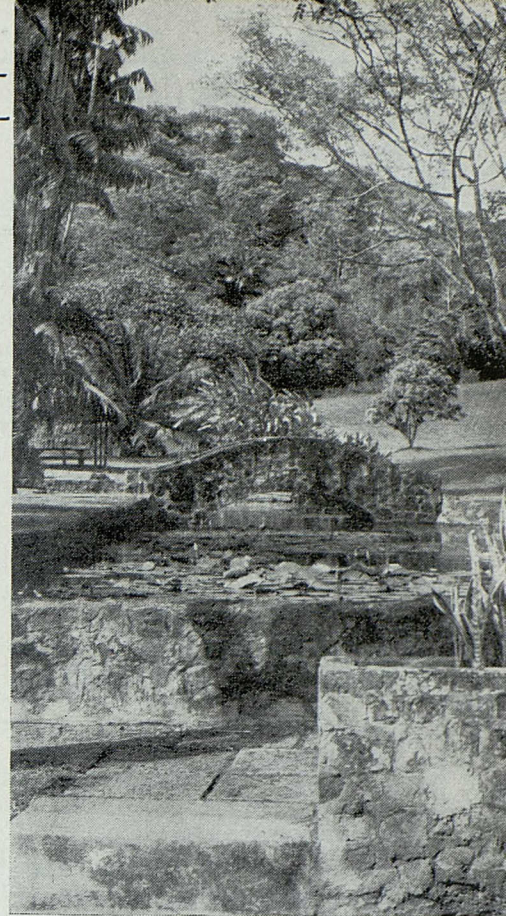
They are asked, however, to observe some common-sense rules about the use of such areas. The cutting of plants is strictly forbidden without specific permission; grounds should not be left littered after picnics; and walks and roadways should be used at all times to avoid trampling the plants.

Of special interest to visitors in the future will be information folders for those who are interested in taking with them some memento of their visit to Summit Gardens. The profusely illustrated folders describe in brief some of the history and functions of the Gardens. The new folders became available to visitors late last month.

Summit Gardens came into being in 1923 on the site of a former poultry farm. For many years the official name was the Canal Zone Experiment Gardens. This was descriptive of its functions which included the introduction, propagation, and dissemination of exotic plants, both ornamental and useful; the development of new plant strains native to the Isthmus which would improve production or be generally healthier; and other similar botanical objectives.

Many of the activities have been abandoned in recent years but Summit Gardens remains the one garden spot of the Isthmus where both botanist and picknicker can find enjoyment.

How well Summit Gardens fulfills such a large order was best described in a recent letter from Guy Emerson, noted



naturalist, who visited the Canal Zone late last year and spent much of his time at Summit, admiring not only the beauty of the area but noting its economic aspect.

Mr. Emerson has been a Director of the National Audubon Society for 20 years and served four years as President of the Society. His observations about Summit Gardens aptly summarize what thousands of others think of its economic and aesthetic value. His letter to Governor Potter about the Gardens is quoted in part below:

"It seems to me that this unit is the most remarkable tropical garden in the world today. It has been organized and carried forward with remarkable skill and foresight at a cost which is unbelievably small, considering the results achieved."

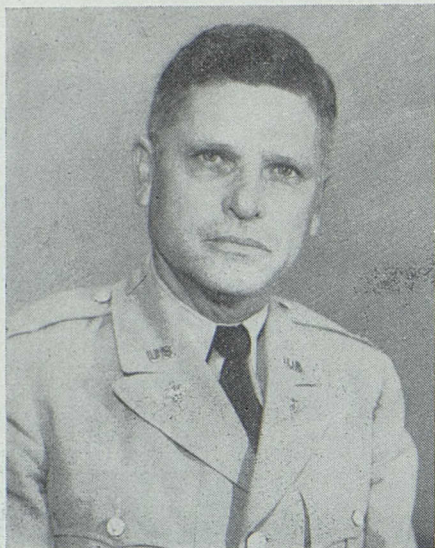
"There are two aspects of this work that seem to be particularly important—economic and aesthetic.

"From the economic standpoint, this kind of operation can render considerable service in landscape gardening, in experimentation with insect control, and the adaptability of trees to certain climates and soil conditions. There are many other phases in which a well-organized arboretum can be useful, not only to the locality in which it is situated, but to similar organizations through the world and especially the Republic of Panama which, no doubt, has a problem in restoration and tree culture of great importance not only to them, but to the Canal Zone.

"From an aesthetic point of view, I regard this operation as being equally important with its economic phase. A park like Summit Gardens is a beautiful example of something done with taste and a fine sense of beauty and arrangement. Practically all of the warmer countries of the world are represented in the Gardens with plants that have been brought in on exchange, and I can bear witness that many visitors from the States have been more impressed by Summit Gardens than by any other feature of the Canal Zone."



Director For Gorgas



One of its former residents will head the hospital where he took some of his training when Col. Clark B. Meador arrives here next week to take over his new duties as Director of Gorgas Hospital. Oldtimers in the Panama Canal's Health Service cannot recall any previous occasion when a one-time Gorgas resident became its Director. As Director of Gorgas Hospital, Colonel Meador succeeds Col. Thomas G. Faison, now Director of the Health Bureau.

The new Director of Gorgas Hospital is a Texan who lived in the Canal Zone with Mrs. Meador and their two children in 1949 and 1950 while he was completing a residency in Internal Medicine and later serving on the hospital's medical staff.

He was born in Hubbard, a small town north of Waco, took his pre-medical studies at McMurry College in Abilene, and received his degree in medicine from the University of Texas in 1932.

Four years later he entered the regular Army Medical service. He comes to the Canal Zone from the Walter Reed Army Institute of Research, at the Walter Reed Army Medical Center in Washington.

Appointment System Saves Wait At Out-Patient Clinics

The appointment system for the Out-patient Clinics of Gorgas and Coco Solo hospitals is working admirably but more people could save themselves waiting time, particularly at Gorgas, by asking for appointments in advance.

The average waiting time at both clinics has been materially reduced, and Coco Solo Hospital reported late last month that the average waiting time there is now down to about five minutes. This does not mean that everyone waits only five minutes since emergency cases must be handled before any others, but the average has been cut to this figure.

Pacific side residents have been specially urged to take fuller advantage of the appointment system at Gorgas.

Calls for appointment at the Gorgas Outpatient Clinic may be made to phones 2-6454 or 2-6414 between 8 and 11:30 a. m. and from 1 to 4:30 p. m.

Appointments at Coco Solo Outpatient Clinic may be made at any time, day or night by telephoning 3-2128.

Calls should be made as far in advance as possible to minimize waiting time and to see any specific doctor.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION



I'M
WITHIN
MY
RIGHTS

IT MAY NOT ALWAYS BE EASY:

- To apologize.
- To begin over.
- To admit error.
- To be unselfish.
- To take advice.
- To keep trying.
- To be charitable.
- To be considerate.
- To profit by mistakes.
- To forgive and forget.
- To think and then act.
- To shoulder a deserved blame.

BUT IT IS IMPOSSIBLE TO UNDO AN ACCIDENT.
So why take chances?

Ask yourself if you have to, "Do I have the right to gamble the happiness and future of all those dependent on me against the small effort required by me to do the job safely?"

DECEMBER 1958		BUREAU		FIRST AID CASES		DISABLING INJURIES		DAYS LOST		DISABLING INJURIES YEAR TO DATE	
				'58	'57	'58	'57	'58	'57	'58	'57
Marine.....	(Honor Roll)	46	65	0	0	0	0	37	29		
Health.....	(Honor Roll)	8	18	0	0	32	37	5	7		
Transportation & Terminals.....		44	41	1	5	22	109	20	28		
Engineering & Construction.....		27	29	1	3	73	179	18	9		
Civil Affairs.....		13	12	1	0	9	0	16	10		
New York Operations.....		10	5	1	0	20	0	11	2		
Supply & Community Service.....		32	43	2	1	102	73	11	13		
Accident Pool.....		—	—	0	—	—	—	1	—		
C. Z. Govt.- Panama Canal Company.....		180	216	6	9	258	398	120*	100		

* Includes 12 cases Locks Overhaul, 4 Panama Line cases for first 6 months of 1958, and 1 lightning fatality.



CIVIL DEFENSE NEWS

Civil Defense has acquired six portable power voice megaphones. This equipment will be distributed among Police and Fire units for use in emergencies, such as ship fires, riot control, and the handling of exceptionally large groups of people. The human voice, through these megaphones, can be heard clearly over 2,000 feet away.

Other equipment received during the month included the remote control consoles for the radio communications equipment at the Main and Alternate Control Centers.

G. A. Doyle, Jr., Chief of the Architectural Branch of the Engineering Division, Philip L. Dade, Civil Defense Chief, and Architect D. A. Yerkes recently made a survey of two rooms of the Cristobal Administration Building, the probable location for the Alternate Control Center, Atlantic side.

Work on the Main Control Center in the basement of the Administration Building is being delayed pending installation by the main contractor of under-floor conduits and air conditioning. Work, which is well advanced, will be completed after the air conditioning is installed.

Ninety-five graduates of the Civil Defense-American Red Cross Home Nursing course will be honored February 20 at a dance to be given at the Santa Cruz Service Center. Another honor guest will be Miss Violet Henry, who has been instructor in the course.

The party will begin at 8 p. m. Dancing to hi-fi music and refreshments are scheduled. Arrangements for the party are being made by Mrs. Ruby Wilson, Zone Warden.

VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
FEB.			
11	Rainbow City	School	6:30 p. m.
12	Santa Cruz	Serv. Center	8:00 p. m.
16	Paraiso	School	7:30 p. m.
MAR.			
4	Margarita	Serv. Center	9:00 a. m.



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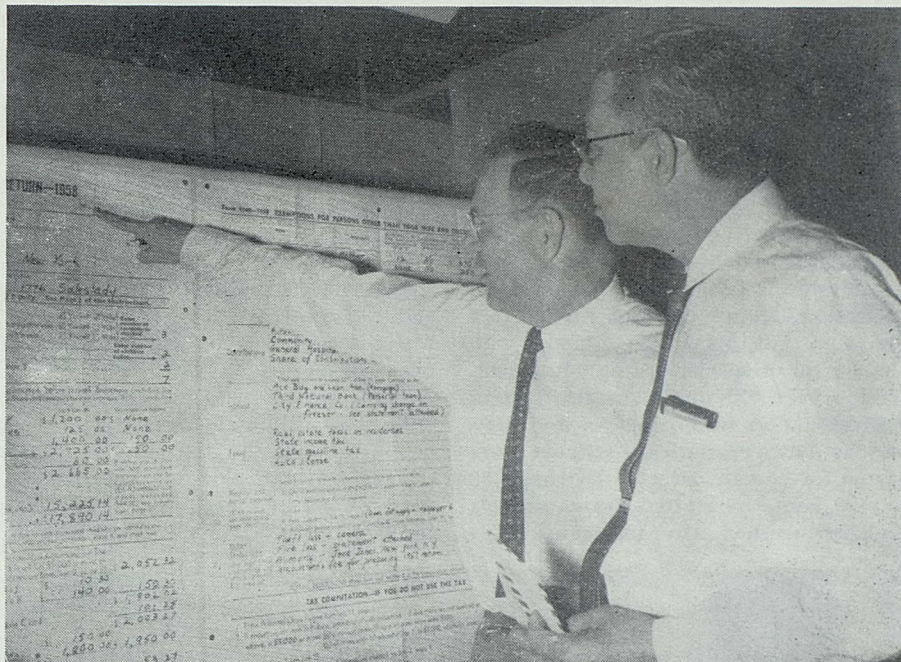
Postal money orders made payable to the Panama Canal Company should be mailed to Editor, The Panama Canal Review, Balboa Heights, C. Z.

... Worth knowing

Immunization program. A program of immunization against most childhood diseases was given added impetus last month when parents of Canal Zone school children were asked to indicate what inoculations or vaccinations their children had received and those desired. The program covers both United States and Latin American schools, and grades from kindergarten through high school. It includes vaccination against smallpox and inoculation with the Salk vaccine against polio. Children up to eight years of age are also given the DPT series, which provides protection against diphtheria, whooping cough, and tetanus. Children above the age of eight are being given anti-tetanus inoculations. The four school nurses and their clerical assistants are handling the immunization program under the direction of Dr. H. C. Pritham, school physician.

New system. Patrons of the Canal Zone Library and the librarians themselves are enthusiastic over a new check-out period for the library's stock of reading matter. As of January 2, books which were charged out for two weeks are charged out for four weeks and may not be renewed. The borrowing period for seven-day books is unchanged except that popular nonfiction is included in the seven-day category. The advantages are simplification of library routines, a longer uninterrupted use of reading matter by the patrons, and the more rapid circulation of popular nonfiction.

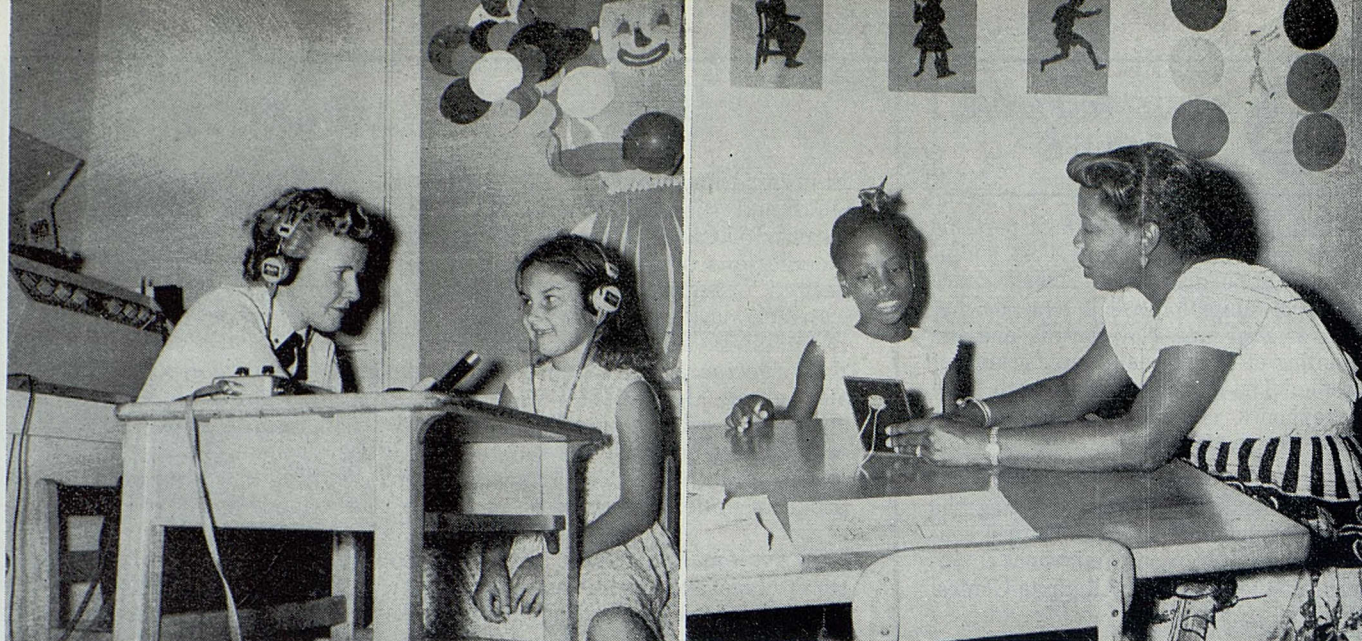
Taxpayer help. An average of 50 Zonians daily have been seeking help with their income tax from Trygve J. Johnson, left, Internal Revenue agent, and a similar number have been telephoning their inquiries since Mr. Johnson opened his office in Room 300 of the



Civil Affairs Building. One of the taxpayers was Joaquin Benavides of the Gorgas Hospital staff. From today until March 9, when Andrew Gerda another Internal Revenue agent arrives, the office will be closed. Mr. Gerda will be on duty from March 9 through April 15, with Mr. Johnson returning to join him early in April.

Swimming meet. All natatorial roads will lead to Gamboa March 1. The Canal Zone's speediest swimmers will converge on the mid-Isthmian town that Sunday to compete in the Seventh Annual Gamboa Civic Council Swim Meet. Entry blanks are available at all Canal Zone swimming pools. The Gamboa Civic Council which sponsors the meet and provides trophies for the winners hopes this year to surpass its record of 312 entries.

Automatic pumps. Patrons of the Panama Canal Gasoline Service Station at Balboa find things working like clockwork these days, thanks to a little gadget which fills gasoline tanks on their automobiles automatically. The automatic gasoline nozzle allows station attendants to check engines for oil and water, wipe windshields, and perform other services while the gasoline tank is being filled. So far the new equipment has been tried out only at Balboa. It has been so successful that similar equipment will be installed in all other Panama Canal gasoline stations on both sides of the Isthmus as soon as possible. Those who want the full treatment—clean windshield, oil in the engine, water in the battery, etc.—have to ask for a full tank of gas. The automatic control does not measure out anything less—automatically, that is.



Speech and Hearing Difficulties Affect large number of Canal Zone's children

Speech therapy and corrective work with hard-of-hearing children in the Canal Zone's schools are based on the premise that the ability to speak properly and the ability to hear properly are two of the most important facets of a child's development.

The 170 or so boys and girls now receiving trained help in speech and hearing make up the second largest group in the Canal Zone's Special Education Program for Handicapped Children. The majority of them are in small speech therapy classes or are being given individual attention to improve their speech defects. So far, the work with the hard-of-hearing children has been limited to a few pupils but this will be expanded with the arrival of special testing equipment.

This year 970 pupils in the United States schools and 796 boys and girls in the Latin American schools were tested for speech defects. Of these, 92 pupils from the United States schools and 75 from the Latin American schools

were found to be in the most urgent need of speech therapy. They are now receiving special assistance two or three times a week in half-hour sessions.

The most common speech difficulty is articulation. Children with this problem have difficulty with their *th*'s or their *r*'s, for example. Some of the articulation problems are carry-overs from baby days, some are due to faulty perception.

Also enrolled for speech therapy are children who stutter, children who are slow in talking, children whose voices are so badly pitched that they are actually unpleasant.

Three or four of the children have speech defects because of cleft palates, and a few are cerebral palsy children whose speech trouble relates to lack of muscular control.

Three trained speech therapists work with these children. Mrs. Mary Stuart helps children in the United States schools on both sides of the Isthmus. Mrs. Verona Campbell, above right, does the same in the Latin American schools.

Miss Marilyn Flynn, left above, who was born in the Canal Zone and graduated from Balboa High School, divides her time between speech therapy and work with hard-of-hearing youngsters.

At present, all of this latter work is being done in a special air-conditioned soundproof room at Balboa Elementary School. Here she teaches lip reading and instructs the hard-of-hearing through ear phones, often using special records to familiarize them with every-day sounds they have never heard—or have never heard properly.

One little girl takes a small amplifier, which she calls her little "radio," to class with her. Use of this, with earphones, has improved her work immeasurably.

In addition to their work with the children, the speech therapists are also working with the parents. Mrs. Stuart has been attending parents' meetings at several of the schools to explain her work and to give the parents an idea of how they can help at home.



Going Up— (This one does)

Remember the two girls who were waiting for an elevator at the Administration Building way back last September? Here they are again, and this time they have a brand-new, do-it-yourself type lift to carry them from floor to floor.

The new elevator is one of the improvements now under way to the 45-year-old building which houses the Canal organization's headquarters.

Another change is air conditioning, and a third is installation of fluorescent lighting. The air-conditioning ducts and machinery are in and the system will be tested the middle of this month. The new lighting is now being installed, office by office.

On the second floor, the Canal's Executive Secretary, Paul M. Runnesstrand, has moved into a new, paneled office across the hall from his former room. The latter and an adjacent office are being remodeled into a new Board Room with an adjoining small private office.

FLAGS . . . NEW STYLE

It's not "down with the old" and "up with the new" in the Canal Zone as far as United States flags are concerned. The Stars and Stripes with 48 stars will be flying from Canal Zone flagpoles for some time to come.

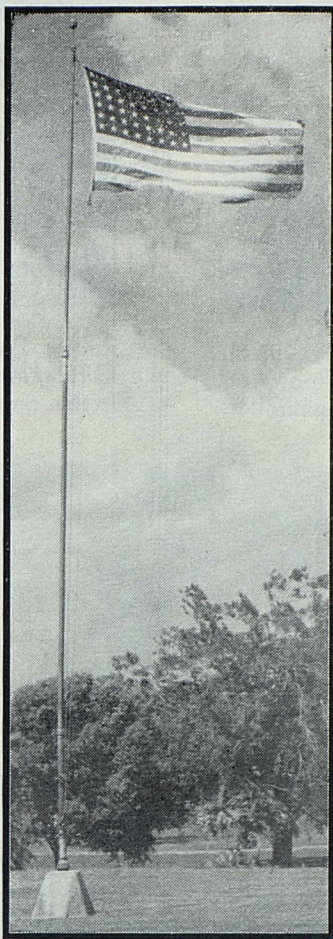
A law passed by Congress in 1818 states that when a new state is admitted to the Union, another star must be placed in the flag the following July. Now that Alaska has become a State, a new star will go into the flag July 4 of this year.

This law, however, was not meant to imply that the 48-starred flags may not be used after July 4. It is considered proper to continue flying an old flag after a new one has been issued, as long as the old flag is in good condition. A recent picture in a national magazine showed a Swiss hotel still flying United States flags with only 46 stars, which is perhaps stretching the rule slightly since this flag was out-moded in 1912. The hotel is correct, nevertheless. In fact, it is still permissible to fly the original 13-star flag.

New flags with the 49th star have been ordered by the Storehouse Branch but manufacturers, swamped with orders, have given no definite delivery dates. When the new flags do arrive there will be no mass pulling down of the old flags and raising of the new ones.

After July 4, the 48-star flags will gradually be replaced with the new 49-star variety as the old ones become tattered and faded. For sometime, the old flags will fly alongside the new ones.

The life of a flag in the Zone is very short. The brisk dry season winds reduce by one-half the life span of a flag. Even



the new nylon fabric which the Canal began using in 1956 seldom lasts longer than nine months.

Flags used in the Zone come in several different sizes. The most popular

size is the 5½ x 9¾-foot type which is flown on large ships transiting the Canal, and on public buildings. These flags, due to constant exposure to all types of weather, usually last only four to six months. The Company-Government uses from 150 to 200 of these each year.

The life of flags flying on launches is also quite brief. These small flags, 2½ x 4½ feet, of which the Canal organization uses about a hundred annually, seldom last more than four or five months.

The Marine Bureau, with its floating equipment, has the largest number of flags, 49; and the Civil Affairs Bureau, which includes post offices, schools, police and fire stations, has 28. The flag of the United States is always flown on the Canal's marine equipment whenever the launches and tugs, etc., are under way in Canal waters.

Not all of the 112 flags belonging to the Canal are hoisted onto their staffs every day. Generally, most Zone buildings fly their flags on workdays, school days, holidays or any special day required by law or designated by the President or the Governor. The flag at the Governor's house is flown only when he is on the Isthmus.

Since the Canal Company-Government spends about \$3,000 a year making sure that all flags in the Zone are in good condition, it would be completely impractical to replace all of them at one time.

The Storehouse Branch emphasizes the fact that new flags will be issued only as replacements for worn-out ones and should not be requested by anyone who just wants to have the new 49-star flag.

Crime Display ... from Bullets to Bombs

A grisly collection of what Maj. B. A. Darden, Chief of the Canal Zone Police, calls "memorabilia" is one of the sights to be seen in the Police Headquarters in the Civil Affairs Building.

Started in the early days of the Canal Zone Police, the collection has been put together through the years by members of the Police Division and is one that would gladden the heart of any criminal expert or mystery-story writer.

Recently these articles, all with identification cards, were housed in a mahogany display cabinet built especially for that purpose by prisoners at Gamboa Penitentiary.

Along with wicked-looking murder weapons, home-made bombs and suicide ropes, the case contains machetes, knives, daggers, three sets of brass knuckles confiscated at the Gatun Labor Camp during the 1943 labor riots, and a representative collection of locally-produced marijuana and marijuana cigarettes.

There are also two opium pipes, an opium scale, crude opium, a specimen of cocaine, and a belt used by a prisoner for carrying cocaine. There are 10 pistols of assorted makes and calibers, ropes used by prisoners to commit suicide, a spear cane, and several counterfeit bills and coins.

Interesting as a memento of one of

more unusual cases in the Canal Zone Police files, is a bullet from a 30-caliber Springfield rifle which was used one Sunday in 1921 by an American resident to shoot a duck near Manzanillo Point in Colon. The bullet killed the duck, ricocheted from the water at a right angle, traveled slightly over a mile to hit a Jamaican woman standing on the second floor front porch of a house in France Field. The bullet struck the woman in the center of the forehead, killing her instantly.

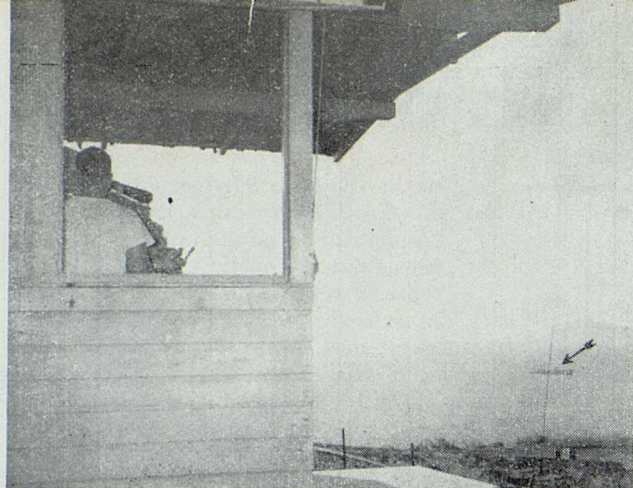
One of the oldest items in the collec-

tion is a razor used in 1909 by a convict to kill his common-law wife who was living in the construction town of Bas Obispo. The most recent additions are samples of home-made bombs, Molotov cocktails, and bullets found in the Canal Zone following the students' riots in Panama last May.

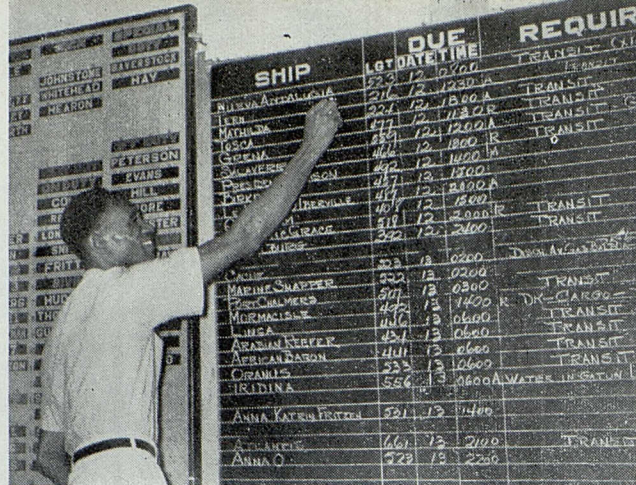
One of the ropes included in the exhibit was made out of toilet paper by a prisoner in the Cristobal jail several years ago. He did a fine job on the rope but was apprehended before he managed to use it to escape.

Maj. B. A. Darden, Chief of the Police Division, looks over the exhibits.

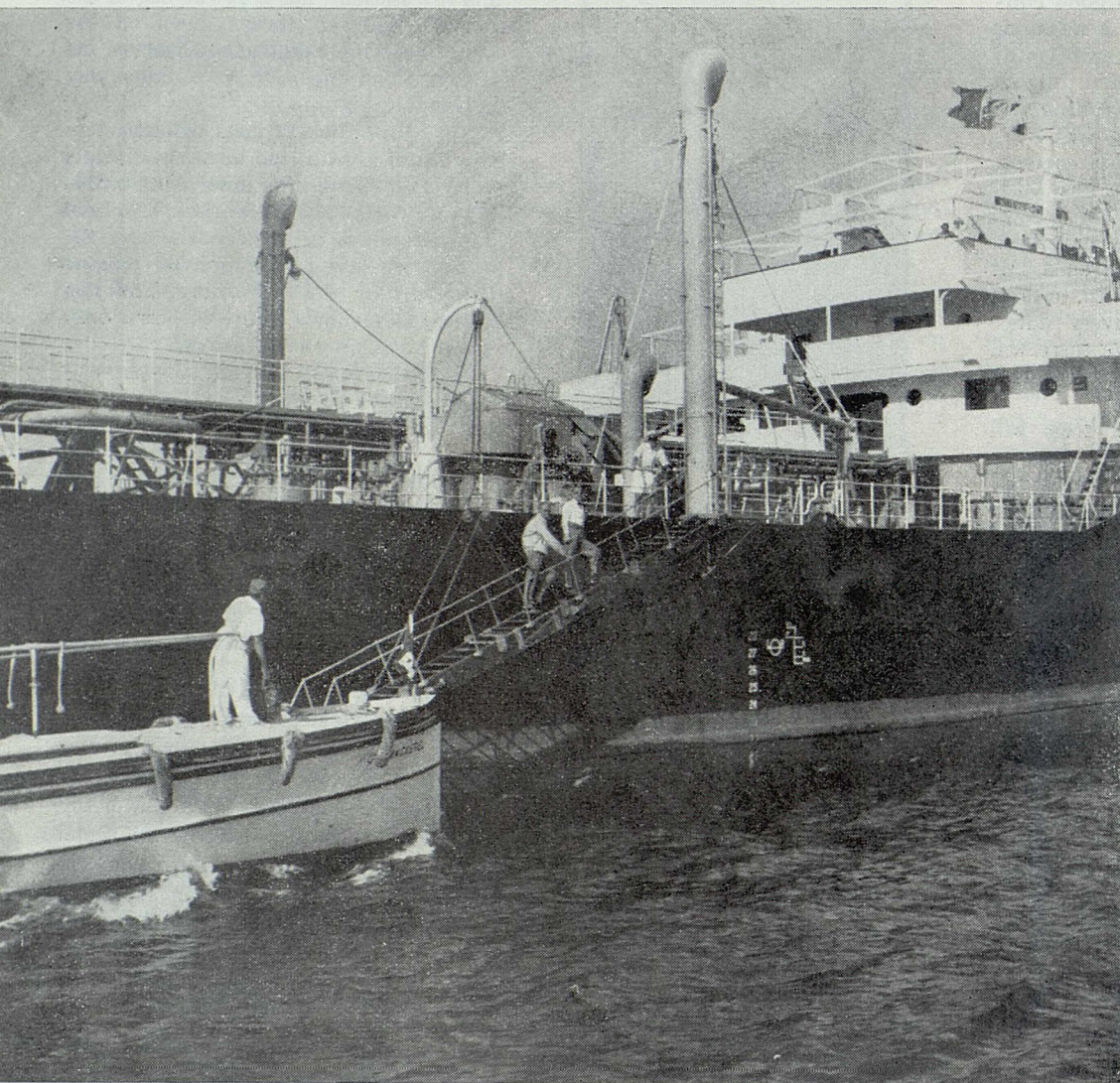




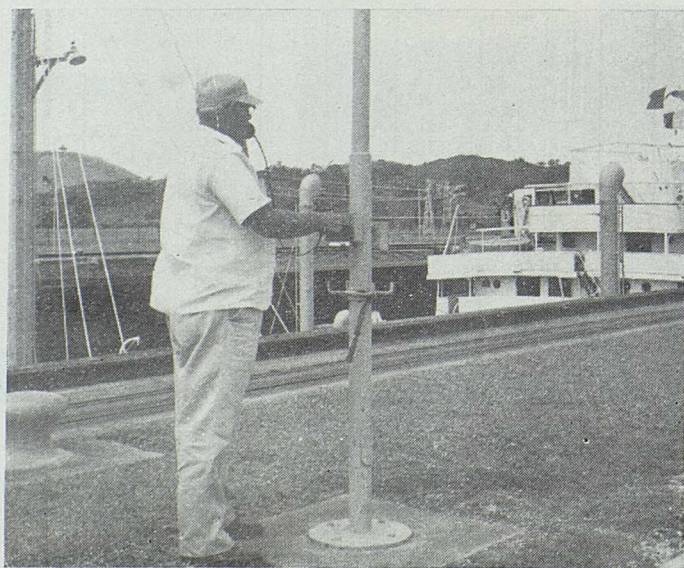
At his post atop Flamenco, Signalman Evert H. Ohman gets his first view of the tanker through high-powered binoculars and calls the Marine Traffic Controller.



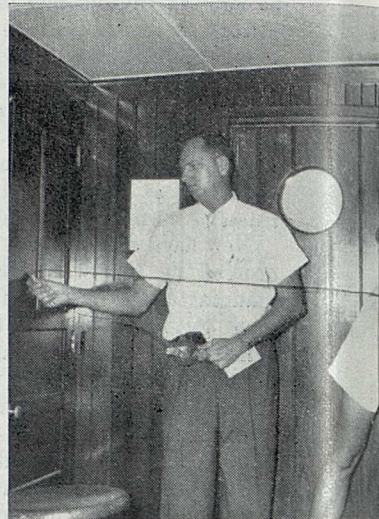
Ruben Padmore, of the Marine Traffic Controller's Office, may never actually see the ship. To him, she is the name he is chalking up on the control board.



The launch operator gets a close-up look at the tanker as his launch carrying the pilot and admeasurer comes alongside the moving ship. These men will ready the ship for transit.

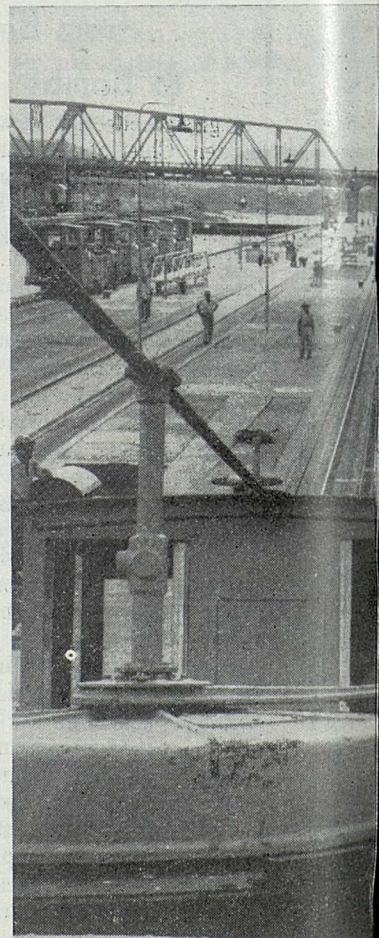


It's a sometimes up
sometimes down
view of the ship
for Lockmaster
Fred Hatchett
from his vantage
point on the
lock wall.



Admeasurer Robert Medinger sees the woman's feet as, with the aid of the ship's crane, he takes her measurements.

As his towing locomotive tops
Allen gets this unique side-long



TRANSITING TANKER

Every man who helps in the operation gets a different view

How does a transiting ship look to a signalman high atop Flamenco Island or at a lonely station perched on the steep banks of the Canal? How does a big tanker appear to a Canal pilot as he guides his bulky charge into the narrow lock chambers?

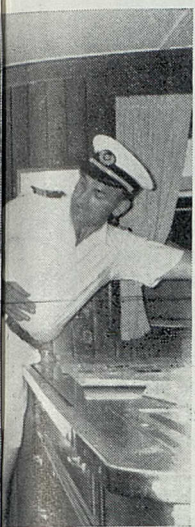
As she is locked through Miraflores, Pedro Miguel, or Gatun, how does she look to the lockmaster or the locomotive operator who watches her from his "mule" along the lock walls?

Every man who helps put a ship through the Canal gets a different view. To some she is just a name or a radio-

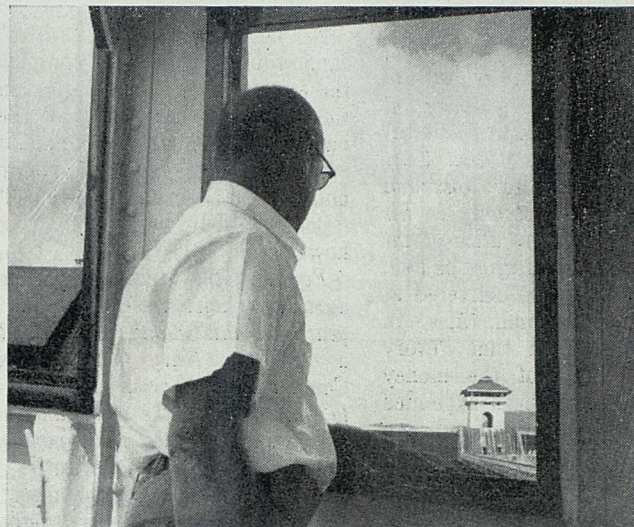
gram, or chalk letters on a blackboard or a metal marker on a chart.

Others get a close-up view of her as they clamber aboard at the anchorage or as they carefully watch as she is raised or lowered in the lock chambers.

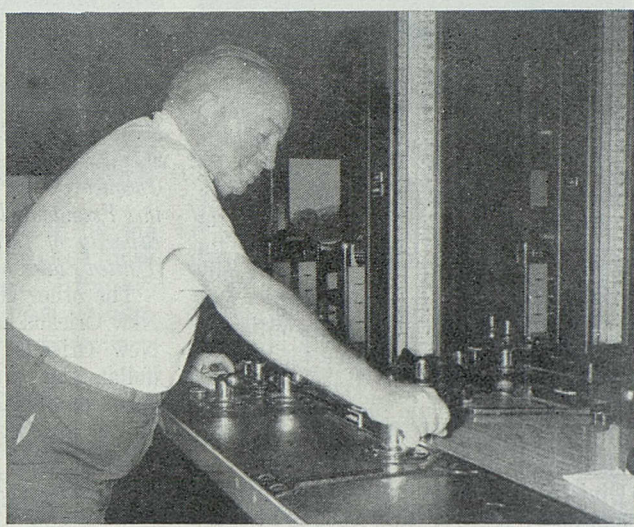
One day recently, the Norwegian tanker "Nueva Andaluca" transited the Canal with a cargo of gasoline. This is the way she looked to some of the men who handled her from the time she entered the anchorage at Balboa until she began her trip through the Cut.



the ship in cubic
chief officer, Arme
tolls computation.

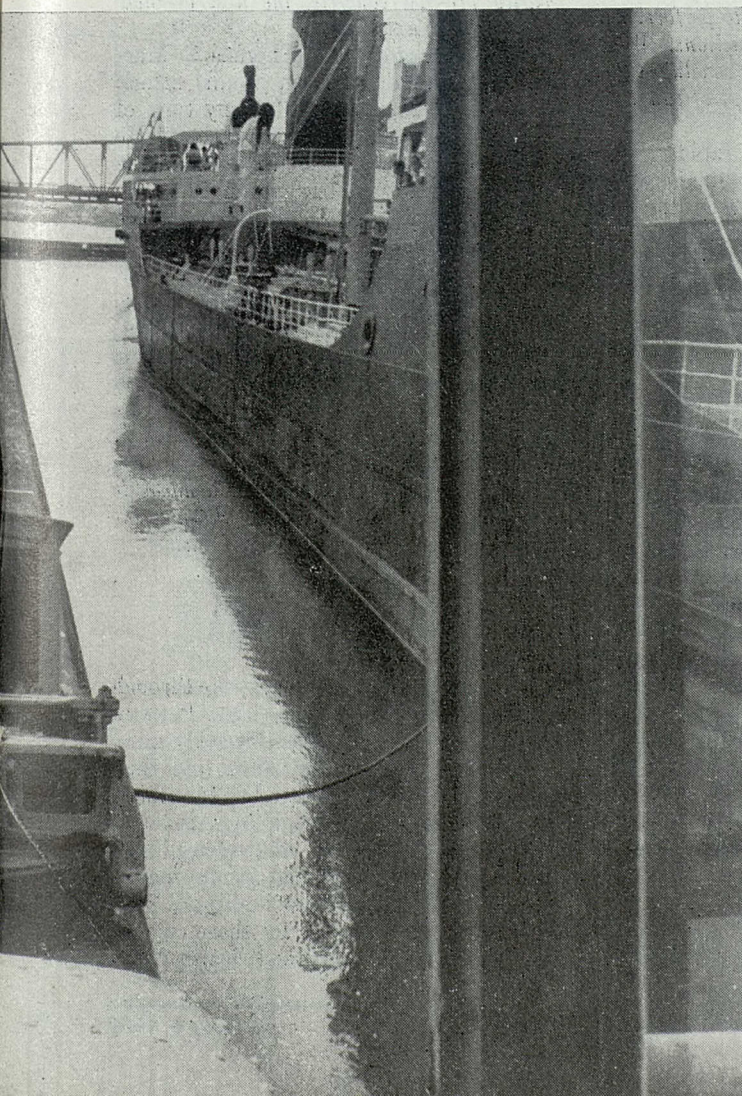


From the ship's bridge, Canal Pilot Leonard Hart gets a many-sided view of the ship and the Canal. Here, he carefully guides her into the locks at Miraflores.

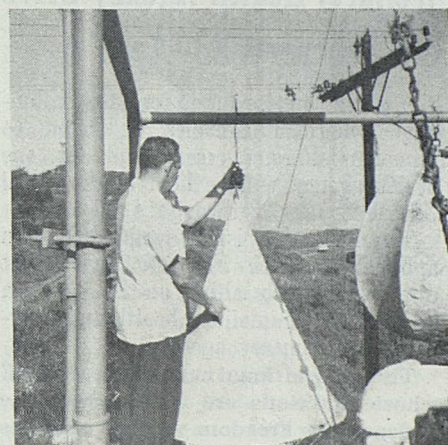


In the Control House at Miraflores Locks, Frank J. Dolan, the Control House Operator, watches the transit of the tanker on a miniature model of the locks.

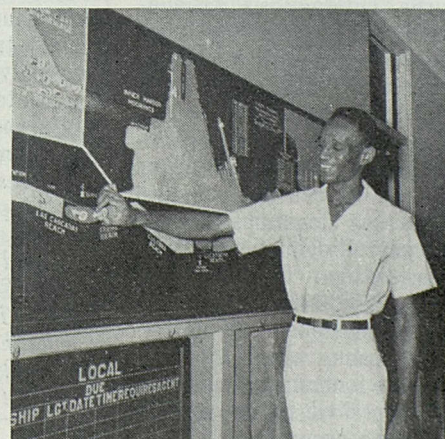
rise just below the Miraflores Control House, Operator B. C.
w of the big tanker as she is towed into the lower lock chamber



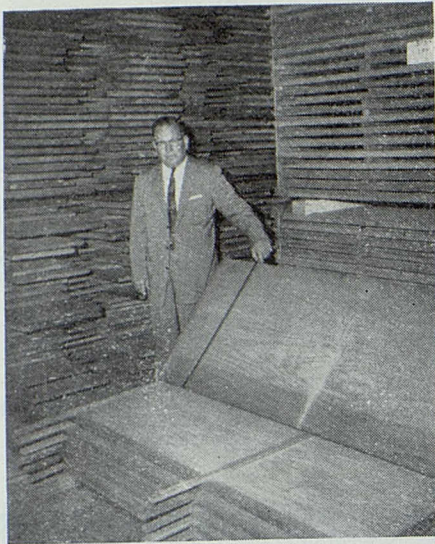
From the Cucaracha
Signal Station
Signalman
Carlos Centella
gets a panoramic
view of the
Canal and the
ship as
she passes through
Gaillard Cut.



A metal marker is the Nueva Andaluca to Mr. Padmore, who moves her along a chart as she transits the Canal.



Lumber Expert Visits Zone



A survey of the Canal Company's lumber procurement and usage was completed last month by Enoch R. Whittington, above, Lumber and Wood Products Inspector of the Army Corps of Engineers.

Mr. Whittington is a member of the Lumber Control Division staff of the District Engineer's Office in St. Louis. His services were requested by the Canal to determine whether the types of lumber in use are the best available for requirements and whether less expensive lumber might meet minimum requirements.

The expert spent one week here last month working closely with Storehouse Division personnel on his study. He has had many years of experience in his work and was specially delegated for the survey by the District Engineer in St. Louis.

Welfare, Health Agency Drive February 23--April 4

A drive to raise funds for three voluntary American agencies dedicated to human welfare overseas and for one health agency will be held in the Canal Zone February 23 through April 4.

The campaign is in compliance with applicable U. S. Federal Government directives which allow on-the-job cash solicitation for qualified health and international voluntary agencies.

The international agencies are: CARE whose functions are well known; the Crusade for Freedom—which operates Radio-Free Europe; and the American Korean Foundation—which has raised funds to rebuild Korea. All three will be represented for the campaign by John Edmondson, Acting Mission Chief for CARE in Panama.

The health agency is the Canal Zone Chapter of the Tuberculosis Association. Daniel J. Paolucci is President.

No quotas are being set for agencies participating in this drive. Materials will be distributed to keymen in the organization, each of whom will be responsible for distribution in the unit he represents.

Later each keyman will collect sealed envelopes containing donations, in cash or check. No payroll deductions will be made for this campaign. The anonymity of the donors will be strictly preserved, since the sealed envelopes will be forwarded to local banks where they will be opened and the amounts contained in the envelopes deposited to the account of the participating agencies.



50 Years Ago

In speeches on the Isthmus and in the United States, 50 years ago this month, President-elect William Howard Taft lauded the progress of the Canal construction, defended its cost, urged his listeners not to believe stories of inefficiency and fraud, and predicted that "on January 1, 1915, if not before, the battle-ships of the American Fleet can pass through this Canal from one ocean to another."

His Canal Zone address was delivered to a crowd of more than 1,200 on the front lawn of the Culebra Clubhouse. The occasion was a meeting of the Canal Zone Chapter of the American Red Cross and the President-elect spoke not only in his capacity of future Chief Executive of the United States but of the Red Cross as well.

The other addresses were delivered at New Orleans and at Meridian, Miss. In New Orleans he declared that "every dollar and every cent (of the money spent on the Canal) has been expended in the interest of the Government and not one dollar can be traced to graft in any shape." In Meridian, he told his audience that the Canal would be built and asked "every American citizen . . . to stand by the men who are building it."

Meanwhile, the Board of Engineers who had accompanied Taft to the Canal Zone reported that they were "satisfied that the dams and locks, the lock gates, and all other engineering structures involved in the lock-canal project are feasible and safe and that they can be depended upon to perform with certainty their respective functions. We do not find any occasion," they concluded their report, "for changing the type of canal that has been advocated."

Work was proceeding rapidly. The average daily excavation in February, 1909, was 136,856 cubic yards, the highest of any month since the American occupation, and for the first time steam-shovels and hand shovels were at work on the section between San Pablo and Gatun, which up to this time had been touched only in surveys and investigations.

25 Years Ago

With 27 transits in one day, the Panama Canal—on February 9, 1934—had its busiest day since October 1, 1927 when 33 ships transited the waterway. Water-front sources, keeping one eye on the Canal's traffic and the other on the increasingly troubled European situation, commented on heavy nitrate shipments to Europe—12 such ships in 21 days—and shipments of scrap iron to Japan.

Zonians who had been feeling the pinch of a 15 percent pay cut were jubilant as they read that the Senate, on February 21, had voted to return one-third of the cut effective February 1 and the remainder on July 1. The thrifty however, learned with dismay that the interest-rate on postal savings would be cut from 3 to 2.5 percent, as of April 1.

From Washington the Associated Press reported that Gov. J. L. Schley, appearing before the House Interstate Commerce Committee, had endorsed a "measure to ensure the employment" of American citizens in a majority of the Canal's skilled labor classifications and had urged legislation to amend the existing system of levying tolls.

10 Years Ago

All field work of the Atrato-Truando canal route survey was completed with the exception of the geological investigation and the main group of the survey party was back in the Canal Zone, special Engineering Division spokesmen announced in February, 1949. The final report would not be ready for two months, however.

Forces of the Mechanical—now the Industrial—Division were busy at work 10 years ago this month preparing to careen a 6,500-ton Navy floating drydock for Canal transit. The drydock was too wide to pass through the locks and had to be tipped on its side by 1,000 pontoons which were gradually filled with water.

Zonians were upset by news 10 years ago this month, that a tax exemption bill which would eliminate the income tax exemption for Federal employees in the Canal Zone had been introduced before the House Ways and Means Committee.

The Panama Canal asked bids for 12 masonry quarters at Camp Coiner, to provide 30 apartments. The houses would be partly pre-cast concrete, the first of their type in the Canal Zone.

In Washington, Rep. Thomas E. Martin of Iowa said that an atomic attack would be "catastrophic" for any type of canal—"at Panama or elsewhere." He told the 81st Congress that one of the most important matters it would have to consider would be the plan to increase facilities of the Panama Canal, an alternative canal, or a supplementary Isthmian waterway—or all of these proposals.

Pretty hands reached across the Panama-Canal Zone boundary 10 years ago this month to cement international friendship. The hands were those of the Panama Carnival Queen and her Court, four of whom were girls from the Canal Zone. The Carnival, officially known as the "Carnaval de Concordia," held its parades through the Zone, for one of the first times in history.

One Year Ago

With local newspapers on strike through most of February, 1958, THE PANAMA CANAL REVIEW published biweekly mimeographed news sheets which told their readers that Col. John D. McElheny would succeed Col. Hugh M. Arnold as Lieutenant Governor; that consultants were on the Isthmus to study marine traffic control; and that additional benefits might be expected for those covered by the group hospital and health insurance plan.



Four little Brownies, junior-version Girl Scouts, are as much entranced by the new Scout Executive, Miss Lola Arnold, as they are in the Brownie Handbook she is reading to them. The Brownies are: Kathleen Coffey, Albrook; Rosanne Masenga, Nellie Lynn Wood, and Cathy C. McCoy, from Balboa.

Code of Ethics for Government Service

Copies of a ten-point Code of Ethics for Government Service, formulated by the Congress of the United States, were received in the Canal Zone last month from the United States Civil Service Commission.

The Code is designed to "set forth in a readily-understood but meaningful manner basic standards of conduct as a guide to all who are privileged to be a part of Government service."

An accompanying explanation from the Senate Committee on Post Office and Civil Service stated that the resolution is to "apply to every servant of the public, whether he be the President, a Member of Congress, a lifelong career employee, or an employee engaged only on a temporary basis to expedite the movement of mail during the Christmas rush."

The Code, the Senate Committee added, "does etch out a charter of conduct against which those in public service may measure their own actions and upon which they may be judged by those they serve."

The Code

Any person in Government service should:

1. Put loyalty to the highest moral principles and to country above loyalty to persons, party, or Government department.
2. Uphold the Constitution, laws, and legal regulations of the United States and of all governments therein and never be a party to their evasion.
3. Give a full day's labor for a full day's pay; giving to the performance of his duties his earnest effort and best thought.
4. Seek to find and employ more efficient and economical ways of getting tasks accomplished.
5. Never discriminate unfairly by the dispensing of special favors or privileges to anyone, whether for remuneration or not; and never accept, for himself or his family, favors or benefits under circumstances which might be construed by reasonable persons as influencing the performance of his governmental duties.
6. Make no private promises of any kind binding upon the duties of office, since a Government employee has no private word which can be binding on public duty.
7. Engage in no business with the Government, either directly or indirectly, which is inconsistent with the conscientious performance of his governmental duties.
8. Never use any information coming to him confidentially in the performance of governmental duties as a means for making a profit.
9. Expose corruption wherever discovered.
10. Uphold these principles, ever conscious that public office is a public trust.

Group Insurance Covers Increased Health Costs At Same Premium Rate

The 10,000 Canal employees who are members of the group hospitalization plan will pay no higher insurance premiums this year despite increases in Canal Zone medical tariffs which became effective the first of this month.

Arrangements were completed late last month for Mutual of Omaha to continue underwriting the group plan at no increased premiums. The agreement was reached at a series of conferences with officials of the insurance firm and a committee from the Canal Zone Employee Group Health Insurance Board. No other material changes have been made in the underwriting agreement which will continue in effect for a year. Employees will have the benefit of the same coverage at the higher hospitalization rates.

Serving as a special committee from the Insurance Board were Robert Van Wagner, Board President; Rufus Lovelady and Charles McG. Brandl, representing the U. S. citizen group; and Harold W. Rerrie, Ellis L. Fawcett, and Jefferson Joseph, representing the non-U. S. citizen employees. The conferences were attended by Daniel J. Paolucci, Co.-Govt. Liaison Representative.

Here from Omaha to participate in the conference from Mutual were Gale E. Davis, Vice President of Mutual of Omaha, and John P. Boler, Manager of Mutual's Franchise Department. The company was also represented by Ivan D. McCarty, local agent of Mutual.

In announcing the coverage at higher rates at no additional cost to the individual employees, Mr. Van Wagner expressed general satisfaction of Board members with the new arrangements.

The underwriting agreement with Mutual of Omaha will be subject to a general review of all coverage now provided early next year, he said. This review will be made well in advance of the expiration of the agreement to give the Insurance Board a wider latitude in its negotiations for group coverage, it was announced.

Approximately 80 percent of all Canal employees are now covered in the group hospitalization plan. A large number of new members joined early last year when a new agreement was reached with Mutual of Omaha whereby benefits were materially increased and the plan was extended to employees who retire from the service.

The new medical tariff which became effective February 1 was announced at the end of December.

Principal rate changes which affect comparatively large groups include those for hospitalization, general and specialty-clinic treatment, private accommodations and maternity care.

Hospital and medical services rates are set on a sliding scale in direct relation to salaries. The new tariff contains a change in that employees are now divided into seven instead of six salary groups. The new group includes those employees with salaries above \$13,854 a year.

The premium rates for this new group will be higher in keeping with higher benefits. Individual notices will be sent to those affected.

PROMOTIONS AND TRANSFERS

December 15 through January 15

Employees who were promoted or transferred between December 15 and January 15, are listed below. Within-grade promotions are not reported.

CANAL ZONE CENTRAL EMPLOYMENT OFFICE

Nine employees of the Panama Canal Personnel Bureau, most of them from the Wage and Classification Division, were transferred last month to the newly-opened Canal Zone Central Employment Office. They are listed below, with their former positions and their jobs in the new office:

Otto W. Helmerichs, from Employee Utilization Representative, Employment and Utilization Division, to Chief of the new Office.

Mrs. Heliana F. de Varella, Clerk-Stenographer, from Wage and Classification Division.

Mrs. Margaret A. Fabjance, from Clerk-Typist, Office of Personnel Director, to Personnel Clerk (Certification).

Mrs. Hua W. Rigby, from File Clerk, Employment and Utilization Division, to File Supervisor.

Clarence H. Browne, from Personnel Assistant, Cristobal Labor Office, to Supervisory Personnel Assistant.

George J. Moreno, from Personnel Assistant, Employment and Utilization Division, to Employment Suitability Officer.

Hilda C. Viglietti, from Clerk-Typist, Employment and Utilization Division, to Qualification Rating Clerk.

Mrs. Zelda E. Glassburn, from Personnel Clerk (Typing), Employment and Utilization Division, to Personnel Clerk (Certification).

Mrs. Margaret M. Kourany, Clerk-Typist, from Employment and Utilization Division.

CIVIL AFFAIRS BUREAU

Alex Fugate, Jr., from Life Guard, Division of Schools, to Substitute Distribution Clerk, Postal Division.

Ray W. Wheeler, from Lieutenant to Captain, Fire Division.

OFFICE OF THE COMPTROLLER

Mrs. Edna P. Reilly, from Clerk-Typist, Meteorological and Hydrographic Branch, to Time, Leave, and Payroll Clerk, Accounting Division.

Donald H. Boland, from Accountant to Auditor, General Audit Division.

Barbara C. Hughes, from Clerk-Typist to Clerk-Stenographer, Accounting Division.

ENGINEERING AND CONSTRUCTION BUREAU

Dredging Division

Edwin C. Tompkins, from First Assistant Engineer, Pipeline Dredge to Dipper Dredge Engineer.

David W. Sullivan, from Pipeline Dredge Pump Operator to Guard Supervisor.

Mirt Bender, from Third Mate, Pipeline

Dredge, to Mate, Dipper Dredge.

William S. Walston, from Second Mate, Pipeline Dredge, to Mate, Dipper Dredge.

Landen H. Gunn and **David J. Burkett**, from Leverman, Pipeline Dredge, to Mate, Dipper Dredge.

Charles G. Morency, from Second Mate, Pipeline Dredge, to Mate, Dipper Dredge.

Charles J. Connor, from Third Mate, Pipeline Dredge, to Mate, Dipper Dredge.

Alfred Brameld, from Pipeline Dredge Engineer to Guard Supervisor, Dredging Division, then to Diesel Operator-Machinist, Power Branch.

Charles J. Holmes and **Benito Larringa**, from Small Tug Master, Dredging Division, to Construction Inspector, Contract and Inspection Division.

Mrs. Ruth E. Clement, from Clerk to Clerk (Typing), Electrical Division.

Kenneth E. Marcy, from Carpenter, Locks Division, to Quarters Maintenance Lead Foreman, Maintenance Division.

Christopher G. Bennett, from Elevators and Crane Inspector, Industrial Division, to Diesel Operator-Machinist, Power Branch.

HEALTH BUREAU

Col. Thomas G. Faison, from Director, Gorgas Hospital, to Health Director.

Mrs. Winifred E. Kneise, from Staff Nurse to Staff Nurse (Medicine and Surgery), Gorgas Hospital.

MARINE BUREAU

John H. Droste, from Pipeline Dredge Pump Operator, Dredging Division, to Guard, Locks Security Branch.

Woodrow W. Rowland, from Cablesplicer to Wireman-Cablesplicer, Atlantic Locks.

Thomas E. Price, from Towing Locomotive Operator, Atlantic Locks, to Guard, Locks Security Branch.

Anthony G. Lynn, from Plant Maintenance

Lead Foreman III to Chief Marine Machinist Foreman, Industrial Division.

PERSONNEL BUREAU

Mrs. Marjorie L. Engel, from Clerk to File Clerk, Employment and Utilization Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

William D. McGowin, from Commissary Supervisor to Retail Store Supervisor, Sales and Service Branch.

Mrs. Elsie B. Garcia, from Supervisory Selling Assistant to Retail Store Supervisor, Sales and Service Branch.

James F. Burgoon, from Retail Store Supervisor to Laundry and Dry-Cleaning Plant Superintendent, Sales and Service Branch.

TRANSPORTATION AND TERMINALS BUREAU

Richard E. Parker, from Towing Locomotive Operator, Locks Division, to Automotive Machinist, Motor Transportation Division.

OTHER PROMOTIONS

Promotions which did not involve change in title follow:

Joseph A. Bialkowski, Marine Inspection Assistant, Navigation Division.

William J. Joyce, Accountant, General Audit Division.

George T. Fitzgerald, Towboat or Ferry Chief Engineer, Navigation Division.

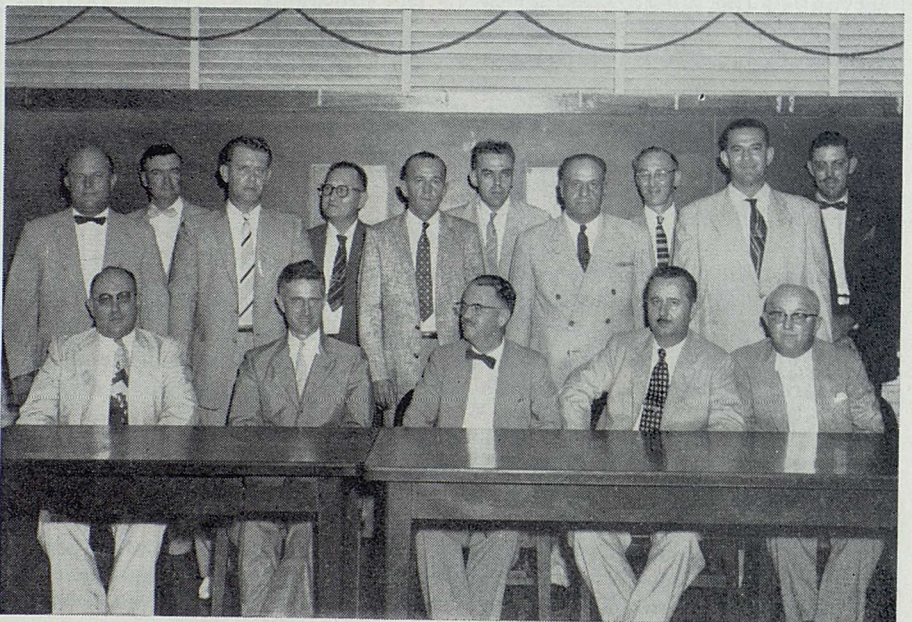
James W. Watson, Towboat or Ferry Master, Navigation Division.

Mrs. Joan V. Corliss, Time, Leave, and Payroll Clerk, Accounting Division.

Theodore P. Daly, Trial Attorney, Office of the General Counsel.

Dr. Bernard K. Levin, Chief of Quarantine Section, Division of Preventive Medicine and Quarantine.

Labor Leaders



Officers for this year for the Canal Zone Central Labor Union, largest organized labor group in the Canal Zone, appear above. From left, seated: Samuel Roe, Jr., Legislative Alternate; R. F. Hesch, Legislative Representative; E. W. Hatchett, President; J. H. Elliott, Secretary; S. J. Garriel, Member, Wage and Grievance Board. Standing: F. A. Anderson, Labor Member, Industrial Training Committee; G. E. Mitchell, Sergeant-at-Arms; J. H. Stuewe, Armed Forces Committee Member (Army); R. L. Mecaskey, Armed Forces Committee Member (Air Force); E. H. Womble, First Vice President; J. H. Pfau, Second Vice President; J. J. Belcourt, Trustee; W. M. O. Fischer, Treasurer; J. H. Young, R. C. Casanova, First and Second Alternates, respectively, Wage and Grievance Members. Not shown: T. P. McCann, Armed Forces Committee Member (Navy), Mrs. Jane Fuller, and A. J. Waldorf, Trustees. Mrs. Fuller is the first woman to serve on the Board of the Central Labor Union.

RETIREMENTS

Retirement certificates were presented the end of January to the following employees who are listed alphabetically, together with their birthplaces, titles, years of Canal service, and their future homes.

John B. Bombek, Illinois; Truckdriver, Motor Transportation Division; 15 years, 6 months, 23 days; Los Angeles, Calif.

Frank A. Dorgan, New Jersey; Lockmaster, Atlantic Locks; 28 years, 1 month, 27 days; future address undecided.

Mrs. Eula R. Driscoll, Texas; English and General Mathematics Teacher, Balboa High School; 17 years, 4 months, 29 days; Canal Zone.

Mrs. Perpetua B. Hackett, Canal Zone; Appointment Clerk, Personnel Bureau; 10 years, 9 months, 20 days; Canal Zone.

Russell T. Harris, Michigan; Machinist, Electrical Division; 18 years, 7 months; St. Petersburg, Fla.

Phillip Schneider, Austria; Marine Machinist, Industrial Division; 18 years, 11 months, and 15 days; Panama.

—ANNIVERSARIES—

30 YEARS

As January came to a close, six more employees were added to the ranks of the 30-year men. Each of the six men represents a different unit—the Accounting Division, the Navigation Division, the Engineering Division, the Health Bureau, the Civil Affairs Bureau, and the Community Services Division. Three of them came here as servicemen.

The Accounting Division representative is **Charles W. Balser**, supervisory accounting clerk. Mr. Balser came to the Isthmus with the Army and was stationed at Fort Clayton from 1932 to 1939. On November 25, 1939, he came to work for the Canal organization as a clerk at Gatun Locks. He has been with the Accounting Division since July 5, 1956. His hometown is Grand Rapids, Mich.

The Navigation Division is represented by **Henry R. Chenevert**, foreman of the Launch Repair Shop. Mr. Chenevert, who is a native of Lowell, Mass., also came to the Isthmus with the Army. He was stationed at France Field. Following his discharge from the Army he joined the Canal organization in 1941 as a machinist in the Municipal Engineering Division. Mr. Chenevert has held his present position since November 4, 1956, and has been active in local labor circles.

John E. Davis, general engineer, is the Engineering Division representative. Mr. Davis, who was born in Chicago, Ill., began his Canal career as a tracer with the Office Engineer, now the Engineering Division, August 19, 1936. He came to the Canal Zone in 1928 with the Corps of Engineers and was discharged at Fort Davis in 1931. Following his discharge, he worked for the Army until he joined the Company-Government organization. He has held his present position since July 1, 1956.

The Health Bureau's representative is a native of the Isthmus. **Efrain Escalona**, who was born at Macaracas in the Province of Los Santos, is supervisory pharmacist at Gorgas Hospital. Mr. Escalona, a graduate of the Philadelphia College of Pharmacy, joined the Canal organization January 21, 1929, as a druggist assistant. He has held his present position since July 13, 1953.

The Assistant to the Civil Affairs Director, **James Marshall**, is the Civil Affairs Bureau representative on the 30-year roster. Mr. Marshall, who came to the United States from Halifax, England, worked in a number of States before he came to the Canal November 6, 1930, as a clerk with what was then known as the Correspondence Bureau, now a part of the Administrative Branch. He has been with the Civil Affairs Bureau since June 27, 1932.

Jack C. Randall is the 30-year man from the Community Services Division of which he is now Chief. His first Canal job was with the District Quartermaster's office at Balboa. He has worked for a number of Canal units and for the Army on the Isthmus, but most of his 30 years have been spent in housing work. Brooklyn, N. Y. is Mr. Randall's hometown.

25 YEARS

Four of the five employees who observed their twenty-fifth anniversaries of service with the Canal organization during the last month have continuous service. They are listed alphabetically, below.

Henry J. Chase, who was born in Santa Marta, Colombia, came to work for the Canal organization as a commissary salesman. He is presently employed as drugs and sundries supply officer in the Sales and Service Branch.

Edward A. Eckhoff, planner and estimator with the Industrial Division, began his Canal service as a machinist with the Mechanical Division but has been in his present position since September 13, 1945. Mr. Eckhoff is a native of St. Louis, Mo.

Dalvin S. Heilman is a policeman with the Police Division who began his service as a Locks watchman. During his 25 years of service he has also worked as motorcycle officer and chauffeur. His hometown is Arcadia, Pa.

John E. Schmidt, control house operator with the Locks Division, is a native of Baltimore, Md. He has held a variety of jobs including cablesplicer and towing locomotive operator.

Burton E. Davis, whose service is broken, is a native of Glassboro, N. J. His first Canal position was as marine copyist with the Mechanical Division. His present position is Chief of the Design Section in the Industrial Division.

20 YEARS

A variety of jobs are represented by the eight men whose names appear on the roster of employees who completed 20 years of service last month.

Louis A. Austin is a substitute window-clerk with the Postal Division. He began his service as an elevator operator with the Locks Division and since that time has worked with the Mechanical, Surveys, and Motor Transportation Divisions and with the Sales and Service Branch. He is a native Zonian, born in Ancon.

Robert J. Byrne, guard with the Locks Division, is another Isthmian, having been born in Colon. His Canal service began as messenger with the Locks Division. In 1941 he was transferred to the Sales and Service Branch where he served as Commissary Manager until June 30, 1957, when he was transferred back to the Locks Division.

John J. Connard is a pilot. His hometown is West Haven, Conn. He came to the Canal as an operator machinist with the Dredging Division. On January 1, 1944, he was transferred to the Navigation Division as a pilot-in-training and on July 1, 1944 became a pilot.

Edward R. MacVittie is an architect with the Engineering Division. Buffalo, N. Y., is his hometown. He came to the Canal organization as a student engineer.

Thomas H. Murphy is a pipefitter, a job he has held throughout his employment with the Canal. He has worked at this job with both the Mechanical and Dredging Divisions. He is presently employed with the latter. Mr. Murphy is a native of Freetown, Mass.

John E. Ridge, Jr., another of the three 20-year men born on the Isthmus, is a pumping plant operator with the Water and Laboratories Branch. His first job was as checker with the Locks Division and for a while he was junior airport Manager with the Aero Section.

James E. Walker is linesman foreman with the Power Branch. All of his service, which is continuous, has been with the Electrical Division. He is a native of Linn, Okla.

Harry B. Whitney has continuous service as wireman with the Locks Division. He was born in Milford, Me.

15 YEARS

Eleven employees reached the 15th year mark in Government service in January.

Two of the employees are assistant plant accountants with the Plant Accounting Branch. They are **Jessie W. Degenaar**, of Paterson, N. J., and **Cecil Kovel**, of Duluth, Minn.

Five of the other employees have continuous service. They are: **Clifford S. Asbury** of Yankee, N. Mex., machinist in the Locks Division; **Anna L. Beckley** of Staten Island, N. Y., accounting clerk, Maintenance Division; **Oscar R. Hall** of Guild, Tenn., senior powerhouse operator, Power Branch; **Donald H. Secrest** of New York, N. Y., wireman, Locks Division; and **James L. Snyder** of Beverly, Mo., assistant dry-

35 YEARS

Maintenance and construction dredging in the Canal and in Gatun and Miraflores Lakes, the Pacific and Atlantic entrances and terminal harbors is the business of Capt. **George S. Suddaby**, who tops the anniversary list this month with 35 years of service.

Captain Suddaby, a native of Ottawa, Canada, came to the Canal organization as a machinist at Pedro Miguel, December 11, 1925. He has held his present position since July 25, 1951.

As Pipeline Suction Dredge Master, he is in command of the dredges *Mindi* and *Mandinga*, along with his other duties. The



Mindi has just been placed on a reserve status for the next two years, but Captain Suddaby will continue as her Master and will be in charge of the caretaker crew assigned to the dredge.

The *Mandinga* will continue in operation, her latest project being work on the old East Diversion near Cristobal. Captain Suddaby will be in charge of this work.

Hunting and fishing are the favorite leisure-time activities of the Captain. He especially likes spin fishing for corbina during the season, and duck hunting.

goods supply officer, Sales and Service Branch.

Other fifteen-year men are: **Dwight A. McKabney** of Jerseyville, Ill., attorney, Office of the General Counsel; **Russell A. Weade** of Staunton, Va., towing locomotive operator, Locks Division; **Fred L. Watson** of Middletown, N. Y., heavy-duty equipment mechanic, Maintenance Division; and **Waldemar R. Zirkman** of Brownsville, Pa., window clerk, Postal Division.



FROM CRISTOBAL

Cristobal.....February 7
Ancon.....February 14
Cristobal.....February 25

FROM NEW YORK

Ancon.....February 6
Cristobal.....February 17
Ancon.....February 25

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

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

CIVIL DEFENSE

If or when the Canal Zone should suffer a major disaster or enemy attack—which no one hopes will happen—several hundred employees of the Company-Government will be ready to aid the victims of such a catastrophe.

This group, 642 strong, is made up of the members of the Civil Defense Rescue Forces. Together, they compose one of the many units of the Zone's Civil Defense organization.

By the end of last month, all of this group of 642 men and women had received written notice of what they should do and where they should gather in case of an emergency. They will all be specially trained for their rescue jobs and, from time to time, in local or national alert practices, they will gather in their assembly areas prepared to give first-aid, register or evacuate casualties, or to perform the other functions assigned to their particular group.

The Canal Zone's Civil Defense, which has been organized in its present form since 1951, has two major functions: Initial rescue work and evacuation of personnel from disaster areas, and damage control. The entire organization is based on the premise that in the event of a catastrophe there would be only two groups of individuals—those who need help and those who can provide that help. This would be true equally in any disaster.

A natural disaster might be a devastating hurricane or an earthquake of major severity. Although the Zone is well out of the hurricane belt and there has been no serious earthquake since that in Puerto Armuelles in 1934, no one, of course, can guarantee that these could never occur.

An enemy attack on the Isthmus could cause widespread damage and injuries. And there are other eventualities in which Civil Defense forces might be called on for help—an explosion aboard a transiting ship, for instance, or a disastrous fire.

A master Civil Defense and Disaster Relief Plan, covering the entire Zone, was approved last year. Under this master plan, civil defense duties were assigned to the various Company-Government Bureaus and independent units. Their civil defense duties are closely allied to their normal operations. Electrical Division forces, for example, would be concerned with power and communications; Maintenance Division units with water supply and street clearing. The Supply Division would provide, food, clothing, and materials for reconstruction; the Community Services Division would arrange for food and shelter for the refugees.

The Master Plan calls for two Disaster Relief Centers; one of these is the Main Control Center now under construction in the basement of the Administration Building at Balboa Heights, and the other is an alternate control center which will be located on the Atlantic side.

All of the rescue and rehabilitation work will be carried on by the so-called "Disaster Task Forces," by directions from this main center or, should the main center be knocked out, from the alternate center. These "Disaster Task

Forces" are primarily the Canal's operating units.

Communications equipment for the main and alternate control centers, and for the rescue forces, has already been received and the stationary communications and equipment will soon be installed. Most of the radiological monitoring equipment for both training and actual operations is now on the Isthmus. Decontamination trucks will soon be available.

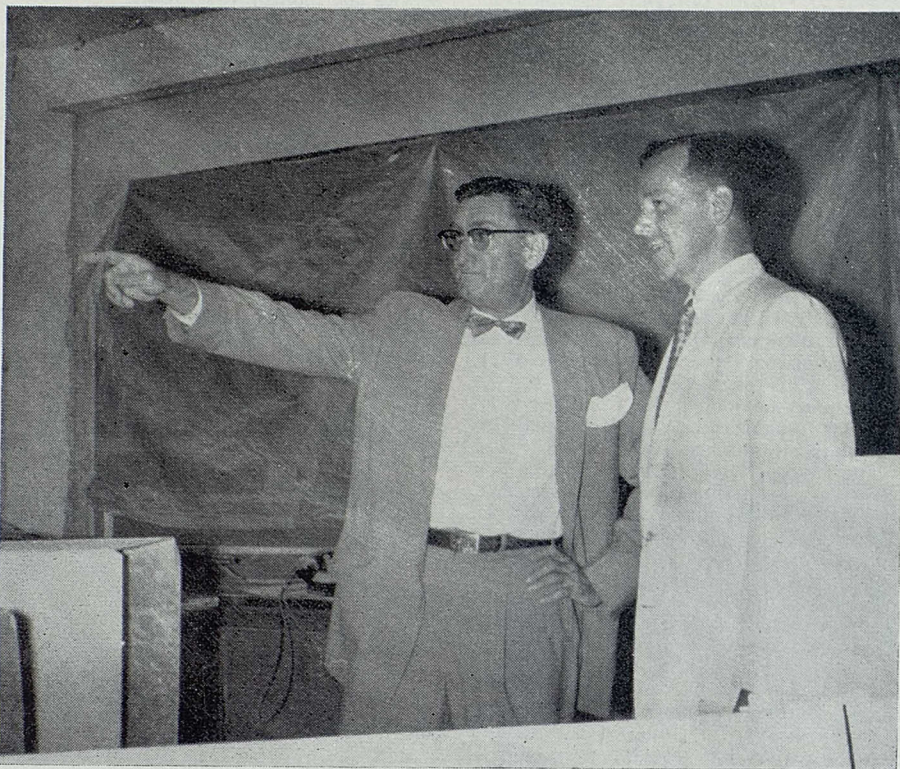
Backing up the "operational units" in the Civil Defense organization are the hundreds of rescue workers and the Civil Defense Volunteer Corps. Both of these groups have been kept separate from those needed for restoration and rehabilitation.

The rescue workers are divided into several teams: Radiological monitoring, first aid, litter-bearer work, decontam-

instruments will be located in the various police and fire stations across the Isthmus. These will enable a cross-Isthmian reading on a radioactive fallout pattern to be made at any given time. Eventually, these monitoring stations will be tied in with the Armed Forces and, it is hoped, with some outlying areas in the Republic of Panama.

Armed Forces Medical Corpsmen will demonstrate litter-bearing, loading, and unloading of casualties, and the transportation of the injured. This same group will also teach decontamination procedures. First aid classes will also be scheduled and certified first aid instructors are needed for them. Any certified instructor who is willing to teach one or more classes should notify the Civil Defense Office.

Only a moderate effort has been made to assign employees in the rescue



Lieutenant Governor John D. McElheny, right, and Philip L. Dade, Civil Defense Chief, look over the progress of the Balboa Heights Control Center.

ination, casualty treatment and registration, rescue and evacuation, and transportation. Some of the rescue workers have been assigned to the various hospitals to serve as aides and orderlies.

The special training to be given those assigned to rescue work will be done during regular working hours, with the rescue workers grouped into small units so as not to inconvenience normal business.

The training in radiological defense monitoring, known officially as RADEF, will be carried on at the Army Training Center at Fort Clayton and will include both theory and actual instrument work. The curriculum will be prepared especially for Panama Canal personnel.

Approximately 60 persons have already been registered from the Pacific side for this service. About half of this group will be policemen and Fire Division officers. In addition, radiological detection

groups to duty near their jobs, since a disaster could occur day or night.

The assembly area for rescue workers on the Pacific side is the Maintenance Division area in Balboa, on the Atlantic side in the Industrial Division area, and at Gamboa in the Dredging Division area.

In addition to its Rescue Workers, the Civil Defense organization has a large corps of volunteers.

In the Volunteer Corps there are now 209 graduates of the American Red Cross Nursing Assistants course, all of whom have had first aid training. In addition, there are 173 others who have been trained in first aid in the past two years.

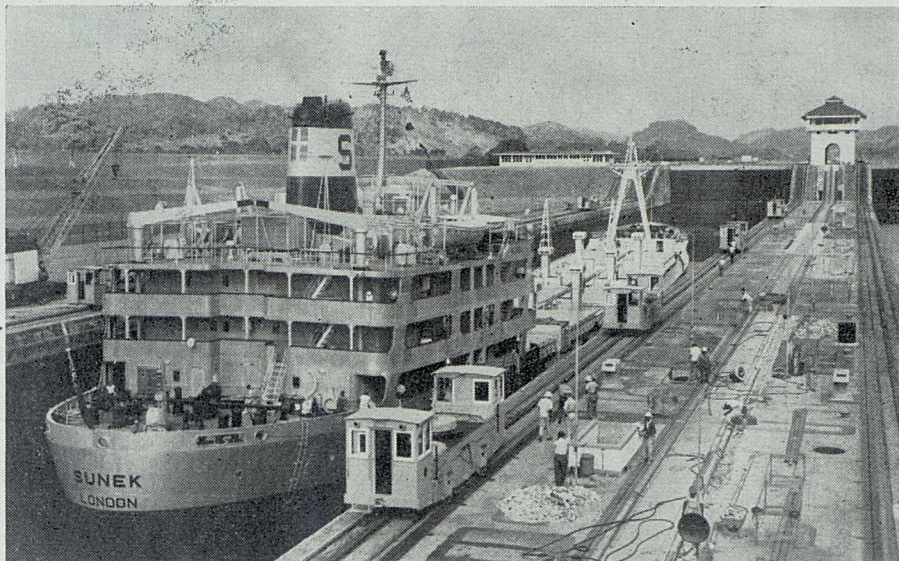
These Atlantic and Pacific side volunteers, in case of emergency, would work at the Coco Solo, Gorgas, and Corozal hospitals, while those from Gamboa would report to the mobilization center of the reserve force, available to aid either side of the Canal Zone.



SHIPS AND SHIPPING



INTERCOASTAL OIL SHIPMENTS BOOST CANAL TOLLS TO RECORD DURING FIRST HALF OF FISCAL YEAR



The British cargo vessel Sunek looks like a tanker, but she isn't; technically she is a Texas knot-boat, with most of her machinery at her stern. She grosses 12,576 tons, and at the time of transit, was carrying a load of grain to Great Britain.

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	Second Quarter, Fiscal Years				
	Atlantic to Pacific	Pacific to Atlantic	1959 Total	1958 Total	1938 Total
Commercial Vessels:					
Ocean-going-----	1,180	1,192	2,372	2,366	1,335
Small*-----	115	112	227	162	236
Total commercial-----	1,295	1,304	2,599	2,528	1,571
U. S. Government vessels:**					
Ocean-going-----	32	20	52	76	-----
Small*-----	36	35	71	126	-----
Total U. S. Government-----	68	55	123	202	-----
Total Commercial and U. S. Govt..	1,363	1,359	2,722	2,730	-----

*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.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS Vessels of 300 tons net or over (Fiscal years)

Month	Transits			Tolls (In thousands of dollars)		
	1959	1958	1938	1959	1958	1938
July-----	767	788	457	\$3,681	\$3,668	\$2,030
August-----	777	812	505	3,664	3,599	2,195
September-----	717	771	444	3,357	3,504	1,936
October-----	806	813	461	3,718	3,680	1,981
November-----	773	779	435	3,628	3,522	1,893
December-----	793	774	439	3,682	3,521	1,845
January-----	-----	744	444	-----	3,376	1,838
February-----	-----	700	436	-----	3,104	1,787
March-----	-----	810	506	-----	3,628	2,016
April-----	-----	734	487	-----	3,363	1,961
May-----	-----	752	465	-----	3,526	1,887
June-----	-----	710	445	-----	3,305	1,801
Totals for first 6 months of fiscal year-----	4,633	4,737	2,741	\$21,730	\$21,494	\$11,880
Totals for fiscal year-----	-----	9,187	5,524	-----	\$41,796	\$23,170

Heavy intercoastal shipments of oil from the United States west coast through the Canal during the first six months of this fiscal year were a major factor in establishing a new high record for tolls for a six-month period.

The oil shipments were also instrumental in setting a record for cargo shipped from the Pacific to the Atlantic via the Canal.

Tolls for the first half of this fiscal year totaled \$21,730,000; for the comparable period in fiscal year 1958 tolls were \$21,494,000. Last October was the highest single month for commercial tolls collections in the Canal's operating history. During that month tolls totaled \$3,720,876 on commercial vessels. December, with \$3,683,959 in commercial tolls collections, was in second place.

The oil shipments which affected both tolls and cargo statistics amounted to 1,119,000 tons for the first six months of the current fiscal year, compared to 383,000 tons for the same period during the previous fiscal year.

These shipments, Canal statisticians say, are at a peak in a recurrent cycle. Periodically, a large surplus of residual oil accumulates on the U. S. west coast. Large quantities are shipped to the opposite coast to correct the situation temporarily. One of these peaks occurred during the first half of this fiscal year.

The record for tolls was set despite the fact that the total traffic moving through the Canal was slightly lower during the first six months of the current fiscal year than during the first six months of fiscal year 1958. Ships are steadily increasing in size; the average size of tankers is larger than the average size of other cargo vessels and, with their greater cargo capacity, tankers pay higher tolls than the average merchant craft.

Cargo shipments from Pacific to Atlantic totaled 13,270,000 tons for the first six months of the present fiscal year, setting a new record. Cargo shipments in this direction for the first six months of fiscal year 1958 totaled 12,611,000 tons.

Cargo shipments in the opposite direction—from Atlantic to Pacific—are now rising after a drop which reflected the recession in the United States last year. The 10,689,000 tons of (See page 18)

A new high record for transits through the Panama Canal was set last month when 826 ocean-going commercial ships went from ocean to ocean via the waterway. The January transits averaged 26.7 daily; the highest previous daily average was 26.23. Tolls figures had not been compiled as this issue of "The Review" went to press but there was every indication that the previous record of \$3,720,876, set last October would be exceeded by over \$200,000.

Panama Line's Service Praised By Passengers

Still more kudos for the Panama Line's service afloat and ashore were added last month to the files of many other similar letters received by the Panama Canal Company. The latest commendations came from two experienced travelers and from a large group of passengers on the SS *Cristobal's* New Year's Cruise.

The appreciative travelers were George G. Coughlin, senior partner of the firm of Harrison, Coughlin, Dermond & Ingalls, of Binghamton, N. Y., and Dr. Charles Murray Gratz, internationally-known surgeon of Greenwich, Conn. and New York City.

After Mr. and Mrs. Coughlin returned to Binghamton from a round-trip aboard the SS *Ancon*, he wrote:

"I don't think I was ever on a ship which was cleaner or where the morale of the crew and the passengers was any better than it was on the *Ancon* under the leadership of Captain Foley. The Purser and his assistants were most courteous, and Mr. McKnight and those working for him made the passengers feel at home, as though they were the personal guests of the steamship line."

Dr. and Mrs. Gratz made the trip to Haiti aboard the SS *Cristobal* and after a week in Port-au-Prince continued to the Canal Zone aboard the SS *Ancon*. After their return, he wrote:

"May I express to you the appreciation of Mrs. Gratz and myself for the many courtesies above and beyond anything expected from each and everyone of your splendid staff . . .

"May I draw your attention to the splendid work done by your Chief Clerk, H. E. McDonald, Port-au-Prince, Haiti. The Skippers and each and every member of their crews and your port officials gave more than excellent service throughout."

The signatures of the *Cristobal's* appreciative passengers occupied two and a half pages of Panama Line stationery. They said:

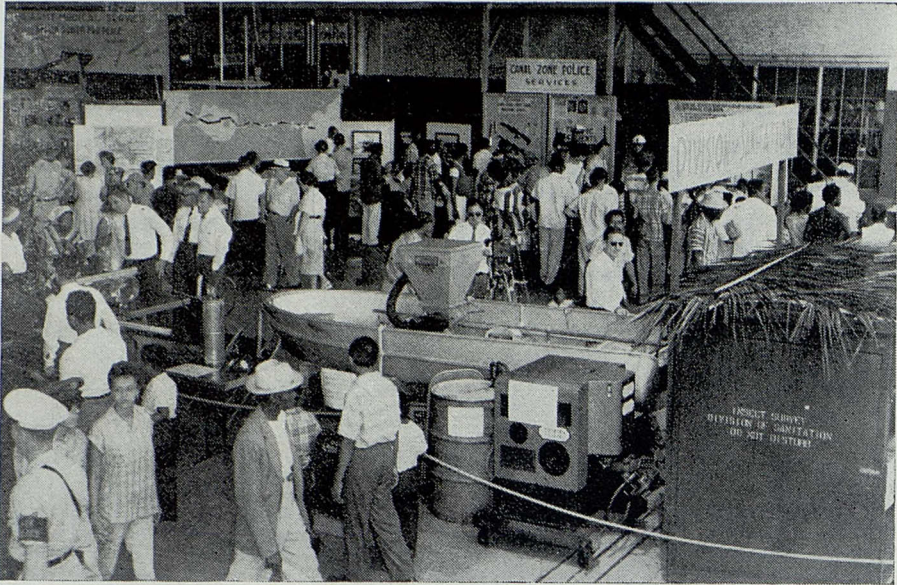
"We, passengers aboard the *Cristobal* on December 31, 1958, wish to commend Chief Purser Robert Hill, for his concerted efforts in promoting an extraordinarily colorful and enjoyable New Year's Eve party. Mr Hill's conscientious interest in, and informal guidance of, our party program proved a noteworthy contribution to our fun."

Intercoastal Oil Shipments Boost Canal Tolls To Record During First Half Of Fiscal Year

(Continued from page 17) cargo moved in this direction, however, are still well under the 12,456,000 tons carried from Atlantic to Pacific during the first six months of fiscal year 1958.

Other than the increase in trade on the intercoastal route because of the oil shipments from the U. S. west coast there were no significant changes in trade routes during the first six months of this fiscal year.

There were increases in the number of Colombian, French, German, Japanese, Liberian, Netherlands, and Swedish ships using the Panama Canal, compared with the first six months of last year, while decreases were shown in the number of United States, British, Honduran, and Panamanian registered vessels.



Displays featuring everything from the dispatching of ships through the Canal to the cancellation of stamps in a Canal Zone postal unit were a part of the Canal exhibit on Armed Forces Day, January 10. The eye-catching exhibit, showing the Canal organization in action, attracted crowds throughout the day.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Second Quarter, Fiscal Years		
	1959	1958	1938
United States Intercoastal	139	134	311
East Coast of U. S. and South America	594	616	124
East Coast of U. S. and Central America	94	147	3
East Coast of U. S. and Far East	345	389	139
U. S./Canada East Coast and Australasia	47	47	42
Europe and West Coast of U. S./Canada	259	248	252
Europe and South America	245	234	142
Europe and Australasia	93	88	38
All other routes	556	463	284
Total traffic	2,372	2,366	1,33

Canal Commercial Traffic by Nationality of Vessels

Nationality	Second Quarter, Fiscal Years					
	1959		1958		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Arabic	1		1	9,055		
Argentine						
Belgian	4	3,295				
British	311	1,713,382	317	1,938,385	297	1,447,720
Chilean	26	137,352	23	147,270	1	6,127
Chinese	12	86,163	13	99,597		
Colombian	71	99,796	59	92,969		
Costa Rican	3	13,504	2	18,000		
Cuban	10	1,324				
Danish	85	284,753	92	297,397	56	220,973
Ecuadorian	9	13,794	10	12,049		
Finnish	4	18,999	7	27,451		
French	41	149,622	23	125,839	28	163,965
German	236	624,935	218	688,296	83	384,808
Greek	23	198,621	29	271,409	19	82,437
Guatemalan	1					
Honduran	31	53,039	77	73,427	1	869
Hungarian					3	13,235
Irish	2	17,844				
Italian	38	195,550	49	277,475	13	46,192
Japanese	210	1,396,859	187	1,155,384	72	418,523
Liberian	250	2,179,756	241	2,132,839		
Mexican	5	14,641				
Netherlands	86	464,503	54	165,994	74	205,439
Nicaraguan	19	29,284	22	32,641		
Norwegian	229	1,082,374	222	1,030,366	151	795,486
Panamanian	95	374,534	139	783,044	39	94,155
Peruvian	18	87,367	19	73,217	1	1,148
Philippine	5	26,530	6	25,590		
Soviet					2	4,990
Spanish	18	73,029	7	25,372		
Swedish	52	216,988	43	182,988	27	180,032
Swiss	1	9,999	1	10,338		
United States	476	2,707,494	503	2,653,209	464	2,583,090
Venezuelan			2	7,416		
Yugoslavian					4	21,052
Total	2,372	12,275,331	2,366	12,357,017	1,335	6,670,241

A Letter to Locks Employees

This is a story especially for the members of the Locks Employees Association and for the others of the Locks Division forces who spent considerable time decorating the Panama Canal's Locks for the holidays.

Your efforts were appreciated, gentlemen, and a lady from Boston has gone to the trouble of saying so.

Although she addressed her letter to the Department of Waterways, Panama Canal Division, Washington, D. C., it reached the Canal Zone last month, and although she called Gatun Locks "Gorgas Lock" she gave an enthusiastic description of its holidays trimmings.

The writer signed her name as Doris James. She was, she said, a passenger on the SS *Pioneer Tide* of the United States Lines, which made the southbound transit on Christmas Day.

"Aside from the giant 'ditch' and the perfect operation of it," she wrote, "I was impressed with this: Many people had put much effort to make it Merry Christmas for people they would never see. Electricians had erected stars, sign painters had put up the words in unexpected places . . .

"Especially notable, of course, was the life-size Mr. and Mrs. Santa Claus and

A Christmas Day visitor appreciated the decorations

their queer children facing the Canal on a far shore. Very jolly! At the Gorgas (sic) lock, in letters big enough to be seen from both channels, were signs bearing good wishes in at least eight different languages.

"If you publish a 'trade paper' for Canal Zone personnel," she concluded, "please tell them their efforts beyond the line of duty made Christmas a nicer day for a lot of far-from-home folks."

The holiday trimmings for the past season were among the most elaborate the Locks ever used. All of the control houses sported holiday greetings, either painted onto canvas or outlined in lights; on the lock walls, reindeer-drawn sleighs suggested a more romantic form of transportation than the freighters in the locks.

The multilingual Christmas card which excited Miss—or Mrs.—James' comment stood on the center wall of the upper level at Gatun. It was a 3 x 4 foot sign, with white letters on a bright red background, expressing greetings of the season in English, Spanish, Dutch, Japanese, German, French, and Norwegian. (The Bostonian had miscounted by one!)

Miraflores Bridge was also dressed up for the holidays, with stars outlined in lights, and appropriate holiday slogans

Consultants Here For Canal Study

Three consultants of the panel appointed by the House Merchant Marine and Fisheries Committee to study the interoceanic canal problem visited the Canal Zone this week for a series of conferences and studies.

They were Lt. Gen. Leslie R. Groves, USA, ret., Hartley Rowe, and John E. Slater. The panel is composed of six members, the other three being Dr. S. C. Hollister, of Ithaca, N.Y., E. Sydney Randolph, of Baton Rouge, La., and Francis S. Friel, of Philadelphia. Howard T. Critchlow, Staff Director of the panel, accompanied the group on its visit this week.

The Merchant Marine and Fisheries Committee was represented at the series of conferences by Bernard J. Zincke, Assistant Counsel for the Committee. Mr. Zincke has worked closely with the panel of consultants since its appointment by Representative Herbert C. Bonner, Committee Chairman.

This was the second visit of the consulting board, although Gen. Groves was unable to attend the series of conferences held here last March. General Groves, now a Vice President of Remington-Rand, Inc., gained international renown as head of the Manhattan Project which produced the world's first atomic explosion.

The tentative schedule for the group when this issue of the REVIEW went to press called for all-day sessions both Monday and Tuesday including one field inspection trip. The consultants were to arrive Sunday afternoon.

Principal attention was to be centered on independent studies of future Panama Canal traffic and plans prepared in 1947 by the Special Engineering Division on the interoceanic canal problem. The traffic study was conducted by Stanford Research Institute. The other was done by the consulting firm of Parsons, Brinckerhoff, Hall & Macdonald and consisted of a review of engineering data and cost estimates on long-range plans prepared in the Isthmian Canal Studies of 1947.

Here to present the revised estimates on long-range plans was M. N. Quade, senior partner of the consulting firm. A discussion of six different plans for the canal of the future encompassed in the study was led by Lt. Gov. John D. McElhenry.

A summary and discussion of the Stanford Research Institute report was given by Hugh Norris, Economist of the Executive Planning Staff.

Other phases of Canal operations or studies under consideration include the proposed Canal lighting system, the traffic control system, and tests conducted at the David Taylor Model Basin in Carderock, Md. Lt. Col. Robert D. Brown, Jr., Engineering and Construction Director, gave a discussion of the Gibbs and Hill report on a traffic control system, and Capt. Warner S. Rodimon, Marine Director, discussed the model basin tests.

The field trip of the panel of consultants was scheduled for Tuesday night during which they were to inspect the new lighting system at Pedro Miguel Locks, and take a trip through Gaillard Cut to see the experimental lights installed there. Also scheduled for Tuesday was the showing of a movie of towing locomotive techniques developed with the LeTourneau machines at Gatun Locks.

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

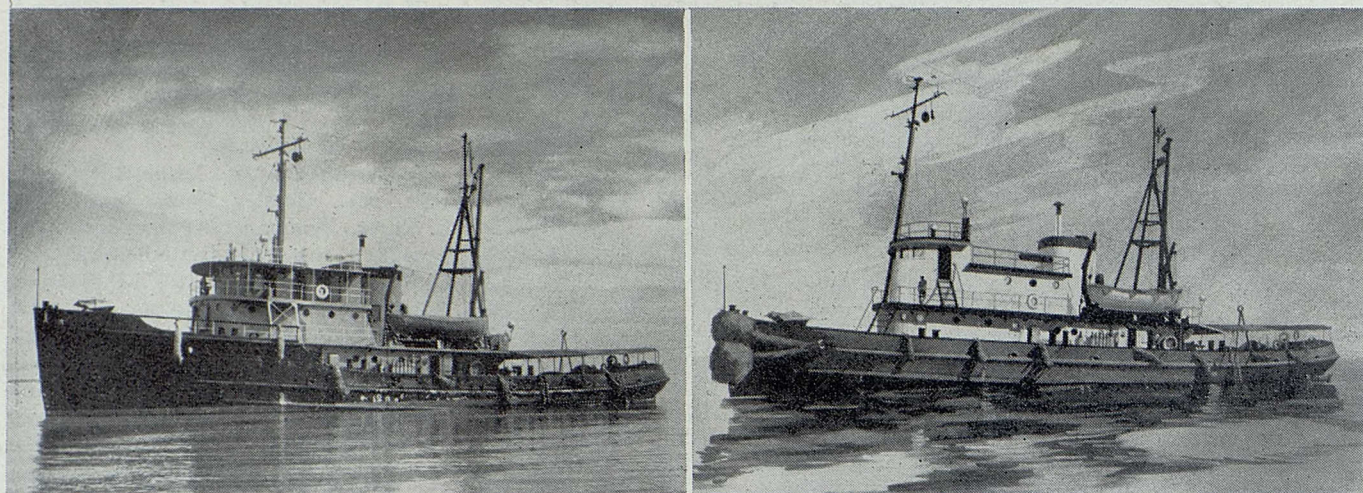
PACIFIC TO ATLANTIC

Commodity	Second Quarter, Fiscal Years		
	1959	1958	1938
Ores, various	1,827,319	2,109,926	524,191
Lumber	874,585	807,490	671,973
Barley	447,757	125,179	57,310
Petroleum and petroleum products (excludes asphalt)	435,198	68,646	665,884
Sugar	324,167	225,774	302,617
Wheat	322,682	594,678	217,658
Canned food products	300,176	320,130	303,166
Metals, various	271,009	255,829	179,591
Nitrate of soda	268,897	284,412	306,890
Bananas	265,696	283,772	14,159
Food products in refrigeration (except fresh fruit)	162,149	137,114	64,079
Iron and steel manufactures	100,954	34,379	3,184
Oilseeds and products	97,831	52,399	28,628
Coffee	97,241	76,943	33,884
Pulpwood	89,094	60,172	108,884
All others	1,087,936	1,017,178	901,743
Total	6,972,691	6,454,021	4,383,841

ATLANTIC TO PACIFIC

Commodity	Second Quarter, Fiscal Years		
	1959	1958	1938
Petroleum and products (excludes asphalt)	1,484,554	1,650,221	287,537
Coal and coke	821,163	1,091,064	37,108
Iron and steel manufactures	388,693	462,352	479,661
Soybeans	327,183	304,547	992
Phosphates	289,397	265,242	71,763
Chemicals, unclassified	119,400	114,697	27,914
Sugar	111,514	21,730	971
Corn	96,332	106,740	1,600
Paper and paper products	86,475	93,459	94,572
Cotton	83,566	86,175	18,155
Sulphur	79,516	71,522	9,150
Wheat	78,984	100,623	101,599
Machinery	68,746	83,272	40,773
Ammonium compounds	68,385	42,093	15,806
Bauxite	66,129	105,233	
All others	1,132,603	1,304,026	1,098,799
Total	5,302,640	5,902,996	2,286,400

The *Taboga*-Now and Then



These pictures show the *Taboga* as she looks today, left, and an artist's conception of her future appearance.

A major face-lifting job which will convert the sea-going tug *Taboga* into a modern efficient working tug, which can be used both in transit operations in the Canal and on outside harbor duty, was started this week by the Industrial Division in Cristobal.

The work will consist mainly of the lowering of the bow weather deck and the superstructure by approximately one deck level, so maximum use can be made of the present equipment and fittings.

As a result, the *Taboga* will be a handsome looking craft, Industrial Division people believe, and will be a much more useful tug when engaged in dredging and towing work in the Panama Canal.

The conversion project should take about five weeks. Much of the prefabrication and lofting were done before the *Taboga* entered the Industrial Division drydock this week after a trip to Serrana Bank to service lighthouses in that area. The work to the superstructure as well as overhaul to the *Taboga*'s powerful engines

is being done concurrently with the tug's regularly-scheduled overhaul.

The *Taboga* is a 1,500-horsepower sea-going salvage tug which was built in 1943 for the U. S. Navy by the Gulfport Boiler and Welding Works, Inc. The tug was acquired by the Canal Marine Bureau in 1947. Since that time it has been engaged in salvage and rescue work at sea as well as lighthouse work. Although the Canal has several other sea-going tugs, the *Taboga* is the only salvage tug owned by the Canal organization.

Old Friend Returns

One of the cruise ships scheduled to call at Canal ports during February is the North German Lloyd passenger liner *Berlin*, which is making only one cruise this year. The only passenger ship operated by the North German Lloyd Company at present, the 20,000-gross-ton *Berlin* has been on the North Atlantic run, making regular trips between Bremerhaven and New York. She will be joined next summer by the new *Bremen*, which will be placed in the North Atlantic service in July.

The *Berlin*, formerly the Swedish American Line *Gripsholm*, has made cruise trips to the Canal other years. This year she will arrive in Cristobal February 23 and will make calls at Curacao, Kingston, Havana, and St. Thomas before returning to New York. She is represented here by the Continental Shipping Corporation.

Other cruise ships scheduled to dock in Cristobal during February are the *Empress of England*, February 10; the *Nieuw Amsterdam*, February 11; the *Mauretania*, February 18; the *Homeric*, February 19; the *Hanseatic* and the *Ariadne*, February 20; and the *Ocean Monarch*, February 21.

New Service

A direct service between Pacific coast ports and Port-au-Prince, Haiti, will be inaugurated this month by the Mitsui Line which is represented locally by the United Fruit Company. According to West Coast agents, the service will be started by the *Kibi Maru*, a new cargo vessel, which is making its maiden voyage from the Orient.

Like other vessels of the Mitsui Line which transit the Canal, the *Kibi Maru* will make calls at La Guaira, Trinidad, Curacao, Dominican Republic, Havana, Tampa, and Gulf ports. The ship has a gross tonnage of 8,676 tons and is equipped to carry general cargo.

Automobiles Afloat

Small European cars are passing through the Panama Canal by the thousands these days on their way from European ports to the United States West Coast. A great number of them are being carried on freighters operated by the Totem Line and Hanseatic Vaasa Line, both of which have started the European-West Coast service especially for this purpose.

The Totem Line, a comparatively new combine owned by Wegel A. B. and operated by Arne Larson and Co. both of Stockholm, Sweden, has four vessels on charter which carry Volvos, Renaults, Simcas, Hillmans, and British Fords to the West Coast in shipload lots, utilizing a new kind of tubular knockdown crate designed for this purpose. The ships, running on a monthly schedule, are the *Hindustan*, *Colytto*, *Bronnoy*, and *Carina*. They are represented here by Fenton and Company.

Two vessels of the Hanseatic Vaasa Line are on this service. They are the *Kersten Miles*, which made her maiden trip through the Canal in January, and her sister ship the *Karpfanger*. Agents for this line are Andrews and Company.

TRANSITS BY OCEAN-GOING VESSELS IN DECEMBER

	1957	1958
Commercial.....	774	793
U. S. Government.....	28	18
Total.....	802	811

TOLLS*

Commercial.....	\$3,522,830	\$3,683,959
U. S. Government.....	74,274	93,141
Total.....	\$3,597,104	\$3,777,100

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

CARGO (long tons)

Commercial.....	4,057,864	4,106,168
U. S. Government.....	71,806	90,590
Total.....	4,129,670	4,196,758

Power Patching

Two patches, one of them the largest shaped plate ever to be installed on the hull of a ship by the Industrial Division by the use of velocity power tools (gun-powder actuated), were fitted to the hull of the Chinese cargo ship *Hai Huang* which arrived here last month with two holes in the hull. The templating, fitting, and securing of the patches were done under water in Cristobal by Industrial Division divers. The plates were made in the Industrial Division boilershop.

The actual driving of the studs was done with velocity power tools which literally pierce the hull plating with a projectile which is threaded on one end to form a stud. The repairs took five days.

The *Hai Huang*, a Chinese cargo vessel carrying a cargo of corn from U. S. ports to Japan, hit a reef while she was en route to the Canal. The two holes in the hull were located under number one hold and had ruptured the double bottoms which were filled with fuel oil. Since the vessel was too large for the Cristobal drydock, the method of temporary repairs used was the only one possible without having to discharge much of the cargo.

New French Ships

The French Line, which has a thriving trade between European ports and the West Coast of South and North America, is adding to its fleet of passenger-cargo vessels which pass regularly through the Panama Canal. In service since September is the *Magellan*, a new freighter which joined other company vessels on the run between Le Havre and Valparaiso.

The second new ship to be placed in service was the *Maryland* which made the southbound transit in January en route to North Pacific ports. The *Maryland* will be followed later this year by the *Michigan* and *Mississippi*.