



REVIEW

Vol. 5, No. 9

BALBOA HEIGHTS, CANAL ZONE, APRIL 1, 1955

5 cents

LATEST CENSUS OF CANAL ZONE CIVILIAN POPULATION SHOWS DECREASE OF 3,096 WITHIN 18-MONTH PERIOD

Staff Officers Step Smartly



REGIMENTAL STAFF officers for the Field Day exercises of Balboa and Cristobal Junior ROTC set a smart pace for the cadets as they pass the reviewing stand with Governor Seybold as reviewing officer. In front, Cadet Lieutenant Colonel Charles Hummer, the commanding officer, is shown turning to give a command. Regimental Staff officers back of him, left to right, are: Cadet Captain Douglas C. Schmidt, Cadet First Lt. William Stevens, and Cadet Lt. Col. Harvey D. Smith.

(See page 16 for more pictures and story of ROTC Field Day)

Governor Presents House Committee Extended Review Of Canal Activities

One of the most comprehensive briefings ever given to a Congressional committee on the Panama Canal and its operating organization was scheduled this week before the full House Merchant Marine and Fisheries Committee by Governor Seybold.

Presentation of the information was requested by Representative Herbert C. Bonner, Democrat, of North Carolina, who is Chairman of the Committee. The Merchant Marine and Fisheries Committee handles Panama Canal legislation and Chairman Bonner requested a briefing for his full committee because of numerous changes in assignments when Congress was reorganized this year.

Two days were scheduled for the briefing—Wednesday and Thursday of this week.

The briefing covers the entire range of Canal operations as well as its history, the organization which operates the waterway and its related facilities, the Canal

Zone Government, and a discussion of the future of the Canal.

While the Governor was to give an oral presentation, documented with pictures, charts, lantern slides, and maps, all members of the committee were furnished in advance with copies of a prepared booklet containing a brief of the text and descriptive material to be covered in the orientation.

Governor Seybold left last week for Washington and expects to be away from the Isthmus for about three weeks.

Lindsley H. Noble, Comptroller, is also in Washington to attend the meetings with the various Congressional Committees and the quarterly meeting of the Board of Directors.

William G. Arey, Jr., Information Officer, and Hugh A. Norris, Economist, are also in Washington to assist the Governor during the orientation talks. Both were engaged for some time before the Governor's departure in compiling the necessary material and statistical information.

The civilian population of the Canal Zone declined from 42,049 in June 1953, to 38,953 in November 1954, a decrease of 3,096, according to a compilation of census figures just completed by the Personnel Bureau. These figures include all residents except uniformed personnel of the Armed Forces.

The November census also showed that only about one third of the people directly dependent on employment by the Company-Government and other U. S. Government agencies on the Isthmus reside in the Canal Zone. Of the total of 71,046 employees (and their families, exclusive of dependents of military personnel) who work in the Canal Zone or for the United States Government in Panama, 46,051 reside in the Republic of Panama.

In past years the annual census of the civilian population of the Canal Zone was taken by the Canal Zone Police and covered only an actual count of residents. Last year, however, the census was greatly expanded to develop additional information required for advance planning in budget matters and for the staffing of such facilities as hospitals and schools.

Questionnaires Used For Census

The November census was handled by the Personnel Bureau and was conducted chiefly by questionnaires distributed to all employees of the United States Government on the Isthmus, dependents of military personnel, and to all other persons living in the Zone or have access, by reason of employment, to Canal Zone facilities. The latter category included employees of such private firms as shipping companies, retired employees, religious workers, and land licensees.

The Administrative Branch assisted by taking the census of Zone residents other than Government employees and their families. The census in Panama of U. S. Government agency employees was made by the American Embassy, and that of military personnel dependents was made by military authorities. The Personnel Bureau received full cooperation from other agencies in the task.

Among the various data developed through the census was the number of persons occupying Panama Canal quarters; the size of families; the number of school children by age groups, and the number of children under school age who would normally attend Zone schools; the employment status of the heads of all households; and the nationality, sex, and marital status of all indi-

(See page 11)

Pedro Miguel Assumes Deserted Village Air When Facilities Close

Pedro Miguel, one of the oldest towns in the Canal Zone, will assume a more pronounced appearance of the deserted village this month with the closing of the commissary, service center, theater, and the moving of most of the remaining Canal Zone employees to other localities.

It was announced many months ago that Pedro Miguel would be abandoned as a permanent townsite and residents were notified to vacate their quarters by the end of March. The commissary, service center, and theater all were closed yesterday.

Some of the houses are to be continued in use for several months while work at Contractors Hill is in progress since employees of the Tecon Corporation are being housed there. During this period, limited operations will be continued by the Service Center Division, using the commissary building for this purpose. This will include limited luncheonette service, the sale of various miscellaneous items ordinarily carried in the service centers, plus a limited stock of nonrefrigerated food items.

This arrangement was made as a convenience to the small group of residents who otherwise would require more frequent trips to Diablo Heights or Balboa for minor necessities.

The Pedro Miguel Post Office will also continue operations for another few months, no definite date for its closing having been set. The police station has already been closed, but the fire station will continue in operation there, since it affords fire protection for the remaining buildings there and also for the town of Paraiso. The gasoline station also will continue in operation until a proposed gasoline station at Paraiso is built.

It is planned to utilize several of the permanent type buildings in Pedro Miguel and locate the Pacific side Latin American High School there after La Boca High School is closed.

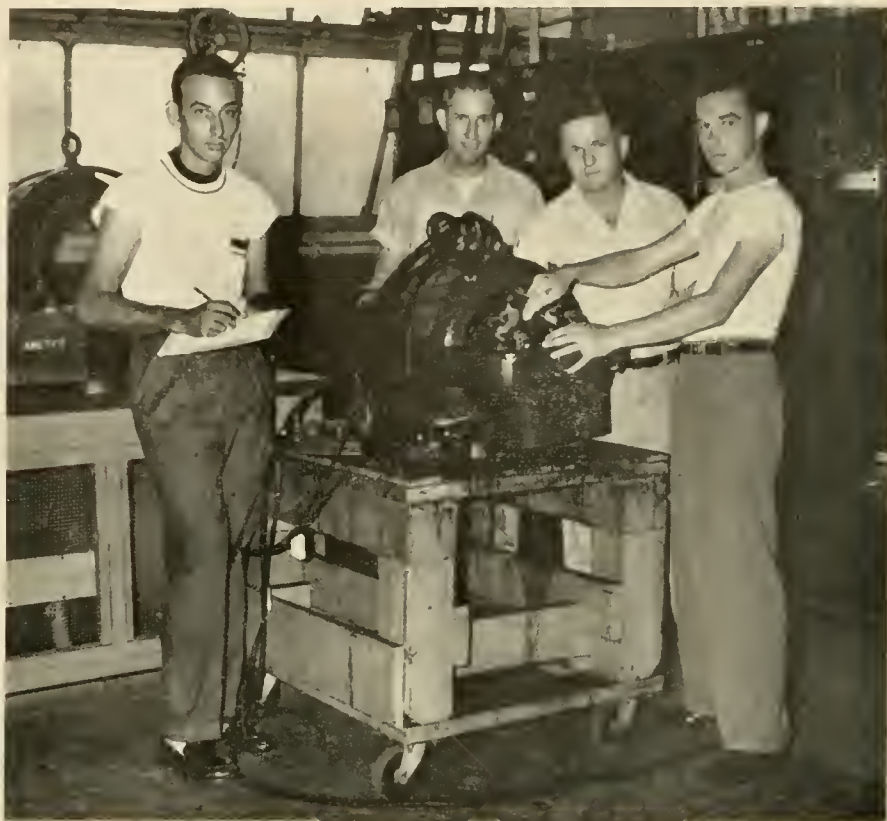
The present school building and gymnasium, the Pedro Miguel Medical Center which also was closed this week, and the building in which the post office is located will all be retained and remodeled or renovated, according to present plans. It is also planned to erect a shop building for the high school on the site west of the gymnasium building which has been occupied by a group of garages.

In connection with the location of the high school for Paraiso residents in Pedro Miguel, it is planned to maintain the playground there and continue the use of the swimming pool and bathhouse.

The passing of Pedro Miguel as a townsite will be marked with a touch of nostalgia for many an oldtimer of the Canal organization. Its origin as a town is obscure in historical records, but it was one of the most thriving communities of the Canal construction period and since.

It was used as a townsite during the French Canal construction period after the plans of the French were changed from a sea-level to a lock-type canal in 1888. There were only a few houses there,

Canal Apprentices To Receive Veterans Benefits In Training



WELCOME NEWS to these three Panama Canal apprentices was the announcement that the Canal's craft apprentice training program has been approved for veterans' benefits, and their salaries will be considerably supplemented while they are in training. They are the first Canal apprentices to receive the benefits, although others are expected to return to the Canal employment later, after service with the Armed Forces.

Left to right are: Jack B. Love, first-year apprentice cablesplicer; Kenneth R. Atkinson, first-year apprentice wireman; Milton "Lefty" Davis, Electrical Repair Shop Foreman in Balboa who is supervising the repair work on a motor from the M. S. *Stella Marina*; and Howard M. Armistead, first-year apprentice armature winder.

Three first-year apprentices who recently returned to Canal service after serving with the Armed Forces learned last month that their apprentice salaries will be supplemented by an allowance under Public Law 550, Veterans' Readjustment Assistance Act of 1952, commonly called the Korean GI Bill.

The three who received the welcome news and will receive allowance checks retroactive to January 2, 1955, are: Howard M. Armistead, armature winder; Kenneth R. Atkinson, wireman; and Jack B. Love, cable splicer.

They are the first of several apprentices in the Canal service who will benefit under this law. Several others who had their training interrupted for service in the Armed Forces are expected to be reemployed in the future and they too will be entitled to the same benefits.

Apprentice Course Approved

The young veterans will receive benefits through the efforts of the Canal administration for the approval of the apprentice craft course for such benefits. News that the Veterans Affairs Office in

Washington has formally approved the action was received by Canal officials last month through Edward T. Harren, Veterans Administration Representative in the Canal Zone.

To obtain this approval, specific information on the Panama Canal Company's apprentice craft courses was submitted with details of both school and shop curriculum. In addition, the facilities and staff of the apprentice program were inspected by the Veterans Administration Representative to assure compliance with legal requirements.

Requirements and Benefits

Under provisions of Public Law 550, a veteran must have had active service in the Armed Forces between June 27, 1950, and February 1, 1955. This entitles the veteran to a period of "GI" training equalling one and a half times the duration of active service, but not to exceed 36 months. Under the recent ruling, the Canal's apprentice courses have been qualified for benefits under this law.

In conformance with VA regulations, the Panama Canal Company has taken the necessary steps to certify enrollment of eligible veterans. The monthly allowance for apprentice training under the "Korean GI Bill" will range from about \$70 per month for an unmarried veteran to \$105 per month for a veteran who is married and has two or more dependents. Under no condition shall salary plus allowance exceed \$310 per month.

The Panama Canal Company salary scale for apprentices range from \$1.25 an hour the first year, to \$2.42 an hour in the fourth year of training.

however, when the United States began the Canal work in 1904, but the town grew rapidly during the next few years.

It was kept as a permanent townsite after the completion of the Canal and a number of buildings were moved from other construction towns about the time the Canal was opened in 1914. Since that time it has been known as a "locks town" and the Pacific side counterpart to Gatun on the Atlantic side.

Colonel Paxson Leaves End Of April For New Post

The date for the departure of Lt. Gov. H. O. Paxson for his new assignment in Washington has been scheduled for the last week in April. His successor, Col. Herman W. Schull, Jr., is due to arrive on the Isthmus after the middle of May.

The reassignment of Lieutenant Governor Paxson to the Office of the Assistant Chief of Staff of the Army, G-2, and the appointment of Colonel Schull as Lieutenant Governor of the Canal Zone was made by the Department of the Army late in February.

During the nearly three years he has served in the Canal Zone, Lieutenant Governor Paxson has taken a prominent role in many civic activities. He is best known for his support of Scouting activities with his principal interest being the Boy Scouts. He has served as President of Boy Scout Council 801 since February 1953. At a Council dinner at the Tivoli Guest House on March 22, 1955, Lieutenant Governor Paxson was presented, by authority of National Headquarters, Boy Scouts of America, with the Silver Beaver Award for "distinguished service to boyhood." This is the highest adult Scouting award that can be recommended by a local council.

Honor Guest At Review

He was honor guest at a review presented last Saturday at the Paraiso Ball Park by the Local Council of the International Boy Scouts of the Canal Zone.

Although he is widely known because of his position as Lieutenant Governor of the Canal Zone and Vice President of the Panama Canal Company as well as his active support of many community endeavors, very few of his associates or personal friends know of another field of endeavor in which he has gained a modicum of success.

This field—far removed from his principal profession as an engineer—is that of song writing.

Musically inclined since boyhood, the Lieutenant Governor has written and composed a number of songs of the popular variety, some of which have been published in professional copy form.

Composes Isthmian Song

His busy life on the Isthmus has limited his efforts in this direction, but he recently composed a song entitled "Chagres Water" which expresses not only his own deep feeling for the Isthmus and the Panama Canal but also the tradition that "one who drinks the Chagres water and leaves the Isthmus must someday return." The song was given its first public presentation by Lieutenant Governor Paxson when he recited and sang it at the Scout Camporee held on the Atlantic side last month.

The closing verse and chorus of the song, given below, gives the general tenor of the composition of its five verses:

*"You have listened to my story
Of the men who dug the "Ditch"—
Of their trials and tribulations;
How they never struck it rich.
Now their ranks are growing thinner:
Scarcely a man is left today
But the remnants stand united
And this is what they say—*

Chorus

*"Let's drink the Chagres water!
Let's raise our glasses high!
We'll be back again, mañana—
And we'll drink the Chagres dry!"*

Three Cabinet Members Visit Zone

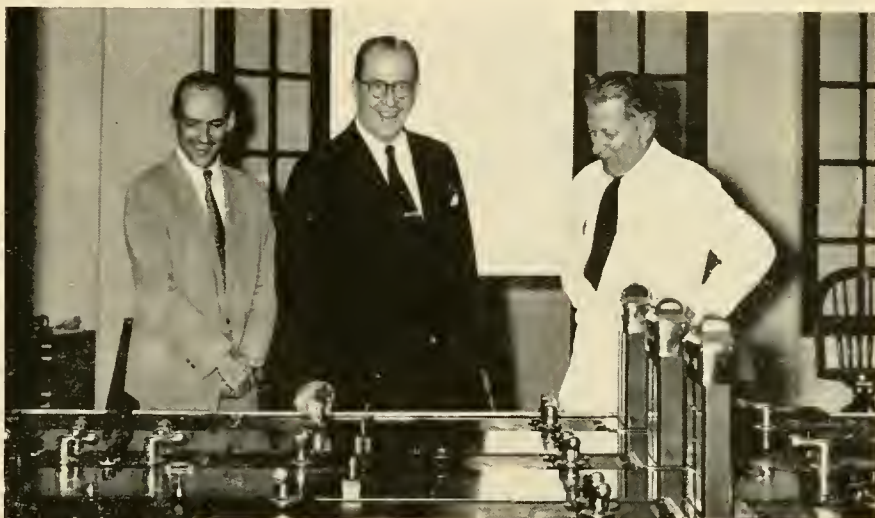
Although the average Canal Zone resident is accustomed to seeing or hearing about distinguished visitors to the Isthmus, what amounts to a new record was recorded last month when three Cabinet Officers of the United States visited here.

They were the Secretaries of Agriculture, Air Force, and Navy. Of these, Navy Secretary Charles S. Thomas, and Secretary of Agriculture Ezra Benson had time to visit Miraflores Locks, one of the major attractions for any visitor to the Isthmus. Air Force Secretary Harold E. Talbott stopped here for only a few hours.

Although Secretaries of the Navy have visited the Canal Zone on previous occasions, records indicate that the visits of Secretary Talbott and Secretary Benson were the first to be made by men holding those positions.



SECRETARY OF THE AIR FORCE Harold E. Talbott made a visit of only a few hours to the Isthmus last month. He is shown above, left, on landing at Albrook Air Force Base accompanied by Maj. Gen. Reuben C. Hood, Jr., Commanding General of the Caribbean Air Command.



FIRST OF THREE CABINET members to visit the Canal Zone in March was Secretary of Agriculture Ezra Benson, who stopped on the Isthmus during a tour of Latin American countries. He is shown above during a visit to Miraflores Locks with his hand on one of the handles which control the operating machinery. He was accompanied by Governor Seybold at his left, and Maj. David H. Smith, Military Assistant to the Governor.



REAL ENJOYMENT is displayed by Secretary of the Navy Charles S. Thomas in turning the handles which operate the Panama Canal Locks. Watching the operation, left to right, are Vice Adm. Frank G. Fahrion, Commander of the Amphibious Force of the Atlantic Fleet; Maj. David H. Smith, Military Assistant to the Governor; Governor Seybold; and Gen. Lemuel C. Shepherd, Jr., Commandant of the Marine Corps.

Use Of Spanish Is Success In Latin American Schools

No special vote is needed to find out that teachers, parents, pupils, and school administrative officials are all elated over the success of the Latin American schools in the Canal Zone this year.

It was just a year ago last month that Governor Seybold made public the plans to adopt Spanish as the teaching language in the schools attended primarily by pupils of Panamanian citizenship. The plan, intended to prepare this relatively large group for better citizenship in their native land, followed suggestions which had been advanced by prominent Panama leaders over a period of several years.

The transition includes not only a change in the basic language but one in the school curriculum which accentuates an educational orientation to the Republic of Panama.

The change from English to Spanish as the basic language of the Latin American schools was made in kindergarten, and the first six grades during the first school year which comes to an end today. It will be extended throughout all grades during the coming school year, and because of the success achieved during the first year, school officials foresee no major difficulties for its adoption throughout the system.

No Loss In School Work

While the change from English to Spanish as the basic language for the elementary Latin American schools presented a challenging and formidable problem of adjustment for both teachers and pupils, the plan was inaugurated and carried smoothly forward during the first year without loss in scholastic training to the pupils.

This was made possible, school officials say, through the complete cooperation of teachers, parents, and pupils.

The change to all-Spanish in the upper grades is expected to present no unsurmountable problem. Most of the older students have had at least three or four years of Spanish language classes, since it has been taught in all grades from Grade 4 and above for several years. Many of the pupils in the lower grades had never had any experience in the use of Spanish language until schools opened last fall.

The Latin American schools will reopen for the coming school year on July 5. The summer vacation for the pupils will be three months. The coming school term will close on March 2, 1956 and a two-month's vacation will follow.

Identical School Terms

Beginning with the 1956-57 school year, the Latin American schools will operate on the same term and vacation periods as the schools in the Republic of Panama which open in May and close in January. With identical school terms, students from the Canal Zone can transfer to Panama schools with no time lag in their scholastic training.

Intensive preparation for the change to Spanish language was begun by the teaching staff when schools closed last summer. The Summer Institute for the staff was devoted entirely to the study and use of the language. This training has been continued through the school year by organized classes two nights a week.

A two-month Summer Institute will be held during the coming vacation in which



SCHOOL OFFICIALS chiefly responsible for the successful planning for the change from English to Spanish as the teaching language in the Latin American Schools are shown above in one of their frequent conferences on the program. Left to right, they are: Walter Oliver, Coordinator of the program; Temistocles Cespedes, Chief of the Technical Service Section of the Republic of Panama's Ministry of Education, who was consultant on the change; Alfred E. Osborne, Supervisor of Instruction in the Latin American Schools; Sigurd E. Esser, Superintendent of Canal Zone Schools; and Charles A. Dubbs, Assistant Superintendent and Director of the Secondary Education Branch.

those teachers requiring additional training in the use of Spanish will take study courses, six hour a day and five days a week. Other teachers, proficient in the language, will be equally busy in the preparation of curricula and course of study units.

Teaching assignments for the rest of the year are to be made early so that teachers can concentrate during the summer vacation on the study of materials required in the subjects they will teach.

Other phases of the change will affect teachers and their assignments for the coming year. All teachers were tested for the proficiency in Spanish at the end of the school term last summer, and the most proficient were assigned as guides or teachers. Later, the best qualified teachers were assigned to the elementary grades regardless of previous assignments.

Teachers Resume Old Jobs

Those teachers taken from the junior and senior high schools for elementary grades this year will be reassigned to their old positions when schools reopen in July.

It was announced last year that those teachers who are unable to qualify for teaching Spanish by the end of the coming summer vacation will be replaced.

Teachers throughout the Latin American schools reported that the young pupils displayed a high degree of cooperativeness and took to the use of the Spanish language with zest. Within a month to six weeks after schools opened, Spanish was being used exclusively in both classrooms and on the playgrounds. The students were especially urged to continue the use of Spanish after classes adjourned.

The interest displayed by the pupils was reflected by the large number of requests received from parents for training courses in Spanish. This resulted in the organization of night classes for adults in the various communities which were

described in the March issue of THE REVIEW.

School officials expressed satisfaction on results of the first year of the change, especially from the standpoint of school-room work accomplished. All school work, normally scheduled in a term, was up to date at the close of schools with no lagging in studies, it was reported.

Children Sing In Spanish

The changeover from English to Spanish was not without some minor difficulties and some improvisations were required. This resulted principally from the lack of good textbooks in two of the subjects—science and music. Miss Emily Butcher, Music Supervisor, said that children enjoyed Spanish songs but difficulties were encountered in obtaining songbooks in Spanish for the younger children. The same difficulty was encountered in obtaining satisfactory science books for elementary grades.

While school authorities base their judgment on the success of the change by the scholastic achievement of the pupils, they have had ample substantiation from the high praise received from numerous visitors who are educators and teachers in the Republic of Panama schools.

Textbook Author Pleased

An example of this was during a recent visit of Ruben Carles, Former Minister of Education, textbook author, and one of the leading figures in the field of education on the Isthmus. In visiting some of the social science classes in which textbooks written by him were in use, Mr. Carles expressed astonishment at the aptitude of students displayed in silent reading tests, and their grasp of the subjects under study.

The curriculum used in the Latin American schools was patterned after that of schools in Panama to the extent possible. This policy will also be followed in the change next school (See next page)

Visiting Labor Leaders Confer With Governor



A LENGTHY CONFERENCE on many matters of mutual interest to the Canal administration and Labor Union officials was held during the visit last month of some of the top American Federation of Labor leaders. The meeting with Governor Seybold was held in the Board Room of the Administration Building at Balboa Heights.

Later, at a public meeting held in the Diablo Heights Theater, James A. Brownlow, President of the Metal Trades Department of A. F. of L., expressed high praise for Governor Seybold and his administration, particularly for his efforts in behalf of the interests of Canal employees.

The conference was attended by all the visiting A. F. of L. officials and by top men in the Metal Trades Council-Central Labor Union.

The picture above was taken as the conference adjourned. Left to right are: Dan Kiley, President of Local 397, I. B. E. W.; Jack Rice, Alternate Legislative Representative of Central Labor Union-Metal Trades Council; Norman Johnson, Employee and Labor Relations Officer of the Panama Canal Company; Curtis Coate, member of the Wage and Grievance Board of the Metal Trades Council; Edward Hines, general organizer of the Ironworkers of America; Louis Damiani, Second Vice President of CLU-

MTC; Walter Wagner, President of CLU-MTC; Russell Stephens, International President of the American Federation of Technical Engineers; Mr. Brownlow; Elmer Walker, Executive Vice President of the International Association of Machinists; Governor Seybold; Raymond Hesch, First Vice President of CLU-MTC; Howard E. Munro, Legislative Representative of CLU-MTC; Rufus Lovelady, International Vice President of the American Federation of Government Employees and a trustee of CLU-MTC; G. X. Barker, International Vice President of International Brotherhood of Electrical Workers; and Edward A. Doolan, Personnel Director.

Use Of Spanish In Latin American Schools

(Continued from page 4)

term for the higher grades.

Canal Zone school officials have had the whole-hearted cooperation from officials of the educational system in Panama both in the planning stages and during the past school year under actual working conditions.

Cespedes Is Consultant

Temistocles Cespedes, Chief of the Technical Service Section of Panama's Ministry of Education, was employed during the past year as consultant on the program and his assistance has been invaluable, according to Sigurd E. Esser, Superintendent of Schools. Mr. Esser has

recently announced that Mr. Cespedes will continue for another year as consultant.

Walter Oliver has been the coordinator in making the change from English to Spanish and will carry forward the program when the changeover is made in the higher grades next year. Mr. Oliver was head of the Pan American Institute in Panama for many years and is widely acquainted with the leaders in educational work in the Republic. He had been a member of the Balboa High School faculty just prior to his present assignment.

With the continued success of the program, the Canal Zone will become within a few years a community of predominantly bilingual residents. This predic-

tion is strengthened by the intensification of the study of Spanish language in the United States schools. Spanish is being taught as a required course in the first six grades, when the acquisition of a new language is relatively easy, and as an optional course in all other grades.

One of the objectives of the change to Spanish as a basic language in the Latin American schools was to train students to handle both languages with facility rather than substitute Spanish for English as an everyday language.

CENTENNIAL EDITION WINS PRAISE

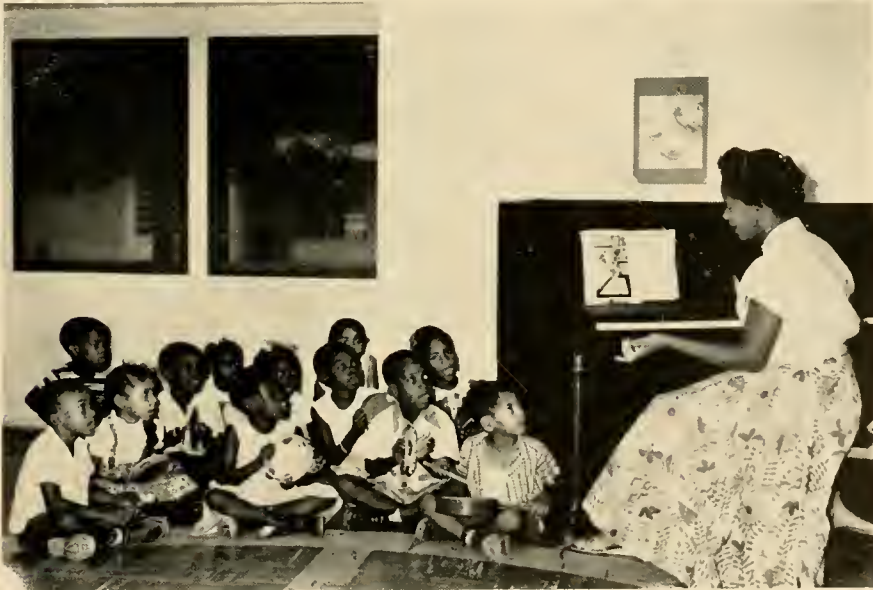
Special mention of the centennial edition of THE PANAMA CANAL REVIEW, published on the 100th anniversary of the Panama Railroad, has been made in the *Congressional Record*.

In an extension of remarks by Representative Thomas S. Gordon, of Illinois, on the observance of the Railroad 100th birthday, said:

"I would like to recommend to the Members of the House the special centennial edition of THE PANAMA CANAL REVIEW of January 28, 1955, published in the Canal Zone, which contains a detailed history of the railroad with a number of very interesting illustrations."

Representative Gordon recounted briefly some of the highlights of the Panama Railroad's history and called attention to the commemorative stamps and their designer, Leo C. Page, Chief of the Architectural Branch, Engineering Division.

James F. Campbell, Boarding Officer in Cristobal, was also mentioned in the Congressman's remarks. "This great historical event," he said, "has been brought to my attention by James F. Campbell, a personal friend of mine, who has spent many years of loyal service in the Customs Service at Cristobal."



CASTENETS AND DRUMS are used by this youthful class at Paraiso Elementary School to enliven their music lesson in Spanish. The teacher is Miss Emily Butcher, Music Supervisor in the Latin American Schools. Difficulty was encountered in finding suitable song books in Spanish for elementary grades, but children enjoyed singing Spanish songs, Miss Butcher says.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

FREE INSURANCE

ROBERT D. GIDEL, *Senior Consulting Engineer*
Industrial Department, National Safety Council

WHAT'S WITH THESE JOKERS who always have to pay through the nose for something or they think they're being had?

A guy will pay a lot of money for protection he may or may not need on the one hand, but will turn down *free protection* he may or may not need on the other.

For example, Sam has spent about \$150 a year now for 10 years for auto insurance—to save his neck in case he clobbers someone. He hasn't had an auto accident in all this time and he may never have one.

But, do you think he'd go out driving in his car if his auto insurance had lapsed?

Joe has spent about \$200 a year for the past 25 years for life insurance and he ain't dead yet.

But, do you think he'd consider missing a premium or letting his policy lapse? Whatsa matter? You stupid, er something?

In the past 10 years Sam has been laid up four times for periods ranging from

HONOR ROLL

Bureau Award For
BEST RECORD
FEBRUARY
SUPPLY BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	1
Supply.....	1
Civil Affairs.....	0
Health.....	0
Engineering and Construction.....	0
Marine.....	0
Transportation and Terminals.....	0

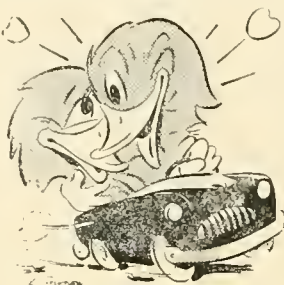
Division Award For
NO DISABLING INJURIES
FEBRUARY

COMMISSARY DIVISION
MAINTENANCE DIVISION
DREDGING DIVISION
ELECTRICAL DIVISION
GROUNDS MAINTENANCE DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSES DIVISION
AIDS TO NAVIGATION

AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	2
Grounds Maintenance.....	2
Maintenance.....	2
Commissary.....	1
Dredging.....	1
Electrical.....	1
Housing.....	1
Industrial.....	1
Motor Transportation.....	1
Railroad.....	1
Sanitation.....	1
Storehouses.....	1
Hospitalization and Clinics.....	0
Locks.....	0
Navigation.....	0
Service Center.....	0
Terminals.....	0

HIGHWAY ZOO



The LOVEBIRD

This is the moony, love-starved character who can't survive without affection, even in heavy traffic. Every car should have an automatic choke that strangles this cruising Casanova—and the cuddly little cutie snuggled up to him—at the first smooch.

NATIONAL SAFETY COUNCIL

not interested in such *free insurance* as wearing eye protection. That's the simple way.

Joe's just as bad. He darn near lost a finger once because he didn't get first aid for a sliver—and got a bad infection. Almost got his arm yanked off another time on a lathe, when he didn't go for that *free insurance* of stopping it before clearing some chips.

Yes—neither one of these clowns has really been mangled in all his years—and maybe they never will be.

But, why be so inconsistent? You're insuring the same merchandise, whether for free or for a fee.

TWO CHANCES

"If you are careless
You have two chances—
One of having an accident
And one of not.

And if you have an accident
You have two chances—
One of getting injured
And one of not.

And if you get injured
You have two chances
One of dying
And one of not.

And if you die—
Well, you still have two chances—
But why be careless
In the first place?"

three days to three weeks because he wouldn't take simple precautions at work—some of that *free insurance* I mentioned.

He busted a toe once when something fell on his foot—and this laid him up a couple of weeks. But he won't avail himself of some of that *free insurance* by wearing safety shoes. He doesn't seem to appreciate anything if it's free.

He got a glob of something in his eye another time and had to make like a one-eyed crot for a few days. But, he's

FEBRUARY 1955

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

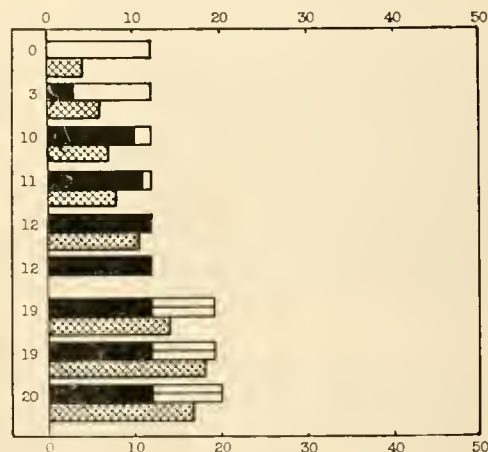
Supply Bureau	0
Engineering and Construction Bureau	3
Community Services Bureau	10
Health Bureau	11
C. Z. Govt.—Panama Canal Co. (This Month)	12
C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)	12
Marine Bureau	19
Civil Affairs Bureau	19
Transportation and Terminals Bureau	20

Number of Disabling Injuries 25

Man-Hours Worked 2,080,655

LEGEND

	Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average
	Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average
	Accumulative Frequency Rate This Year





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Capt. A. J. Troup Retires After 30 Years Service

Capt. Arthur J. Troup ended more than 30 years as a fire fighter and as Chief of the Fire Division when he retired at the end of March. He and Mrs. Troup have planned to leave early this month to return to his native state of Indiana to make their future home.

He joined the Fire Division in August 1923, just after completing four years of service with the Army Air Force. He resigned two years later but rejoined the force after a year in the States. Since then he has been promoted through the various grades and was made Fire Inspector in 1948 and Chief of the Fire Division in July 1950.

Captain Troup has devoted much time and attention during recent years to the annual observance of Fire Prevention Week which serves to bring to the attention of the public the disastrous effects of fire.

His well-founded theory about this has been that it is far less expensive to prevent a fire than to control it.

OF CURRENT INTEREST

Film Star Visits Locks



VIVACIOUS STAR of many pictures, Ginger Rogers was as impressed by the Canal as thousands of others in her recent visit to Miraflores Locks with Mrs. John S. Seybold, wife of the Canal Zone Governor. Shown as they crossed the Lock gates to the Control House, left to right, are Maj. David H. Smith, Military Assistant to the Governor; Mrs. Seybold; Miss Rogers and her husband, French actor Jacques Bergerac.

Bids are scheduled to be opened today for one of the major contracts in the Power Conversion project this fiscal year. The bids are for furnishing and installing transformers, conversion of station service facilities, new switchgear, and alterations to the Gatun Hydroelectric Station. The contract for this work will mark the first actual conversion of equipment from 25-cycle to 60-cycle current and when the work is completed the Gatun Hydroelectric Station will not only be equipped to furnish 60-cycle current, but it will be operated itself with 60-cycle current.

The opening of bids for this work was postponed one week from the date originally announced because of certain changes in the specifications after they were released to prospective bidders.

Five cash scholarships will be awarded at the end of the present school year by the Balboa Lions Club to outstanding members of the senior class of Balboa and Cristobal High Schools.

The awards include four one-year scholarships of \$50 each to the Canal Zone Junior College in Balboa, and one \$500 scholarship for one year in any college or university in the United States.

Students competing for these scholarships must be American citizens and must apply by letter through the Balboa or Cristobal High Schools. Winners will be selected by a committee consisting of two representatives of the Schools Division, two prominent residents of the Canal Zone on the Pacific side, and one member of the Lions Club.

Alton White, Chief of the Dredging Division, has been elected Chairman of the Board of Directors of the Canal Zone Community Chest for the coming year. Mr. White, who was serving as First Vice Chairman of the Board, succeeds William G. Arey, Jr., Information Officer, who served as Chairman of the Board last year.

Other officers elected for the 1955 term were: Roger Adams, First Vice Chairman; Lt. Col. William Drake, Second Vice Chairman; Eugene I. Askew, Treasurer; and Brodie Burnham, Secretary.

At the meeting, Russell T. Wise, former Secretary of the Board of Directors, who was completing a three-year term as a member of the Board, was reelected to Board

membership to fill the unexpired term of Miss Mary Brigham, who resigned.

Much interest was stimulated among parents of students in the 8th, 9th, 10th, and 11th grades at Balboa High School by a series of meetings held by the Guidance Department of the school.

The purpose of the meetings was to acquaint parents with courses available at all grade levels and to get acquainted with the school principal and counseling staff. The four groups were informed of requirements for graduation and those for entrance to college.

Attending the four meetings from the high school were T. F. Hotz, Principal; H. J. Zierten, Assistant Principal and Boys' Counsellor; and Miss Marie Weir, Girls' Counsellor.

The vocational guidance work at the school was discussed and parents were urged to avail themselves of facilities at the disposal of students and parents. Each meeting was followed by a question-and-answer period and parents were invited to make appointments to talk with the counsellors on individual problems of their children.

A general freshening up of most Canal Zone communities is slated to take place during the next few weeks with one of the biggest maintenance painting schedules ever announced for one year.

Bids for the first part of this work were to be opened today and bids for another large number of jobs will be advertised during the first few days this month, and will be opened April 11.

Bids scheduled for opening today will be for the exterior painting of 291 family quarters in Ancon, Balboa, Diablo Heights, Margarita, and Gatun. This work will include the painting of the roofs. Public buildings to be painted are the Balboa Commissary retail store, Service Centers in Diablo Heights and Santa Cruz, and two office buildings at Diablo Heights.

Bids to be opened on April 11 will be for the painting of hallways in the four-family houses in Diablo Heights, 47 buildings; interiors of 17 twelve-family apartment buildings in Santa Cruz; interiors of Gamboa and Margarita Commissary retail stores and the Ancon Laundry; and miscellaneous paint work at the refrigeration plant and wholesale platform of Balboa Commissary.

10 Billion Gallons Of Purified Water Supplied Yearly By Canal Zone System

Editors' Note: This is the first of a series of articles on the Canal Zone water system.

There is no commodity so cheap, none with such a multitude of uses, and none which contributes more to health and happiness than the water you draw daily from the tap in your home.

Last year the 315,000 consumers, including industrial users, who depend on the two filtration plants of the Panama Canal Company for their pure water supply, used over 10 billion gallons of water by drinking, cooking, washing, making ice cubes, hosing screens, sprinkling lawns, running automobiles, and doing countless other humdrum chores. And the purely domestic use of water is only a partial picture of how it affects the daily lives of these 315,000 persons. The industrial uses are almost as important and extensive to modern life.

Moneywise, pure filtered water is so cheap in the Canal Zone that it is all but mathematically impossible to calculate the cost of a glass of drinking water. It might be illustrated thus:

\$5.00 For Lifetime Supply

The highest water rate is 13 cents for 100 cubic feet, which amounts to 750 gallons or 3.1 tons. At this price, if a person lived to be 90 years old and drank 10 big glasses of water a day (which few do) the entire consumption during a lifetime would cost less than five dollars.

Despite this low price, pure drinking water is so precious that it would be hoarded more avidly than gold if the supply were suddenly depleted.

Its importance to public health is of such paramount importance that World Health Day, which will be universally celebrated next Thursday, April 7, will be dedicated to potable water. The official slogan for the observance sponsored by the World Health Organization is "Clean Water Means Better Health."

Its importance to public health was summarized by Fred L. Soper, Director of the Pan American Sanitary Bureau, Regional Office of WHO, in a letter to Canal Zone health authorities concerning the observance and aims of World Health Day this year. He said, in part:

"Perhaps one of the most crucial problems of environmental sanitation in this hemisphere is the provision of potable drinking water. It requires the coordinated efforts of all agencies of the Governments, of all engineers and of the people in general, in order to achieve a rapid and successful solution."

Because of the proximity of World Health Day and the subject to which it is dedicated this year, THE PANAMA CANAL REVIEW is presenting a few of the major facts about the potable water supply of the Canal Zone, its history, and its importance in everyday living.

If the World Health Organization had selected some pure water supply to illustrate its importance to public health, the world over might have been searched for a finer example than that in the Zone.

Essential In Canal Construction

The provision of a pure water system was of paramount concern to the builders of the Panama Canal. Because of its



A PICTURE OF HEALTH and a picture of healthful practice is four-year-old Barbara Rhyne drinking a glass of good Canal Zone water. She is the daughter of Detective Sergeant and Mrs. Harvey G. Rhyne of Balboa. No Canal Zone parents give a second thought to their children of all ages drinking water direct from taps, but they would live in constant dread if a pure water supply was not available. Drinking water is so cheap that a lifetime supply in the Canal Zone costs less than \$5, but its value to good health is incalculable.

spectacular nature, "Yellow Jack" frightened more people and created far more unfavorable publicity than any phase of the Canal construction. But, as a killer and a disabler, yellow fever could by no means match impure drinking water which killed or sickened thousands every year by the spread of dysentery and other enteric disorders.

The water purification and distribution system of the Canal Zone has more than a purely local significance. Its international aspect comes largely from the fact that the Isthmus is the mecca for thousands of visitors from all parts of the world, and hundreds of ships depend on the Canal Zone source for their drinking water supply. It has also been used for study and as a model by engineers and sanitary authorities of many municipalities of neighboring Latin American countries.

Something To Boast About

The water supply system of the Canal Zone is something about which the average resident of any length of time is likely to boast about with a sort of possessive pride. Not all of this stems from a personal knowledge that the plant is modern and the water is good and drinkable. Many residents have had personal experience with impure drinking water in their travels. Others have likely heard some experienced traveler, unacquainted with local conditions, ask on his arrival here if the water is safe to drink without boiling or sterilizing with chlorine tablets.

The water purification and distribution systems both compare favorably with the public water supply system of any city in the United States. It is superior to

many when compared individually as to price, ample supply, softness or mineral content, and potability.

The plant and equipment represents an investment of approximately \$8,500,000. Of this, about \$1,800,000 is invested in the two filtration plants at Miraflores and Mount Hope, and the remainder in the six pumping stations and the 150 miles of pipeline, ranging from four to 30 inches, in the supply and distribution system.

Force Of 123 Is Employed

The Water and Laboratories Branch, of which E. W. Zelnick is Chief, is a unit of the Maintenance Division. The personnel consists of 54 U. S.-rate and 69 local-rate employees whose occupations range from manual laborers to highly qualified chemists and sanitary engineers.

This force is a self-contained unit to the extent that it does all of the work involved in the supply and purification; distribution of water to the point where pipelines from homes or industrial plants tap into the network of mains; and maintenance of the system.

The water supply system is one of several 24-hour operations of the Canal organization. A broken main can waste just as much water at midnight as at noon; a fire needs as much water to extinguish it at night as in the daytime; and, as for you, you want your cup of coffee in the morning. Much of the important work in operating the water system comes at night for it is during those hours when the supply in the 26 tanks, holding a total of 25 million gallons of water is built up to supply a reserve during peak hours when on occasion there is as much as 32 thousand gallons of water pouring out of the outlets in a minute.

Peak Hours Of Consumption

These peak hours usually come in the early morning when everybody is taking a shower to go to work and again in the late afternoon when cooking, watering lawns, bathing, and other household activities are humming.

The Canal Zone's water system is neatly divided into two parts, both for purification and distribution. All communities from Gamboa south, including Panama City and suburbs, are furnished water from the Miraflores Filtration Plant. In the case of Gamboa, it means pumping the water up to Miraflores, running it through the purifying plant, and pumping it back since the main intakes of raw water are located on the Chagres River, an arm of Gatun Lake, at the edge of the town.

The Filtration Plant at Mount Hope filters and pumps water to all communities from Gatun north, including the city of Colon. This water comes from Gatun Lake and is brought by gravity flow through 30-inch water mains.

Thus, all residents and visitors drink of the "waters of the Chagres" although the Atlantic siders have theirs somewhat diluted by water from the Trinidad, Ciri Grande, and many other smaller streams which feed into Gatun Lake.

Identical Treatment Given

The treatment plant facilities are, except for some minor variations, the same

except that those on the Pacific side are much larger, having a maximum capacity of over 28,000,000 gallons a day, as compared with about 14,500,000 on the Atlantic side.

The purification of raw water for drinking follows a general pattern in any modern plant whether at Miraflores or New York City. There are many variations, depending on the local conditions, such as the source of supply, mineral or organic content of the raw water, and other factors of this nature. There are even some variations between the methods used at Miraflores and Mount Hope plants.

The water drawn from Zonian taps has gone through about ten distinct steps or processes between the time it has left Chagres River or Gatun Lake. Briefly, these steps are:

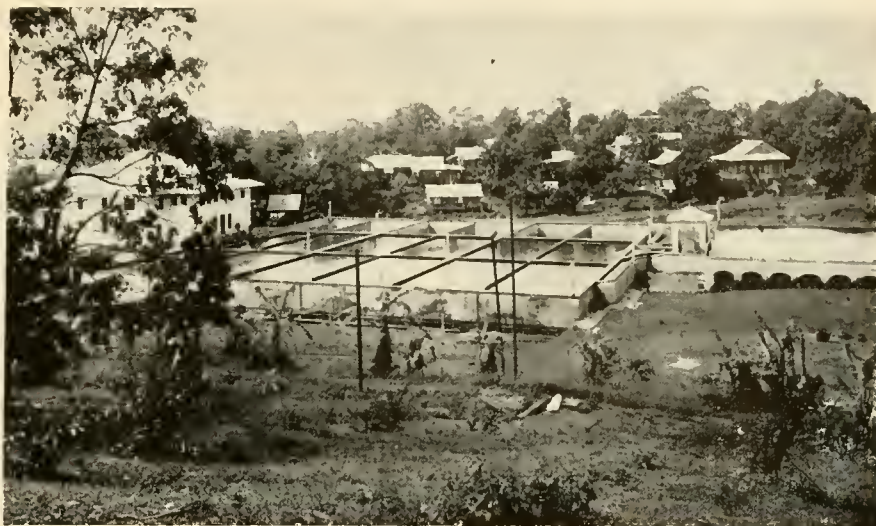
1. *Transmission to Plant.* As mentioned already, raw water on the Atlantic side is gravity fed from Gatun Lake to the Mount Hope Filtration Plant.

On the Pacific side, the water is pumped by four big electrically-driven centrifugal pumps at the Gamboa raw water intake station to Miraflores through 73,000 feet of 36-inch and 30-inch mains. An auxiliary raw water intake and pumping station is located on the east bank of the Canal at Paraiso which serves either as a booster station during peak demands or as a complete auxiliary when the Gamboa station is out of service. The Paraiso station has five main pumps designed to deliver the full raw water demand and, in addition, is equipped with four gasoline engine-driven pumps for emergency use.

The water from Gaillard Cut at Paraiso is rarely used.

2. *Chlorination.* The raw water is chlorinated at the Gamboa plant on the Pacific side and at Mount Hope on the Atlantic side. This is the first step in making the water fit for consumption. It is done to kill excess growths in the water, either plant or animal life, and it is done at the source principally to keep the water mains clean. Chlorination at the source is specially important on the Pacific side because of the length of the mains to the filtration plant.

3. *Aeration.* Both air and sunlight are excellent water purifiers and when the water first arrives at the plant it is aerated by forcing it up in a fine spray for several



MANY CHANGES have been made since this picture of the Mount Hope Filtration Plant was made 40 years ago, but the plant's main product—pure and safe drinking water—remains the same. This picture was made in 1914 just after the plant was completed. It shows the sedimentation and aeration basins with the Filter building at the left. The houses which dotted the hill overlooking the plant have long since disappeared.

feet. This is the only "showy" part of the entire operation from the spectator's viewpoint.

4. *Chemical Treatment.* Alum is added to precipitate any extraneous materials causing color or turbidity in the water. Ammonia and chlorine are added since they react jointly to form a long-lasting bactericide. On the Atlantic side, carbon is added to remove taste and odors caused by vegetation in Gatun Lake water. All of the chemicals are added in exact measurements under the direct supervision of a sanitary engineer, and the water and chemicals are put through mixing chambers to insure complete and even mixture.

5. *Flocculation.* This is a system of stirring the water gently by a series of paddles on rotating axles. This causes a building up of fine precipitates of aluminum hydroxide in the water into large floc, which in turn entraps any foreign matter and makes it settle effectively.

6. *Sedimentation.* After flocculation, the water flows into sedimentation basins where it is allowed to stand about five or six hours while the foreign matter stirred up by flocculation settles to the bottom.

7. *Filtration.* This process, which gives its name to the entire operation of furnishing potable water, consists of running the water through sand and gravel at the

rate of about two gallons a minute for each square foot of filter. "Rapid Sand" filters, which occupy about 3/10 of an acre, are used at the two plants which take out the remaining finely-divided alum and other foreign material which has not taken out by flocculation and sedimentation.

8. *Clear Well.* After filtration the water flows into what is known as the "clear well" which holds about 1,000,000 gallons of water. This gives the filtration plant operators some leeway in making adjustments either in the purification process up to that point or in the remaining steps.

9. *Post Chemical Treatment.* This consists of post-chlorination and post-ammoniation, and the addition of fluorides. The chlorine and ammonia is added again to prevent any regrowth of harmful bacteria after leaving the plant. Fluoridation is an aid in decreasing dental decay.

10. *Distribution.* Water is pumped from the main pump stations at the plants and the Balboa pump station to all points served in the distribution system, which consists both of booster pump stations and huge reservoirs strategically located which hold a total reserve supply of 5,500,000 gallons on the Atlantic side and nearly 20,000,000 gallons on the Pacific side.

The end product of this operation is a clear, tasteless, and odorless water which is safe for consumption, and soft, or free of mineral content, continuously delivered to the place of consumption at the required pressure. It would be practically impossible to find natural water supplies complying with these standards since nearly all surface water, well water, and most spring waters are polluted or the mineral content is too high for domestic and industrial use.

The fluoridation of the Canal Zone water supply was adopted three years ago after about three years of study and experiments with various fluorides and methods of introduction into the water supply.

The object of fluoridation is the partial control of dental decay, particularly in children who receive the greatest benefits of fluoridation in their early years. Although many large cities in the United States now add fluorides to their water, there were scarcely 100 cities which had adopted the practice at the time when fluoridation of Canal Zone water was begun.



MIRAFLORES FILTRATION PLANT as it looks today. The aeration of water, shown at the extreme right, is a step in purifying it and making it fit for human consumption. This is the only spectacular part of the entire process, from a visitor's viewpoint, in supplying the millions of gallons of water which are daily used by some 315,000 consumers on the Isthmus.

Up And Down The Banks Of The Canal

Engineering And Construction

Earl O. Dailey has been transferred from the Electrical Division to the Power Conversion Project. He will be Area Engineer on the Atlantic side and will be responsible for coordination of the field work in connection the 60-cycle conversion in the Atlantic Area. This will include domestic equipment, industrial items, the Atlantic Locks, and power stations.

Work has been started by Electrical Division forces on alterations to the 6,600-volt bus at Gatun Hydroelectric plant to permit the installation of new switchgear and cables in connection with the power conversion at the station. The work will require a temporary service break of a 5625 KVA generating unit. This is the first step of the major project in converting the Gatun Station to 60-cycle power.

Members of the IBEW employed in the Electrical Division entertained George X. Barker, Vice President of IBEW of the Fifth District, at a fish fry at the Electrical Division field office in Balboa during his visit to the Isthmus early last month. Lt. Gov. H. O. Paxson and Col. Hugh M. Arnold, Engineering and Construction Director, were among the guests.

A new record was reported by the Communications Branch of the Electrical Division in March. The 7,409 telephones in service at the end of February is the largest number on record, and the figures are still rising.

The suction dredge "Mindi" went into drydock last month for its major overhaul which is performed every three years. The dredge will be out of service for about 40 days. The crew will be working aboard while the big dredge is under repair.

Employees of the Dredging Division and members of the American Legion in Gatun held a farewell party on March 19 for Hans P. Pedersen. The party was held in the American Legion building in Camboa. Mr. Pedersen, who has been a prominent member of the American Legion for many years, retired as Barge Repair Station Foreman in the Dredging Division at the end of January. He plans to leave the Isthmus early this month to make his future home in Fort Lauderdale, Fla.

Tall tales and entertaining anecdotes are part and parcel of any big construction project, and Contractors Hill is no exception.

Charles McGonnigle Brandl, Assistant Project Engineer, and THE REVIEW's able correspondent for this page, relates stories which might have produced the following headlines in a more sensational periodical:

Oil Strike at Contractors Hill!
Wholesale Robberies Uncovered!
Nature's Sanitation Corps Blasted!

Stories to back up such headlines are:

No oil boom is expected as a result of the recent discovery of oil near Contractors Hill by drillers of Tecon Corporation, some of whom were former oil field workers in Texas.

In filling a part of the old Rio Grande reservoir it became necessary to relocate a section of a communications cable. It was decided to place the cable in an old concrete steel pipe which was a part of the old Empire-Culebra water system. To locate the pipe, Tecon Corporation loaned their rotary drills with crews and located the pipe buried several feet under the rock fill.

On opening the pipe, drillers found the pipeline filled with heavy oil. The mystery of how the oil came to be there was solved when it was recalled that this section of Borinquen Highway was once a part of the old road to Paja and the Interior of Panama. The oil had seeped into the pipe from the road which was given an oil treatment every dry season by the Municipal Engineering (Maintenance) Division. Its presence in the pipe was of considerable help in the cable



A NEAR RELATIVE of the racoon is the *Coati Mundi*, or gato solo, as they are more commonly called. They have a long, ringed tail and a mischievous manner. It was a family and close friends who perpetrated the wave of petty larcenies at Contractors Hill recently. This group, together with some white-faced monkey friends, were photographed near Quarry Heights. At this time the group, aided by the more adept monkeys, were raiding garbage cans at Quarry Heights.

installation since it eliminated friction often encountered in pulling a cable through an old metal pipe.

A wave of petty thievery broke out at Contractors Hill recently, with the lunches of workmen disappearing with alarming regularity. The culprit was discovered by a workman who returned unexpectedly to a storage shed where lunches were kept on an "ant-proof" wire-suspended shelf. As he entered he saw the long, ringed-tail of a gato solo (*Coati Mundi*) disappearing through the ventilator opening under the roof. With a lunch bag in his mouth, the gato solo scampered off into the jungle.

The mischievous prowler was apparently one of a family and they soon abandoned all attempts at concealment, raiding the place in utter contempt of project watch-dogs and the proximity of workmen. Even lunches stored in an old metal water-cooler

were unsafe as the gato solos pried off the lids with their paws. It finally required a securely anchored metal box with a lock to stop the raids, and stop the project workmen from eyeing each other suspiciously.

Many buzzards have lost their lives or at least a good part of their feathers during the Contractors Hill operations. After shovels, trucks, bulldozers, drills, and men are cleared out of the area to be blasted, buzzards often continue to float idly over the dynamite-laden holes, indifferent to screaming whistles and red flags.

Waiting until zero moment arrives, the blaster turns a key and the hill erupts in a burst of dust, rock, and dynamite fumes. And included are the buzzards, whirling end over end like fantastic pinwheels. Oftentimes one is able to right himself and flap frantically away, minus a few feathers, but often one swoops too low at the wrong moment and is scattered with the dust and rock

Supply Bureau

Michael Ward, shoe buyer with the Procurement Division in New York, will arrive early this month for a visit. He will be here about two weeks, dividing his time between the retail stores and the wholesale section at Mount Hope.

While here he will work with John Brown, Manager of the Commissary Division's shoe section. Shortly after Mr. Ward's return to New York, Mr. Brown will go to the States to attend the huge annual shows of popular-priced shoes in New York where over a thousand shoe manufacturers will be showing their latest lines. He will later visit individual show rooms of manufacturers where he and Mr. Ward will arrange the purchase of footwear for the coming months.

F. R. Johnson, Supply Director, is on an official visit to the United States where he is reviewing procurement operations of The Panama Canal Company and other related matters in the New York office. During his absence, Paul E. Friedman is acting as Supply Director.

Various agencies of the U. S. Government are being circularized for the transfer of the 250-ton floating crane "Ajax". It and its sister-crane, the "Hercules," are the largest floating cranes in the world. They were

built in Germany and were delivered in 1914 at the outbreak of the First World War.

Miss Gertrude M. Milloy was given a surprise luncheon on March 10 when she celebrated her 35th year of continuous employment in the Storehouse Division. In addition to several personal gifts, she was presented with a piece of luggage by Storehouse employees. She has one of the longest service records of any woman employee of the Canal organization.

Community Services Bureau

Patrons of the Balboa Theater heard stereophonic sound there for the first time when the musical "Brigadoon" was shown late last month. The radically-different sound system is an amazing venture in the field of electronics. It is called stereophonic "Perspecta" sound and with it the sound comes from the portion of the screen where it is supposed to be originating. A total of 700 electrical connections was necessary to complete the installation.

Plans are being made for a roller skating rink in the "300" area across the Panama Railroad tracks from the Port Captain's Office in Balboa. More definite announcements will be made later by the Service Center Division.

Civil Affairs Bureau

Mrs. Emily Price, Miss Beverly Chan, and Mrs. Ruth Townsend, employees in the Canal Zone Library, acted as judges, last month for the USARCARIB, of scrapbooks entered for the All-Army third annual Library Publicity Contest. Winning scrapbooks will be entered in the 1955 John Cotton Dana Publicity Awards Contest sponsored by the American Library Association and Wilson Library Bulletin.

A lecture series for vocational guidance classes at Cristobal High School, sponsored by the Rotary Club, has been in progress during the past month. Paul L. Beck, Cristobal High School Principal, and C. F. Maedl, Counsellor, selected topics for discussion which included talks on library work as a career. These were given by Mrs. Emily Price and Mrs. Lucy Kelly, of the Canal Zone Library Staff. Prominent members of the Isthmian community have spoken on such professions as medicine, engineering, aviation, industrial training, and office administration.

Approximately 2,000 persons attended the annual Policemen's Ball held on March 11 at the Hotel El Panama. It was one of the most successful events of its kind ever sponsored by the Canal Zone Police Association.

The annual pistol shoot of the Police Division has been tentatively set for April 16. It will be held on the Pacific side.

Capt. A. J. Troup, who retired at the end of March, Capt. W. E. Jones, and Lt. A. J. Mathon, of the Balboa Fire District, attended the celebration of the first anniversary of the Santiago Fire Department held Saturday, March 19. They attended at the invitation of Commandante Juan R. Brin.

E. L. Farlow, Safety Officer for the Civil Affairs Bureau, has offered the following seven rules as a courtesy code for automobile drivers: 1. Share the road by driving in the proper lane. 2. Allow ample clearance when passing. 3. Yield the right of way. 4. Give proper signals for turns and stops. 5. Dim headlights when meeting or following vehicles. 6. Obey traffic laws, signs, signals, and road markings. 7. Adjust driving to road, traffic, and weather conditions.

Health Bureau



COL. DAVID C. BURKE joined the Health Bureau last month as Assistant to the Health Director. He is a native of Columbus, Ohio, and is a graduate of Otterbein College in Westerville, Ohio. He has had postgraduate study at the University of Alabama School of Medicine, Ohio State University, the Army Medical Field Service School, Brooke Army Medical Center, and Fort Sam Houston, Tex. He was awarded a master's degree in Hospital Administration by Baylor University in 1952. He entered the Army in 1940 and was commissioned two years later. He joined the Army Medical Service Corps when it was organized in 1947. His wife, Mrs. Jettye L. Burke, is a native of Alabama.

Latest Census Of Canal Zone Civilian

(Continued from page 1) individuals covered by the census.

Women Are Outnumbered

A summary of the population figures for the Canal Zone in November showed 8,200 men, 10,908 women, and 18,257 children. While these figures show that the women outnumber the men by more than five to four, this is not actually the case since the count does not include uniformed military personnel, practically all of whom are men. In the strictly civilian population, the men slightly outnumber the women.

Comparative figures in the 1953 and 1954 census figures revealed a considerable shift in the Canal Zone population and a decided change in the nationality of residents. The former could be attributed to the extensive building program of the Panama Canal Company, and the latter to the employment of more persons of Panamanian citizenship and the retirement of many West Indians.

The following figures show the nationality of Canal Zone residents in the two years:

	1953	1954
Americans	20,920	20,173
Panamanians	12,413	14,880*
West Indian	7,213	2,243*
Others	1,503	1,729

*As reported.

The population by townsites in the

Office Of The Comptroller

Four new employees were recently added to the Plant Inventory and Appraisal Staff. They were Paul J. Coleman, Electrical Engineer; William S. Neal, General Engineer; Adolph Belden, Cost Analyst, and Joseph B. Burgoon, Cost Analyst.

Lindsley H. Noble, Comptroller, left for the States March 19 to attend Congressional hearings on the Panama Canal Company budget and appropriations for the Canal Zone Government for the coming fiscal year. He will be away from the Isthmus for about a month, during which time Philip L. Steers, Jr., will act as Comptroller.

A daughter of an oldtimer of the Canal organization was employed last month in the Agents Accounts Branch of the Accounting Division. She is Mrs. Dorothy J. Allen. Her father, Carl P. Hoffman, Sr., was Chief of the former Coupon Section for many years prior to his retirement in 1946.

Marine Bureau

Capt. Cornelius McCormack, Panama Canal pilot, has been transferred to the Pacific side to fill the vacancy created by the retirement of Capt. Louis E. Rocher. Captain Rocher retired at the end of February and left early in March to make his home on the banks of the St. Johns River near Jacksonville, Fla.

Vice Adm. Heber H. McLean, who served as Marine Superintendent (now Marine Director) of The Panama Canal from August 1946 to April 1947, has retired from active service to his native home of Llano, Tex. After leaving the Canal organization he served as Commander of Battleship Division One in the Atlantic, and later was awarded a Gold Star for his service with the Navy in Korean waters. He was also decorated by the Korean Government for his outstanding services rendered during the Korean conflict.

Capt. Thomas C. Makibben, formerly a Panama Canal pilot, is now employed by the Union Oil Company as master of the Balboa-based tanker Unoba which plies between Balboa and Central American ports. He was employed from 1950 to 1953 as a pilot with the Balboa force. Capt. Irving May, now a Canal pilot, acted as master of the tanker on a temporary status while taking leave pending the assignment of Captain Makibben as regular master.

Canal Zone shows that Rainbow City is by far the largest populated area with 4,845 residents, with Paraiso and Balboa in second and third places respectively.

The population of the civilian towns on the Pacific side was listed as follows:

Ancon	1,290
Balboa	2,709
Balboa Heights	167
Diablo Heights	1,124
Gamboa	1,018
La Boca	2,238
Los Rios	582
Paraiso	3,008
Pedro Miguel	411
Rousseau	182
Santa Cruz	2,059
Rural area	380

Total Pacific area, exclusive of military reservations: 16,396.

The distribution of the population in civilian areas on the Atlantic side is shown as follows:

Chagres	242
Gatun	802
Margarita	1,446
New Cristobal	1,130
Old Cristobal	562
Rainbow City	4,845
Rural area	797

Total Atlantic area, exclusive of military reservations: 10,190.

Exact comparisons of populations are not possible for all of the Canal Zone civilian communities for the two years, because of the difference in tabulating some of the figures.

Two New Towns Listed

Two new towns were listed in the 1954 census which did not appear before, and one town listed in 1953 did not appear in the 1954 tabulation. Los Rios and Rainbow City were the new towns, and Red Tank disappeared during the intervening year and a half between the two counts. In 1953 Red Tank had a population of over 1,000 and most of these residents, plus many in La Boca, moved to Paraiso to swell its population from 1,856 in 1953 to slightly over 3,000 last November.

The census last November showed there were 10,714 children attending schools in the Canal Zone. They were divided as follows in the various categories: Kindergarten, 727; elementary school 5,932; junior high schools, 1,395; high schools, 1,202; junior college, 104; and parochial or private schools, 1,354.

Many Big Families

Among the interesting data developed in the census was the size of families by employment categories. Of the U. S.-citizen group, there were only five families of more than 10, while 179 in the non-U. S. citizen group reported families of more than 10.

Families of five or more were tabulated in the U. S.-citizen group as follows: Five, 651; six, 272; seven, 94; eight, 47; nine, five; and ten, five.

Among the non-U. S. citizens, families of five or more were reported as follows: Five, 1,852; six, 1,322; seven, 969; eight, 608; nine, 395; and ten, 181.

Almost half of those living in the Republic of Panama but work in the Canal Zone or for a U. S.-Government agency, live in Panama City. The distribution of these are shown in the following table:

Panama City	20,400
Pacific side other than Panama City	9,074
Colon	15,460
Atlantic side other than Colon	1,108

Total 46,051

The citizenship of this group, predominantly Panamanian, was shown as follows: Panamanian, 37,893; United States, 1,345; West Indian, 2,932; others, 3,881.

Gatun Locks Modified For Increased Capacity During Overhaul Next Year

Sometime early in April of next year 300 cast-iron plugs, five and a half feet in diameter and weighing about 1,700 pounds each, will be lowered into as many holes in the bottom of Gatun Locks and thereby increase the capacity of the Panama Canal potentially by almost 1,000 ships in a four-month period.

Gatun Locks are scheduled for overhaul beginning at the first of next January at which time the first phase of a two-part plan to increase the capacity of the Canal will be fully operative and given its first practical test. The plugs will not be used until the center wall culvert is overhauled during the latter part of the overhaul period.

Work was being completed at the end of March by Maintenance Division forces on a modification of Gatun Locks which will make possible the time-saving plan for the transit of ships during the four-month overhaul periods in the future. The Pacific Locks will be similarly modified in 1957 for their overhaul during the dry season in 1958.

Plugs Needed For A Month

The alternations will permit double-culvert operation of one set of locks while the other is being overhauled, and both sets of locks to be in use with single-culvert operation while the center-wall culvert is under overhaul. The plugs will be used only for about four weeks during the overhaul while the center-wall culvert work is in progress to prevent the inflow of water from the lock chambers back into the main culvert.

Heretofore during overhaul periods the center-wall culvert was closed off completely when it was under overhaul, and when either side of the locks was empty.

The work just being completed has involved the sinking of shafts from the top of the center wall at Gatun sufficiently large to lift out the largest of the cylindrical valve parts. These shafts will have a minimum inside dimension of 5 x 9-feet and will have a maximum depth of 69 feet.

Four Shafts To Culvert

Three such shafts are required at Gatun—one for each set of chambers at the different levels. In addition, a larger shaft, 5 x 12 feet, is required at the lower end. This will be used as a pump-shaft for two 200-horsepower deep well-type pumps which will be used during overhaul to keep the culvert clear of any water seepage from the inlet plugs. They will also be used for a faster unwatering of the culvert.

Sumps are being provided at the lower end of each culvert into which the pump intakes can be lowered. The excavation for these shafts is through reinforced concrete for the entire distance, while the elevator shafts are partly through earth. The fender-chain well on the upper level of each set of locks will be used for one of the access shafts to the cylindrical valves. These were originally installed as a protection for the intermediate gates, but they are not used and the removal of the chains and hoisting machinery was authorized several years ago. The use of these three wells will result in a considerable saving for the project as a whole.

Portable Elevator Units

Three portable elevator units will be



"LOOKIT" THE SIZE of these stovelids. These are the cast iron plugs which will be lowered into the holes at the bottom of the Canal Locks during overhaul periods. Their use will increase the traffic capacity by about 25 percent. Their size can be judged by a member of the Gatun Locks Guard making an inspection. Each weighs 1,700 pounds, and 300 will be used.

provided for handling personnel and equipment for the culvert overhaul. These will be electrically powered and will be set in place on top of each shaft to lower or lift the elevator cages which will move in horizontal slots on the sides of the shaft walls. The elevators will not be used to lift the large cylindrical valve parts which weigh considerably more than the elevator capacity of 3,000 pounds.

The two big pumps will also be set in position above the lock walls. They will be located in a small room directly over the sumps which will provide easy access to the operators.

The big metal plugs for the openings in the lock floors will be handled from a barge and will be lowered into place and lifted by a crawler-crane equipped with an electro-magnet for handling the plugs. A barge formerly used in SIP work has been reconditioned and fitted with guides for the crane cables.

Six More Lockages Daily

The capacity of Gatun Locks is rated at 23 lockages a day during overhaul periods. This is expected to be increased to 29 lockages during a 24-hour-a-day operation, throughout the overhaul period. This will increase the number of possible lockages by over 840 during the overhaul. And, with tandem lockages, which is used to the extent possible during overhauls and when traffic is heavy, the present plan could, mathematically, increase the Canal capacity by about 1,000 ships during the four months of the overhaul.

It requires about 21 minutes less time for a lockage through the three levels at Gatun with double-culvert operation than with only one culvert. The use of both lock chambers with single-culvert operation will save slightly more time but present calculations are for 29 to 30

lockages a day under either condition of operation.

Twenty-four-hour operation of the locks under overhaul has been a normal procedure in the past to avoid delays to shipping. During the past two overhaul periods traffic has been so heavy that careful schedules were required to avoid long delays. With the new plan in operation the increased capacity will permit greater latitude in arranging transit schedules and no material delays are expected except on peak days when the number of vessels arriving for transit greatly exceeds the normal.

Locks Operated Overtime

Work was begun in January by the Maintenance Division on the alterations at Gatun Locks and during about a month's time single-culvert operation was required. This was necessary when the center-wall culvert was emptied as the access and pump shafts were being cut into the culvert. During this time the locks were operating on an overtime schedule with a minimum of 17 hours a day. During the early part of March the locks were operated for three days on a 24-hour schedule to relieve a congestion caused when an unusually large number of ships arrived for transit during a brief period.

A test has already been made of the plugs which will be used to seal off the openings from the lateral culverts feeding from the main center-wall culvert. The test was made on one of the lateral culverts connected with the center wall and it was found that the leakage around the five plugs could be measured by tens of gallons. The test indicated that the total leakage will not be sufficient to interfere with overhaul work in the culvert and will be considerably less than the capacity of the two pumps to be installed for controlling the inflow.

CANAL ZONE CLERGY



REV. WILLIAM LIVINGSTON

Although he was born in Portsmouth, Ohio and attended college in Anderson, Ind., the Reverend William Livingston has spent most of his time since then in various states south of the Mason Dixon Line and in tropical countries.

He arrived on the Isthmus two years ago to be Minister-in-Charge of the Church of God in the Canal Zone, Panama, and Costa Rica. Prior to that, he had spent five years as Minister of the First Church of God in New Orleans, and had also served the church many years in Tennessee, North Carolina, and Barbados.

As missionary Minister-in-Charge, he is responsible for several churches in the Republic as well as two in the Canal Zone and one in Costa Rica. Plans are now being made for the organization of a church in Diablo Heights and a new church building will soon be constructed for the Church of God congregation in Rainbow City.

Visits Costa Rica

The Rev. Livingston makes two trips each year to visit the congregation in the little town of Cimarrones in Costa Rica. He and his wife edit the Church quarterly *The Panama Promoter*. He also has charge of a weekly radio program "The Christian Brotherhood Hour," prepared by the general offices of the Church in Anderson, Ind., and broadcast locally. He is also President of the Isthmian Religious Workers Federation.

A graduate of the Anderson College and Theological Seminary, the Reverend Livingston also has a bachelor of arts degree from High Point College, in High Point, North Carolina.

Reverend and Mrs. Livingston have three daughters, Ann, Jenny, and Gaye, all of whom attend school in Balboa. Ann, the eldest, is a student in the Canal Zone Junior College and has shown considerable talent for music. Music, in fact, plays a prominent role in the Livingston home. Mrs. Livingston and her two oldest daughters have formed a vocal trio and have taken part in a number of church programs in the Canal Zone.

SHIPS AND SHIPPING

Transits By Ocean-Going Vessels

	1955	1954
Commercial	637	592
U. S. Government	15	41
Total	652	633

Tolls *

Commercial	\$2,723,170	\$2,494,854
U. S. Government	53,178	202,146
Total	\$2,776,348	\$2,697,000

* Includes tolls on vessels under 300 net tons or 500 displacement tons.

A high record and a low record were set in the same month by Canal traffic in February, which unusual fact is doubtless a record of its own.

A new high daily average number of transits by ocean-going commercial ships of 22.75 was established in February. This was an all-time high. The previous record of 22.35 ships a day average was set in March 1954 when there were 693 transits.

The low record was set by U. S. Government shipping. The daily average number of transits by large Government ships was 0.54, the lowest monthly average since the beginning of the Korean conflict. It was not an all-time record.

Commercial traffic continued at a high rate during March and, with single culvert operation at Gatun Locks during the month, it became necessary to operate three days on a 24-hour schedule to avoid congestion and delays to traffic.

Two more whale-catchers transited the Canal southbound March 17 enroute to Valparaiso, Chile, to join the whaling fleet which is operating in the Antarctic Ocean. They were the *Indus XII*, and *Indus XIV*, Chilean-flag whalers being delivered to the Cia. Industrial, S. A., of Valparaiso.

The two vessels, originally under the Norwegian flag and christened *Falk* and *Klo*, were built in 1937 at Sandefjord, Norway. They are 125.5 feet in length and powered with reciprocating steam engines. Payne & Wardlaw, local agents for the vessels, say that the two catchers will be a part of a large fleet of "Indus" vessels. A sister ship, the *Indus XV*, was scheduled to arrive for transit about the end of March.

The SS *Chateaugay* transited the Canal early in March with the biggest load of iron ore ever shipped through the Canal except by regular ore carriers of the largest size. The 613-foot ship was enroute from San Juan, Peru, to Baltimore. Wilford & McKay were agents. The *Chateaugay* was not built as an ore carrier, but is of an unusual type vessel. Built primarily as a dry-cargo carrier, it is designed so that its ballast tanks can be used to transport oil.

Most vessels carrying ore through the Canal from San Juan have a load of nine to ten thousand tons. The *Chateaugay* carried 22,710 tons. Some of the biggest ore ships carry about 24,000 tons.

Only a few oldtimers around the pier area in Cristobal recognized the cruise ship *Homerie* as an old friend when it docked in Cristobal a few weeks ago with 626 tour passengers aboard.

It was the ship's maiden voyage to the Canal under her new name. Records of

the Cristobal Port Captain's office reveal that the vessel, formerly named *Mariposa* of the Matson Line, transited the Canal in January 1932, on a round-the-world voyage. Subsequently it was in trans-Pacific service for many years, plying between U. S. ports and Hawaii where its name and profile became familiar to thousands of American travelers.

Ten years after her first transit, the *Mariposa* came through the Canal again, this time northbound with the red, white, and blue stack of the Army transport service, her destination being cryptically shown as the "high seas." After the war the *Mariposa* became the *Homerie*, of Home Lines, Ltd., and transited the Canal in 1954 enroute to Italy where it was completely refitted as a cruise ship, with air conditioning throughout.

C. B. Fenton & Co., Inc., local agents, have announced that the *Homerie* has returned to trans-Atlantic service but is expected to visit the Isthmus again next year with cruise passengers. The vessel is under Panamanian registry and has a gross tonnage of 18,152 and is 637 feet long.

The Ivaran Line, of which C. Fernie & Co. are local agents, was mistakenly called a Danish firm in February issue of THE REVIEW. The Ivaran Line is Norwegian and is owned by the A-S Ivarans Rederi, well-known Norwegian firm established in 1902. The company operates a number of freight-passenger vessels which transit the Canal regularly on a run between New York and Far Eastern ports.

The Spanish training schooner *Juan Sebastian Elcano* arrived in Cristobal at the end of last month for a week's visit to Canal waters. It came from Cartagena Colombia, and is on an extended training cruise. The training ship is well known on the Isthmus. It last visited the Canal in 1952 at which time it carried a complement of 310 officers and cadets.

The new SS *Southern Cross* is scheduled to arrive here April 11 on her maiden voyage around the world. The Canal administration has been notified that a film unit of British Films, Ltd., is aboard to make a motion picture of the trip and will make various pictures as the vessel transits the Canal.

Only Two Weeks Remain For Filing Income Tax

Only two weeks remain for tax payers to file their income tax returns for 1954, and, for those who are required to do so, to file their estimated income tax forms for 1955.

The last date for filing returns this year is April 15, which is one month later than in previous years. The deadline for payment of 1954 taxes is June 15, but those who delay until the last day will be required to pay interest between April 15 and June 15 which would amount to one percent.

Wendell L. Lindsey, Internal Revenue Agent, will be assisted in handling returns this year by James K. Woischwill, Collection Officer, who was recently assigned to duty in the Canal Zone for two years. Mr. Woischwill's home is in Miami, Fla.

PROMOTIONS AND TRANSFERS

February 15 Through March 15

Employees who were promoted or transferred between February 15 and March 15 are listed below. Regradings and within-grade promotions are not listed.

ADMINISTRATIVE BRANCH

George Vieta, from Passenger Traffic Clerk to Passenger Traffic Officer, Transportation Section.

Sidney Temple, from File Clerk, Records Section to Passenger Traffic Clerk, Transportation Section.

CIVIL AFFAIRS BUREAU

Henry B. de Voll, from Guard, Locks Security Branch to Postal Clerk, Postal Division.

Robert L. Snyder, from Postal Clerk to Principal Review Clerk, Postal Division.

OFFICE OF THE COMPTROLLER

Ralph K. Skinner, from Voucher Examiner, Agents Accounts Branch to Accounting Publications Editor, Accounting Systems Staff.

Robert K. Hanna, from Contract Assistant, Contract and Inspection Division to Accountant, Internal Audit Staff.

Mrs. Elsie N. Smith, from Accounting Clerk, Central Typing and Clerical Unit to Voucher Examiner, Agents Accounts Branch.

Mrs. Muriel H. DeYoung, Accounting Clerk, from General Ledger and Processing Branch to Central Typing and Clerical Unit.

John R. DeGrummond, Jr., from Fiscal Accountant to Supervisory Accountant, Agents Accounts Branch.

Florian B. Hopson, Donald J. Bowen, from Accountant to Supervisory Accountant General Ledger and Processing Branch.

Noel C. Farnsworth, from General Construction Inspector, Contract and Inspection Division to Valuation Engineer, Plant Inventory and Appraisal Staff.

Jack A. Muller, from Electrical Engineer, Electrical Division to Valuation Engineer, Plant Inventory and Appraisal Staff.

Francis J. Reilly, from Accounting Clerk, Dredging Division to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

John W. D. Collins, from Timekeeper, Locks Division to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

Carl W. Hoffmeyer, from Postal Clerk, Postal Service to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

Duane A. Hunter, from General Construction Inspector, Contract and Inspection Division to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

John R. White, from General Construction Inspector, Contract and Inspection Division to Valuation Engineer, Plant Inventory and Appraisal Staff.

Frank R. Molther, from Structural Engineer, Engineering Division to Valuation Engineer, Plant Inventory and Appraisal Staff.

George T. Darnell, Jr., from Supervisory General Engineer, Surveys Branch to General Engineer, Plant Inventory and Appraisal Staff.

Lionel L. Ewing, from Admeasurer, Navigation Division to General Engineer, Plant Inventory and Appraisal Staff.

Bruce W. Glaze, from Accountant, Internal Audit Staff to Cost Examiner, Plant Inventory and Appraisal Staff.

COMMUNITY SERVICES BUREAU

Mrs. Ruth Belcher, from Substitute Teacher, Division of Schools to Steward Trainee, Service Center Division.

Earl W. Sears, from Accounting Clerk to Accounting Assistant, Housing Division.

Robert H. Miller, from Housing Management Aide to Assistant Manager, Cristobal Housing Office, Housing Division.

ENGINEERING AND CONSTRUCTION BUREAU

Joseph S. Christopher, from Painter Foreman to Painting Inspector, Contract and Inspection Division.

Walter E. Colclasure, from Supervisory

Administrative Assistant to Contract Assistant, Contract and Inspection Division.

Lynn E. Stratford, from Powerhouse Operator to Senior Powerhouse Operator, Electrical Division.

William C. Williford, from Carpenter Leader to Quarters Maintenance Foreman, Maintenance Division.

Mrs. Mae B. Cross, from Clerk to Clerical Assistant, Office of the Director, Engineering and Construction Bureau.

OFFICE OF GOVERNOR-PRESIDENT

William L. de la Mater, from Supply Distribution Assistant, Engineering and Construction Bureau to Management Engineer, Executive Planning Staff.

Miss Annie F. McDade, Editorial Clerk (Stenographer) to Secretary (Stenographer), Executive Planning Staff.

HEALTH BUREAU

Mrs. Ruthelma T. Zemer, Clerk-Stenographer, from Wage and Classification Division, Personnel Bureau to Gorgas Hospital.

Dr. John W. Gales, Medical Officer, from Gorgas Hospital to Coco Solo Hospital.

Miss Myrtle L. Spencer, from Staff Nurse Gorgas Hospital to Head Nurse, Corozal Hospital.

MARINE BUREAU

Harry B. Johnson, Towboat Master, from Dredging Division to Navigation Division.

Walter C. Watts, from Lock Operator Machinist, to Lock Operator Machinist Leader, Atlantic Locks.

Kenneth L. Bivin, from Probationary Pilot to Qualified Pilot, Navigation Division.

PERSONNEL BUREAU

Robert A. Stevens, from Salary and Wage Analyst to Chief of U. S.-Rate Wage Board Section, Wage and Classification Division.

Mrs. Margaret E. Murphy, from Position Classifier to Chief of the U. S.-Rate Classified Section.

TRANSPORTATION AND TERMINALS BUREAU

Worden E. French, from Steam Engineer to Assistant Relief Foreman, Marine Bunkering Section.

APRIL SAILINGS

From Cristobal

Cristobal	April 2
Panama*	April 9
Ancon	April 16
Cristobal	April 23
Panama*	April 30

From New York

Ancon	April 7
Cristobal	April 14
Panama*	April 21
Ancon	April 28

(Southbound the stop at Haiti is from 7 a. m. to 4 p. m., Monday; northbound the ships are also in Port-au-Prince on Monday from about 1 to 6 p. m.)

* Freight only.

MARCH RETIREMENTS

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

Gilbert H. Hulcher, Virginia, Plumber, Maintenance Division, 17 years, 7 months, and 22 days; Panama.

Malvern P. Pappendick, North Carolina, Meat Processing Supervisor, Commissary 36 years and 25 days. Indefinite.

Capt. Arthur J. Troup, Indiana, Special Assistant to the Civil Affairs Director, 30 years, 6 months, and 23 days. La Grange, Illinois.

ANNIVERSARIES



THOMAS E. BOUGAN

Thomas A. Bougan, who completed 41 years of government service in March, has plenty of experience in the line of work he is now doing. His present job is Chief of the Retail Stores Branch of the Commissary Division but before being employed by the Canal organization, he spent 16 years with the Supply Department of the U. S. Navy. During World War II he was on duty for three years with the Supply Department of the 15th Naval District in Balboa.

A native of New Orleans, Mr. Bougan first joined the Navy in 1914, and saw service during World War I. At this time, he was on duty with the Dover Patrol in the English Channel for several months. Called back to active service during World War II, he was placed in charge of procuring provisions for all U. S. Navy ships in the Panama Sea Frontier.

He has been employed with the Commissary Division since 1930 and was Manager of several of the Commissary retail stores before he was promoted to his present position in 1951.

35 YEARS

Thirty-five year anniversaries were observed by two employees during March. They are William V. Brugge, Assistant Housing Manager in Balboa, and Louis A. Kaufer, Governmental Accountant in the Industrial Bureau in Cristobal.

Mr. Brugge came to the Isthmus as a young boy in 1910 and took his first job with the Canal organization in 1913 as a wrapper and checker with the Commissary Division. He left the Canal Zone in 1916 but returned in 1922. He has been employed in helping employees with their housing problems since 1925.

Mr. Kaufer was born in Red Lake Falls, Minn. and was first employed in the Supply Department in 1920. Since 1924 he has been with the Mechanical Division, now the Industrial Bureau, as an accountant. His service record with the Canal organization is continuous.

30 YEARS

Two of the five employees who had 30-year anniversaries last month can boast of continuous service with the Panama Canal organization. They are Roger A. Orvis, Chief of the Accounting Section in the Industrial Bureau, and Miss Betty A. Ryan, teacher in the Balboa Elementary School. Mr. Orvis, a native of Chicago, Ill., has been with the Industrial Bureau since 1925. Miss Ryan, of Curtis, Mich., has been teaching in the Canal Zone Elementary Schools since she arrived on the Isthmus in 1925.

Other 30-year employees are David E. Dickson who was born in Kingston, Ontario, and is now Lockmaster at the Pedro Miguel Locks; Manuel Pabon, of Cabo Rojo, Puerto Rico, and Hugh L. Samples, both heavy equipment operators in the

Motor Transportation Division. Mr. Sam-
ples is a native of Tankesley, Ky.

25 YEARS

Six employees completed 25 years of Government service in March. Three of the six have continuous service with the Canal organization. They are **Joseph Conklin, Jr.**, a native of Fort Smith, Ark., Train and Yard Conductor with the Panama Railroad; **Jack B. DeVore**, of New Albany, Ind., Accountant with the Accounting Division; and **Herman V. Lynn**, of Gulfport, Miss., Identification Officer in the Police Division.

Others completing 25 years of Government service during March are: **Miss Mercedes Castro**, whose birthplace is Panama City and who is now employed as a teacher at the Balboa Junior High School; **Julian S. Hearne**, Assistant Supervisor of the Dredging Division's Hydrographic Surveys Branch, who was born in Yantley, Ala.; and **Mrs. Della J. Noonan**, a member of a well known Canal Zone family, who was born in Cristobal and is now employed as a Mail and File Clerk in the Commissary Division at Mount Hope.

20 YEARS

Six employees passed their 20-year anniversary in March and four of them have unbroken service with the Canal organization. The four with continuous service are **Virgil G. Camby** and **William T. Bleakley**, both policemen on duty in the Balboa District; **Herbert S. Driscoll**, Dock Foreman in the Navigation Division; and **George E. Shoemaker**, General Supply Cataloger in the Division of Storehouses.

The other two with 20 years of Government service but whose service is broken are: **Olen A. Dietz**, Superintendent and Construction Management Engineer, in the Maintenance Division in Cristobal; and **Lee Kariger**, Administrative Assistant in the Locks Division at Pedro Miguel.

15 YEARS

Sixteen of the 22 employees who celebrated their 15th anniversary in March have continuous service with the Canal organization. Three of them share the mutual service date of March 7, 1940, and two others came to work for the Canal, March 21, 1940.

The three who were employed March 7 are **Gilbert C. Foster**, Foreman of the Crushing and Screening Plant of the Maintenance Division; **Gerrit Joustra**, Armature Winder in the Electrical Division; and **Harvey W. Sauter**, Assistant Superintendent of Sheet-metal Work in the Maintenance Division.

The two employees who went to work for the Canal March 21, are **Gerald J. Fox**, Foreman of Quarry Maintenance, Maintenance Division; and **Mrs. Ethel K. Hearn**, Head Nurse at Gorgas Hospital.

Other 15-year employees with unbroken Canal service are: **Paul N. Friedman**, Assistant Director of the Supply Bureau; **Lawrence W. Chambers**, Safety Inspector, Locks Division; **Elmer A. Geiss**, Machinist in the Industrial Bureau; **Robert G. Hammett**, Pressman, Panama Canal Printing Plant; **Mrs. Della L. Hancock**, Communications Clerk, Administrative Branch; **Everett R. Kimmel**, Pharmacist, Gamboa Medical Clinic; **James E. Lawson**, Internal Audit Staff, Office of the Comptroller; **Charles E. Pretz**, Refrigeration Engineer in the Balboa Field Office of the Maintenance Division; **Ira N. C. Read**, Accounting Clerk, Plant Inventory and Appraisal Staff; **Harry C. Seaman**, Commissary Supervisor, Commissary Division; and **Robert A. Stevens**, Chief of the U. S.-Rate Wage Board Section of the Wage and Classification Division.

Other employees completing 15 years of service are: **Jerry W. Detamore**, Forms Control Officer in the Administrative Branch; **William C. Harrell**, Rigger, Industrial Division; **Andrew S. Lieberman**, Chief Towboat Engineer, Navigation Division; **Francis N. O'Connell**, Maintenance Mechanic, Transportation and Terminals Bureau; **Charles W. Rager**, Lock Operator, Pacific Locks; and **Fred E. Wells**, Steamship Ticket Agent for the Panama Line.



COMMISSARY DRESSES were displayed to their fullest advantage at a fashion show presented late last month at the Albrook Air Force Base Officers Club by 10 lovely models—wives of Albrook Officers. The fashion show was designed to display the moderate-priced clothing available to Canal Zone women, with dresses being supplied from Panama Canal Commissary's regular stocks. Left to right are: Mrs. H. B. Terhune, Mrs. James Verner, Mrs. William Peel, Mrs. John Blakeslee, Mrs. Edward Morris, Mrs. E. J. Briggs, Mrs. Ray Willets, Mrs. Samuel Galbreath, Mrs. Harry Albaugh, and Mrs. James Hamill.

STATESIDE FOOD manufacturers have done just about everything but hire a cook in their efforts to brighten the lot of the working-mother, the bridge-playing wife or the woman who just doesn't like to spend much time in the kitchen. The results of their labor in behalf of the harrassed housewife can now be found on the shelves of most Commissary retail stores and fresh supplies and new items are being tried out and ordered regularly. Anyone able to read, lift a saucepan to the stove, light an oven, or tell salt from pepper should be able to whisk a meal together in a matter of minutes.

Some of the items are in cans and will keep on the kitchen shelf for months. Others are frozen and can be placed in the freezing compartment of the refrigerator or in the deep-freeze and kept for months also. Most housewives have also found that the canned instant foods are just the thing to take along on a picnic or a week-end excursion.

A CHICKEN PIE or a meat pie, for instance, is the last thing you might think would be found in cans but they are made by the Wilson Company and the Dinner-Time people whose products are now being stocked by the Commissary Division. The pies are put up in pie-shaped tins large enough to serve two or three hungry people. In addition to chicken and beef pot pie, there are turkey pies, mince pies, chicken pot pies, and chicken fricassee with vegetables. All the cook has to do is take the top off the tin and place the whole business in the oven for half an hour. Frozen chicken, beef, and turkey pies are also available.

THE HOUSEWIFE in a hurry will soon get another break in the quick meal department. The Commissary Division has an order a stock of so-called "minute meals" prepared by the Heinz Company. The minute meals are made especially for one person or can be given to a child when mother is busy and has other housework to think about. They come in eight and one-half ounce tins and include such luscious combinations as lamb and beef stew, macaroni creole, Spanish rice, chicken noodle dinner, and chop suey. They are not expensive either, considering the saving in preparation and shopping time.

THERE ARE a number of combination dinners which can be picked up in one package and placed on the shelf or taken to the country for an easy meal during the week-end. For those who like Mexican food, there is an enchilada dinner which serves four. Everything is included in

the package except cheese and onions, of which every good enchilada must have plenty. Another quick meal in a package is a meatless Chinese dinner which includes chop suey, chow mein noodles, and a bottle of soy sauce.

QUICK DESSERTS have long been stocked by the Commissary but recently the choice has been widened to pies, pie mixes, and a wide variety of cake mixes for such cakes which once took grandmother many long hours of preparation. The pie mixes include cherry, peach, and apple, which are ready to pour into a crust and place in the oven. There are prepared crust mixes, also. In case the hostess is really in a hurry, however, the Commissary sells in the frozen food section, small individual apple and cherry pies all ready for baking.

IF THERE are times when the lady of the house might prefer to start from scratch when preparing fresh vegetables, she will find in the houseware sections soon a super-duper paring knife with a small attachment which cuts potatoes into shoe-string size, and will dice onions, apples, and vegetables.

Gadget inventors are thinking of everything. Some man must have had some experience with baked potatoes which have a nasty habit of rolling out of the oven or baking unevenly. The housewife can now buy a baked potato rack which holds eight potatoes on prongs and not only keeps the potatoes on an even keel but takes the heat to the heart of the potato. It sounds like a good idea and no one could go wrong for 45 cents. They will be available soon in all houseware departments.

To cut that steak which has been cooked with such care over the charcoal, there is a new stock of steak knives and carving sets made by the Flint Company, with Pakkawood handles and hollow-ground blades. The steak knives come in sets of six with a wooden rack for storage—all for only \$7.65.

SUITABLE CRUSHED ICE in small quantities is hard to come by in the tropics. If it is crushed too fine, it melts before it can be used. Available in the Commissaries soon will be an ice cube tray which will (believe it or not), make ice cubes in crushed ice size. The trays come in sets of two and will produce a total of 180 ice cubes in jig time. Since the tray is made of flexible plastic, the cubes will pop out whole with a twist of the wrist, so the manufacturer claims.

More New Kitchen Gadgets

Crushed Ice From Your Tray

Crushed Ice From Your Tray

Crushed Ice From Your Tray

Crushed Ice From Your Tray

Crushed Ice From Your Tray

Crushed Ice From Your Tray

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Crushed Ice From Your Tray

ROTC Cadets Climax Successful Year

Now an important component of Balboa and Cristobal High Schools, the Junior Reserve Officer Training Corps culminated its seventh successful year last month with a review by Governor Seybold and Field Day competition at the Balboa Stadium.

The ROTC program was inaugurated at Balboa High School in the fall term of 1948 and was extended to Cristobal High School two years later. Since then several hundred students an average of about 300 a year have participated.

While the annual Field Day exercises have publicly demonstrated the success of the training and the enthusiasm demonstrated by the students, the benefits of ROTC training have been spotlighted by students after graduation from the two schools, many of whom have utilized this basic training to become successful officers on entering a branch of the Armed Services.

Regular Army Personnel

Three regular Army officers and six noncommissioned officers are assigned to the Canal Zone units, with Capt. William J. Loder, Jr., in charge as Professor of Military Science and Tactics. His principal assistants are Capt. James C. Cloud at Cristobal, and Capt. Thomas B. Blake at Balboa. Noncommissioned officers assigned to the Balboa unit are M-Ss. Elmer O. Edwards as supply sergeant, and Carl O. Webb as instructor; and Sfc George Rosen, instructor; and Sfc Glenn H. Bolton, sergeant major. M-S Robert E. Robinson and Sfc Edward O. Souney are assigned to the Cristobal ROTC.

Impressive Showing Made

The cadets made an impressive showing in the Field Day last month and although the Balboa unit marched off with most of the honors, competition was keen. Competition for individual, squad, platoon, and company honors followed the regimental review in honor of Governor Seybold who warmly congratulated the Regimental Staff at the close.

Winners in the competitive events were:

Individual: Cadet Sgt. Richard W. Angstadt, first; Wayne G. Brown, second; and Stephen R. Laidlaw, third. All individual winners are Balboa cadets.

Squad and commander: Third squad, second platoon of Company B, Cadet Sgt. Michel H. Nahmad, Balboa, first; and first squad, first platoon of Company A, Sgt. Raymond E. Bacon, Balboa, second.

Platoon and commander: First platoon, Company C, Balboa, Cadet Lt. Donald B. Huff, first.

Company and commander: Company C, Balboa, Cadet Capt. David A. Ellis, first; and Company G, Cristobal, Cadet Capt. Andrew A. Bleakley, Jr., second.

Lt. Col. Conrad R. Underdahl, of Fort Amador, who is Senior Army Adviser for the ROTC, was head judge of the Field Day competition and was assisted by five officers of the 33d Infantry at Fort Kobbe.

The Field Day competition was followed by an exhibition of precision drill by the Balboa High School drill team under the command of Cadet Captain Ellis.

Awards to the winners were made to winners by the following organizations and their representatives: Individual competition, Panama Canal Department of the Reserve Officers Association, Maj. Carl J. Browne; Best squads, Lodge No. 1414, B.P.O.E., William J. Bright; best platoon, Pacific Civic Council, Harry



MOST SOUGHT HONOR in the Field Day was top spot in the individual competition. It was won by Cadet Sergeant Richard W. Angstadt. His first place medal, awarded by the Panama Canal Department of the Reserve Officers Association is being pinned on by Carl J. Browne, Major, U. S. Army Reserve Corps, who is Superintendent of the Maintenance Division's southern district. At Major Browne's back is Capt. William J. Loder, Jr., P. M. S. & T. for the Canal Zone Schools. Cadet Sgt. Raymond A. Bacot, in white helmet, won second place in the squad competition, and Cadet Sgt. Wayne G. Brown, at far right, won second place in the individual competition.



WINNING PLATOON leader was Cadet Lt. Donald B. Huff who is receiving a medal from Melvin Bierman, Panama Canal Traffic Engineer, donated by the Scottish Rite Bodies. A plaque for the winning platoon and individual ribbons were presented by Harry Townsend, Foreman of the Instrument Repair Shop in Balboa, for the Pacific Civic Council. At Mr. Bierman's left is Captain Loder, who has charge of the ROTC units; in the center is Miss Jane Jennison, sponsor of Company C, of Balboa, commanded by Cadet Capt. David A. Ellis, winner of first place in company competition; and extreme right is Cadet Sgt. Michel Nahmad, first place winner in squad competition.

Townsend; and best platoon leader, Scottish Rite Bodies, Melvin Bierman; best companies, Balboa Junior and Senior

High Schools PTA, Mrs. Edith Cotton, and best company commander, Knights of Columbus, Milton Halley.

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