

PANAMA CANAL
REVIEW

Vol 6, No. 1

BALBOA HEIGHTS, CANAL ZONE, AUGUST 5, 1955

5 cents

BIDS FOR CONVERTING ATLANTIC SIDE EQUIPMENT TO 60 CYCLES WILL BE ADVERTISED DURING AUGUST

Most Younger Zonians Will Have Salk Shots Before Polio Season

More than three-quarters of Canal Zone children from 5 to 9 years old will be immunized against polio by two Salk vaccine inoculations by the time the "polio season" normally begins on the Isthmus, according to the estimates of the Health Bureau.

It is in this age group that paralytic polio strikes hardest and nearly 30 percent of all cases occur in children of this age.

The U. S. Public Health Service will limit vaccination to this age group until the production of vaccine and testing under the strict new standards make additional vaccine available, according to Col. C. O. Bruce, Health Director.

The estimates on the percentage of children vaccinated during the past few weeks were prepared following the free inoculation program for first and second grade pupils on July 26-28. Health officials expected the same percentage of participation among children in the pay program which was held this week.

Salk vaccine for the first and second grade pupils was donated by the National Foundation for Infantile Paralysis. The program was administered by the Health Bureau free of charge as a public health service. Orders for the purchase of vaccine were placed by the Canal administration soon after the announcement that Salk vaccine had been found to be effective against polio and a sufficient supply was received for the inoculation of all eligible children under the pay program.

More Vaccine Later

Governor Seybold has announced that efforts will be continued to obtain additional supplies as the vaccine is retested and released for use by the United States Public Health Service. As this is received it will be released for use by other age groups.

The charge of \$1.50 is made for each injection given by the Health Bureau to dependents of Company-Government employees and employees of other U. S. Government agencies. A \$3.50 charge is made for each injection of U. S. citizen residents who are not sponsored by the Company-Government or other U. S. Government agencies.

The inoculation of the young children in the pay group this week was conducted along the same general lines as the previous week when the free vaccinations were administered. The process was simplified by the acceptance of payments when the

Look Who's Here!



DAVY CROCKETT, Canal Zone style, wasn't born on a mountain top in Tennessee, but his daddy, Policeman Frank Tester, was. That makes the coonskin cap legitimate. The real Davy didn't have a *pipa* to suck on, but he'd have liked it if he'd had one, especially after he'd killed him his ba'r at the age of three. That's what our Davy, Frank Tester, Jr., thinks, anyway.

vaccinations were given.

It is presently planned to have children of both groups inoculated at the same time when the second injections are administered. These schedules will be announced later this month but it is expected that the second injections will be given during the last week in August. Under this schedule children will have the maximum immunity possible with two injections by the middle of September. The greatest number of polio cases usually occur on the Isthmus after this time of the year.

The anti-polio inoculation program was conducted in the civilian

(See page 4)

Contract Will Be Among The Largest Of Power Project

Specifications are now being prepared for one of the key contracts in the power conversion project—the conversion of all domestic, commercial and industrial equipment on the Atlantic side from 25-cycle to 60-cycle frequency.

While exact schedules are not completed, it is expected that the work will be advertised for bids the latter part of this month, for about 60 days, and bids then opened. This phase of the project will be divided into two parts, one covering Company-Government industrial units and the other covering domestic equipment and Company-Government service units.

The specifications will provide that four areas will be available for the contractor or contractors after January 2, and all the remaining areas after next May 15. It is presently expected that the first actual use of 60 cycle by domestic users will not be until late this fiscal year.

The first areas to be made available to the contractor for conversion will be Margarita townsite, Coco Solo Hospital, Mindi Dairy, and the Industrial Division.

Locks, Mount Hope Separate

The contract for the conversion of Canal equipment will cover all frequency sensitive units on the Atlantic side with the exception of those at Gatun Locks and the Filtration and Pumping Plants at Mount Hope which will be converted under separate contracts. The industrial units to be grouped together under this contract will include the Industrial Division, Oil Handling Plant, Maintenance Division shops, Motor Transportation Division shops, Commissary Division equipment at Mount Hope, the Printing Plant, and Cristobal Piers.

The contract or contracts for the equipment conversion on the Atlantic side will be among the largest awarded in the Power Conversion Project. It is estimated that the cost will be in the \$1-to \$2-million class.

The complexity of the task is indicated by the number of pieces of domestic equipment to be converted. The survey recently completed on the Atlantic side revealed that there are 8,100 frequency sensitive units in use in homes. They include 1,900 refrigerators, 1,200 fans, 2,000 clocks, 715 washing machines, dryers and mangles, 725 record players, 50 blowers, diffusers and

(See page 16)

Employee Turnover, Separation Rate Lowest Since Start Of World War II

Separations from the service and turnover rates among full time U. S.-rate employees of the Company-Government were the lowest during the past fiscal year of any since the beginning of World War II.

Figures compiled by the Personnel Bureau for the fiscal year ended June 30, showed that the number of voluntary and involuntary separations from the service and the percentages in both categories were well below comparable statistics since 1950. The turnover rate was high throughout the war years and immediately afterwards because of the great expansion and later reduction in force necessitated by abnormal conditions.

The following tabulation shows the turnover rates for the past five fiscal years:

Fiscal Years	1951	1952	1953	1954	1955
FORCE SEPARATIONS:					
Voluntary	4,287	4,261	4,233	3,867	3,803
Involuntary	805	466	520	437	348
Total	239	238	482	254	158
TURNOVER RATE:					
Voluntary	1,044	704	1,002	691	506
Involuntary	18.78	10.94	12.28	11.29	9.15
Total	5.57	5.58	11.39	6.57	4.15
	24.35	16.52	23.67	17.86	13.30

The lowering of the turnover rate during the past two years is attributed principally to a stabilization of the force with relatively few force reductions; wage increases for various groups; free home leave travel; group insurance; and other fringe benefits which have been provided within the past two years.

The highest turnover rates in the Canal organization for the past five years were shown in the fiscal years 1951 and 1953. In 1951 the rate was high because of the large number of voluntary separations from the service which came after income tax was applied to Government employees in the Canal Zone. Other conditions which influenced the rate that year included the extensive reorganization. The rate of involuntary separations that year was the lowest of any in the 1950-55 period with the exception of last year.

Both the voluntary and involuntary rates were high in the fiscal year 1953. The voluntary rate was influenced by the threat to the 25 percent differential, increased rents, and other unsettling conditions. The rate of involuntary separations was

NEW HEALTH OFFICER



COL. CHARLES O. BRUCE, new Health Director, took over his duties early last month. He was photographed at his desk, but he has spent much of the past four weeks on field trips to the various units of the Health Bureau. His present post is his first in the Canal Zone. He visited the Isthmus last January as a member of the group which accompanied Secretary of the Army Robert T. Stevens.

abnormally high because of substantial force reductions made in some units. The rate of voluntary separations from the Canal service has been increased during the past 15 years by the employment of married women who leave the service when their husbands resign, retire, or are assigned elsewhere. The wives of a comparatively large number of Armed Forces personnel have been employed since the close of the war and these are listed with other voluntary separations when they resign because of the reassignment of their husbands.

Comptroller Leaves This Month



Mr. and Mrs. Lindsley Noble at their home at Balboa Heights

The Canal Zone will lose two of its well known and popular residents this month when Mr. and Mrs. Lindsley H. Noble leave for Washington, D. C. He has accepted a recently created key position in the Post Office Department to which he will report early in September.

Mr. Noble submitted his resignation as Comptroller of the Panama Canal Company in June and it was accepted at the July meeting of the Board of Directors. A statement praising Mr. Noble for his work during the difficult reorganization period of the past three years was issued by Governor Seybold upon the acceptance of Mr. Noble's resignation.

Both he and Mrs. Noble have taken a prominent part in the community and social life of the Isthmus since he joined the Canal organization in May 1952. He had many years of top U. S. Government accounting work before he became Comptroller.

He was the first to fill the office of Comptroller after the reorganization in 1951 under Public Law 841. As a general officer of the Company, his successor will be elected by the Board of Directors and a committee was appointed at the July meeting to recommend an appointee.

Push-Button Traffic Light To Be Installed In Balboa

The Canal Zone's first push-button type traffic light, or "pedestrian actuated traffic signal" as it is known officially, is to be installed soon on Balboa Road between the Housewares Section and the Mens Wear and Shoe Section of the Balboa Commissary Annex.

Although this type of traffic light, which can be operated manually by the pedestrian himself, is well-known in the United States, this will be the first of its type to be installed on the Isthmus.

Post-mounted signals with the standard red, yellow, and green lights will be installed pointing up and down Balboa Road. A "walk" signal for pedestrians, one on each side of the street, will point across Balboa Road. In order to stop traffic and cross the street, a pedestrian must push the automatic button control and wait until the walk signal comes on.

Bids for the furnishing and installing of the two traffic signal lights and other miscellaneous work are now being advertised. They will be opened the morning of August 10 in the Balboa Heights Administration Building.

Intensive Campaign Under Way To Increase Number, Quality Of Employee Suggestions

The opening move in an intensified campaign to increase the number and quality of employee suggestions will be made next week when U. S.-rate employees receive, with their paychecks, invitations to take a greater part in the Incentive Award Program. Employees on the local-rate rolls will receive similar invitations with their paychecks the following week.

The invitations are in the form of cartoon-illustrated, red-lettered cards. They show a young woman tripping over her own ideas and saying: "Can you change that condition? There must be a better way. Send in your suggestion."

The paycheck inserts are one of several innovations in the Incentive Award Program. Other changes include the selection of 75 employees, strategically located in operating units, as Incentive Awards representatives and a new standardized form which will henceforth be used by all employees making suggestions.

"A suggestion proposes an improvement in our operations by locating a problem and recommending a solution," according to a member of the Incentive Awards Committee. "It may change the way things are done and propose a new method or a new application of an old idea. Merely pointing out a difficulty or shortcoming, without providing an answer, is not a suggestion. Neither is a proposal in routine maintenance or everyday functions, such as repairing linoleum, keeping aisles clear, cleaning lights, ordering supplies, etc., unless it proposes a change in the operations or the physical facilities."

What To Suggest

The Canal organization, he said, is especially interested in suggestions for:

Combining materials, methods, operations, procedures, records, reports;

Devising new applications of old ideas, new equipment, new machines, new methods, new processes, new tools;

Eliminating breakage, duplication, fire, health or accident hazards, operations, waste, unnecessary work;

Improving employee morale, methods, procedures, quality of product, safety, tools and machines, working conditions; and

Saving manpower, material, money, space, and time.

Information such as this and other news of the Incentive Award Program will be brought to the Canal employees through the 75 Incentive Awards repre-

sentatives. They will be kept informed of any new developments in the awards plan by means of news-letters, which they will receive at least once a month from the committee.

How To Do it

The new standardized form will make submission of suggestions a much easier process than it has been in the past and also make the task of reviewing and studying the suggestions considerably simpler.

Merely by checking printed squares, an employee can indicate whether his idea would simplify work, save material or time, improve methods or safety or otherwise better existing conditions.

The new form is perforated; one portion of it will be torn off and returned to the suggester promptly as an acknowledgment that his suggestion has been received and started on the rounds of those who will study it. Any employee can ask, in a space set aside for this purpose, that his name not appear during the review period, and that the suggestion be numbered until a decision is made as to whether it will be accepted or rejected.

If a Canal employee's suggestion is one which could be used by other Federal agencies, it will be sent to the Civil Service Commission. A Canal employee may receive from \$10 to \$5,000 locally and additional amounts from any other Federal agency which adopts his idea. The chance for a good-sized monetary return, therefore, is much greater than it has been in the past.

Started In 1946

An Employee Suggestion Program, today known as an Incentive Award Program, has been used by the Canal organization since 1946. Since the enactment of the new overall Federal Program last year, there has been a gradual increase in the number of worthwhile employee suggestions and the intensified program, now getting under way, should result in a much larger number of suggestions submitted and approved.

Between last November and June 30, 72 Canal employees had ideas which they considered good enough to pass on. Sixteen of these were approved and the men and women behind the ideas given cash awards which totaled \$365. Seventeen other suggestions were still being studied when the fiscal year ended.

Of the 16 men and women who got cash-in-hand for their ideas, eight won \$10, five between \$10 and \$50, and two, more than \$50. The tangible savings to the Canal organization, when suggestions concerned problems where a monetary benefit could be figured, amounted to \$5,010.

From All Grades

Like all of those who are reading this story, the employees who submitted suggestions came from all grades in the Canal organization. Twenty-six suggestions were received, and five approved, from employees in a rating of GS-6 or below; 19 suggestions were received, and two approved, from employees from grades 7 through 11; and three suggestions were received, and one approved, from employees in GS-12 or above. As far as the hourly employees were concerned, 10 suggestions were received, and three

NEW STOCKHOLDER



A CHANGE in the top command of the Panama Canal Company and Canal Zone Government came late last month when Wilber M. Brucker took office as Secretary of the Army succeeding Robert T. Stevens. A native of Saginaw, Mich., and a former Governor of his home state, Secretary Brucker had been serving as General Counsel of the Department of Defense. He is a graduate of the University of Michigan Law School and has been prominent in legal work and politics for many years. He served with the Michigan National Guard on the Mexican Border and later as an Artillery Lieutenant with the Rainbow Division in France during the first World War.

approved, from those making \$3,800 or less a year; 11 suggestions were received, and four approved, from those in the \$3,800-\$7,000 wage bracket; and four suggestions were received, and one approved, from employees who earned over \$7,000.

The suggestions varied as widely as the employees who suggested them. They included, among other things; an idea for having house plans available in the commissaries where rugs and furniture were sold; new safety devices for the locks; a new form for time slips in the Commissary Division; mechanical improvements such as a guard on saws and the invention of a tool to remove lead sheath from cables.

Committee In Charge

The Canal's Incentive Awards Program is in charge of a committee headed by Henry L. Donovan, Civil Affairs Director. Other members are John Hollen, Chief of the Executive Planning Staff; Edward A. Doolan, Personnel Director; and J. Bartley Smith, head of the Electrical Division. Leonard M. Brockman of the Personnel Bureau is its Executive Secretary.

Acceleration of the local Incentive Awards Program is in line with President Eisenhower's strong support of the overall Federal program, which was strengthened by the law passed last year. This increased both the scope of the program and the monetary rewards which the idea man or woman could receive.

So, if any employee has an idea for combining, devising, eliminating, improving, and saving any of the things mentioned earlier in this story, he or she should:

Run, not walk, to the nearest supply of suggestion blanks, put his ideas down on paper and send the form to:

Chairman, Incentive Awards Committee, Balboa Heights.

Anything from \$10 up to many thousands might be his reward.

Balboa Heights Board Room Air Conditioning Started

Shirtsleeve conferees and others who meet frequently in the Board Room of the Balboa Heights Administration Building may soon find coats necessary.

Air conditioning of the Board Room was started this week by the Panama Sheet Metal Works which holds the contract for the project. The work is scheduled for completion by the latter part of this month. It involves installation of a 10-ton, 25-cycle unit and acoustical treatment of the ceiling.

Similar work was completed recently for the Governor's suite on the second floor of the Building.

BETTER LEARN THESE



RIGHT!



LEFT!



STOP!

Most Younger Zorians Will Have Salk Shots

(Continued from page 1) communities by personnel of the Health Bureau, while the Army, Navy, and Air Force handled the vaccinations of their dependents.

Most Children Inoculated

Approximately 1,000 vaccinations were administered in the free vaccination program which was limited to children between 5 and 9 years of age who were in the first or second grades prior to June 30. The Canal Zone school census during the past term shows 2,587 first and second grade pupils.

In addition to those inoculated on July 26-28, more than 2,000 had been

vaccinated during the summer vacation period since all children in this age group going to the States on vacation were eligible for inoculations.

The percentage for the eligible children in the pay group was expected to be about the same as in the free program. The number of eligibles in the second group had been estimated at 2,100 prior to the inoculations this week.

Those children eligible for Salk vaccine injections who failed to be vaccinated during the times scheduled may receive their injections at the Outpatient Clinics of Gorgas and Coco Solo Hospitals, or at the dispensaries of the Armed Services, upon application. The same rules of eligibility will be required for them and no charge will be made for those eligible for free vaccinations.

Gatun Locks Overhaul To Begin January 9, Continue Five Months

A plan adopted about two years ago for increasing the Canal capacity during lock-overhaul periods will be used for the first time during the coming dry season when work begins on the five-month overhaul of Gatun Locks.

Following a plan adopted by the Board of Directors in March 1953, alterations have been made in the locks so that the wall culverts and cylindrical valves can now be overhauled without emptying either of the lock chambers.

This will permit double culvert operations when one set of lock chambers is unwatered and will speed up the time for filling and emptying the lock chambers which are in use.

Materials are already on order and the first employees have been recruited for the overhaul, which will begin soon after the first of the year. The tentative starting date is January 9. The overhaul period will last until about the middle of May.

During the overhaul, eight of the mitre gate leaves will be unhinged and repaired and rehabilitation work will be done on all underwater parts. During the last overhaul at Gatun, in the dry season of 1951, four mitre gate leaves were unhinged and lifted from their nickle-steel pintles by hydraulic jacks. Each gate leaf weighs about 700 tons. The eight leaves to be overhauled this year are divided, four and four, between the two sides of the locks.

An additional force of 678 temporary employees will be needed during the coming overhaul. Of these, 128 will be U. S.-rate employees, primarily skilled craftsmen and towing locomotive operators. Some of the latter have already been employed and are in training. In addition to the 128 temporary U. S.-rate workers, the Locks Division will borrow the services of a few engineers, nurses, and similar personnel from other Canal units.

The remaining 550 employees to be hired for the locks overhaul will be local-rate personnel.



BRAVE as a lion was Phyllis Ruth Warner, six-year-old daughter of Mr. and Mrs. Peter A. Warner of Balboa when she got her Salk polio vaccine shot at the Balboa gymnasium last week. The inoculation is being given by Miss Jeriline Patriek of Gorgas Hospital with the assistance of Miss Frances Thompson and Miss Frances Brandt, student volunteers.

Check Totaling \$8,588 Sent To 619 Canal Employees As Uniform Allowances

A total of \$8,588 was paid last month by the Panama Canal Company-Canal Zone Government organization in uniform allowances to cover the first quarter of the present fiscal year. In all, 619 employees who are required to wear uniforms in the course of their official duties received the allowances.

Payment of the uniform allowance was in accordance with the so-called Fringe Benefits Act passed by the United States Congress last May.

As uniform allowances are to be paid at the beginning of each quarter, the estimated cost to the Canal organization of these benefits will total somewhat over \$30,000. Similar quarterly payments will be made in October, January, and April.

Panama Line Maximum

The largest uniform allowance, on an annual basis, is that paid to officers on the Panama Line ships. They are the only group required to have uniforms for two seasons; their annual allowance is \$100 a year, the maximum permissible.

Next highest amount is the \$65 allowed annually for the ladies in white—nurses, dieticians, and physical therapists employed by the Health Bureau.

Policemen, motorcycle officers and other officers of the Police Division, together with the guards at the Gamboa penitentiary are close behind the nurses in the amount of their annual uniform allowances. They will receive \$62 a year. Lock guards, with their distinctive khaki uniforms, with the black stripe down the trouser leg, receive \$61 a year.

Guards at the Canal Zone police stations and jails are allowed \$48 a year as a uniform allowance. Their female counterparts, the matrons at the Canal Zone Prison for Women and Juveniles, will receive \$30 for their khakis.

Based on Current Price

Firemen and firemen driver operators have been allowed \$35 a year; the officers of the Fire Division receive \$1 more, bringing their total to \$36.

The women who are employed as stewards in the Service Center Division

and who wear white uniforms are allowed \$30 annually as a uniform allowance.

Guards who are on duty at the Commissary Division's Mount Hope plant and who wear khaki uniforms with sun helmets receive \$26 a year as a uniform allowance.

Customs guards and railroad conductors are allowed \$9 a year—their distinctive uniforms are caps—and terminals guards have a \$7 annual allowance.

Temporary or substitute employees are also entitled to uniform allowances; in their cases the allowances for each quarter will be paid immediately after the first day of each quarter in which they occupy a position for which a uniform allowance is authorized.

The amounts of the allowances in each case listed above are based on the estimated annual uniform requirements and the current price of the uniform required.

Police Chief Retires



MAJ. GEORGE HERMAN, Chief of the Police Division, retired the end of July after 42 years with the Zone force. A large number of his friends honored him last Saturday night at a farewell party at the Army-Navy Club. He and Mrs. Herman are sailing August 13 on the Panama Line. They will visit their daughter in San Antonio, Tex., but have not yet decided where they will make their home.

Paraiso Safety Field Day



Coffee Prices Will Drop In Commissaries Soon

Retail prices of roasted and ground coffee will be reduced by the Commissary Division sometime this month. The price drop is the result of lower prices to be paid for the latest purchase of bulk green coffees and will be made after the new lower-priced green coffees are available for use in blending.

The exact amount of the price reduction is not known; it will be announced as soon as possible.

Commissary prices fluctuate with world prices but are frequently reflected here several months late.

SAFETY AT HOME, at work, and at play was the keynote of the big Safety Field Day held all day Saturday, July 23, at Paraiso. The novel idea in emphasizing safety on a community basis was developed under the sponsorship of the Safety Committee of the Paraiso Civic Council. Active participation by all the major Canal organization units aided in making the demonstration an outstanding success.

The program opened at 9 o'clock in the morning with exercises at the ballpark. The big storehouse building used by the Locks Division was used for displays which were thronged much of the day.

Upper left: Fire Division personnel demonstrate to a group of interested spectators the proper resuscitation methods.

Upper right: Use of a fresh-air mask was demonstrated as a part of the Maintenance Division's display. The mask is used when working near toxic fumes.

Lower: Capt. Frank A. Munroe, Jr., Marine Director, is at the microphone addressing the large audience in and near the ballpark grandstand. Civic Council officials, representatives from various Canal bureaus and divisions, and others who participated are seated on the speaker's platform.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SAFETY FIELD DAY

Early last dry season the Balboa Storehouse Safety Committee suggested that they would like to put on a safety demonstration at the La Boca Ball Park and invite all other safety committees from other divisions to participate. However at that time they had just appointed new committeemen which delayed things somewhat until the beginning of the rainy season put a damper on proceedings.

Such was the situation when Cleveland B. Stevens, safety committee chairman of the Paraiso Civic Council, called the Safety Branch and asked if it would be possible to get some safety films to show at one of their meetings. The next time we had a talk the idea had grown into showing some safe-driving films and putting on a safe-driving demonstration for the people living in Paraiso. It was only a step to get these two ideas of the Balboa Storehouse safety committee and the Paraiso Civic Council together. The

Paraiso Civic Council then came up with the idea that they would sponsor a big safety field day at Paraiso to be held on July 23, at Paraiso Ball Park. Thus good things are born.

Elsewhere in this issue you will find pictures of the grand event which, if one overlooked the weather usual at this time of the year, proved to be a great success. A number of dignitaries were present and the program contained many items and exhibits of unusual interest to people both in and out of the Canal Zone Government-Panama Canal Company.

Since out of the 355 disabling injuries experienced by the Canal Zone Government-Panama Canal Company during 1954, approximately 70 percent were to local-rate employees; it is very gratifying to the safety people to find these employees taking such a personal interest in their welfare and, what's more, doing something about it like their "Safety Field Day." There is no question that with such safety consciousness and active interest as was displayed on Saturday, July 23, the frequency rate for 1955 is going to be a lot less than it was in 1954.

Many people, in addition to those safety committees from various divisions, are thanked for helping the Paraiso Civic Council and giving their active support in making this Safety Field Day a success. Difficulties always arise in trying to get the proper people lined up to put on a program. Such a difficulty arose when the Safety Field Day Committee found that it could not get a school band or a local fife-and-drum corps. Someone suggested that the Army might help if asked. They were, and the 23d Infantry Division Band put on an impressive flag raising ceremony, and, of course, no parade would ever be a success without

a band. The Armed Forces Radio Station at Fort Clayton did a splendid job of putting on a 15-minute interview with Harold W. Williams and Mrs. Ellis Favcett telling all about the program.

Of course the International Boy Scouts and Girl Scouts were present selling soft drinks, taking part in the Bicycle Safety Demonstration, and doing other jobs to help put it over. Charles Bradley was good enough to let the Aids to Navigation have his snakes as a background for their "first aid for snake bite" demonstration.

Since the day as a whole proved to be such a success, it is hoped the Paraiso Civic Council can see their way to have another "Safety Field Day" next year.

HONOR ROLL

Bureau Award For
BEST RECORD

JUNE

COMMUNITY SERVICES BUREAU
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

Supply	3
Community Services	2
Engineering and Construction	2
Health	2
Civil Affairs	1
Transportation and Terminals	1
Marine	0

Division Award For
NO DISABLING INJURIES

JUNE

LOCKS DIVISION
HOSPITALIZATION AND CLINICS
MAINTENANCE DIVISION
SERVICE CENTER DIVISION
INDUSTRIAL DIVISION
GROUNDS MAINTENANCE DIVISION
MOTOR TRANSPORTATION DIVISION
RAILROAD DIVISION
STOREHOUSES DIVISION
HOUSING DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	5
Housing	5
Maintenance	5
Sanitation	5
Electrical	4
Industrial	4
Motor Transportation	4
Railroad	4
Storehouses	4
Dredging	3
Grounds Maintenance	3
Service Center	3
Commissary	2
Hospitalization and Clinics	2
Locks	1
Terminals	1
Navigation	0

JUNE 1955

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

Community Services Bureau

Health Bureau

Supply Bureau

C.Z. Govt.—Panama Canal Co. (This Month)

Marine Bureau

Engineering and Construction Bureau

C.Z. Govt.—Panama Canal Co. (Last 3-Year Av.)

Transportation and Terminals Bureau

Civil Affairs Bureau

Number of Disabling Injuries . . . 16



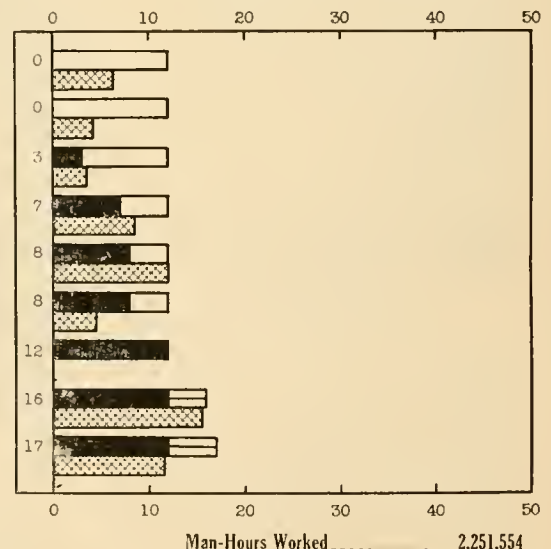
Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average



Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average



Accumulative Frequency Rate This Year



LEGEND

HIGHWAY ZOO



The JACKASS

This is the showoff who risks his own neck and everybody else's by speeding and weaving. Or he may turn up as the stupid oaf who just doesn't savvy modern driving. In fact he is most any driver on the highway except you and me!

NATIONAL SAFETY COUNCIL



Official

Panama Canal Company Publication
Published Monthly at
BALBOA HEIGHTS, CANAL ZONE

Printed by the Printing Plant
Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President

H. W. SCHULL, JR.
Lieutenant-Governor

WILLIAM G. AREY, JR.
Public Information Officer

J. RUFUS HARDY, Editor

ELEANOR H. MCILHENNY
Assistant Editor

SUBSCRIPTION—\$1.00 a year

SINGLE COPIES—5 cents each

On sale at all Panama Canal Service Centers, Commissaries, and Hotels for 10 days after publication date.

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

On sale when available, from the Vault Clerk, Third Floor, Administration Building, Balboa Heights.

Postal money orders should be made payable to the Treasurer, Panama Canal Company, and mailed to Editor, THE PANAMA CANAL REVIEW, Balboa Heights, C. Z.

APPOINTED TO HEAD COROZAL HOSPITAL



LT. COL. CHARLES H. WIGGINS, above, will become superintendent of Corozal Hospital next week following the departure of Lt. Col. Richard F. Mulholland. Lt. Col. Mulholland has been assigned to duty at the U.S. Army Hospital at Camp Gordon, Ga.

Lt. Col. Wiggins arrived in the Canal Zone last month from Chanute Air Force Base in Illinois. He is a native of Mississippi and a graduate of the University of Mississippi. He took his medical work at Tulane University.

He is now on duty at Gorgas Hospital and will continue as psychiatrist there, in addition to his duties at Corozal.

OF CURRENT INTEREST

Shirtsleeve Conference



REPRESENTATIVES of the Local Rate Civic Councils meet regularly with Governor Seybold in the Board Room of the Administration Building to discuss community problems. At a recent meeting the Council representatives were introduced to the new Lieutenant Governor, Col. H. W. Schull, Jr.

Left to right around the table are: Beresford Gittens, Rainbow City General Committee; J. J. Joseph, Rainbow City; H. A. Josephs, Rainbow City; C. D. Atherly, Paraiso; Eric Oakley, Paraiso General Committee; E. L. Fawcett, Paraiso; Edward A. Doolan, Personnel Director; Governor Seybold; Leo B. Harrington, stenotypist; Lieutenant Governor Schull; Norman Johnson, Employee and Labor Relations Officer; G. L. A. Davis, Rupert Wilson, and Cleveland Roberts, La Boca.

Also attending this meeting but not shown in the photograph were Leon Headley and R. T. Burns of Santa Cruz, and Rexford Innis of the Santa Cruz General Committee.

A. B. Hendricks, a Rates Analyst in the Office of the Comptroller, returned to the Canal Zone last month after five months of advance training in Washington, D. C., as one of three local participants in the Fourth Senior Management Intern Program.

During this period, he studied methods used by the General Accounting Office and worked out a project with the National Park Service. He also studied public administration and Federal Government accounting problems in night classes at the American University, and worked with the District of Columbia on personnel problems.

In addition he took part in weekly seminars held by prominent Government officials on such subjects as management, organization and method, human factors and employees, training problems, personnel practices and management accounting systems.

The first U. S.-rate salary checks prepared with the new machinery which makes payroll procedures and bookkeeping largely automatic were issued July 25. Stubs of the new checks contain information on hours worked, basic pay and additional compensation, deductions, net pay, and earnings for the fiscal year to the date of the check.

Local-rate biweekly employees have been receiving their pay checks prepared under the new procedure since May. The new-type checks have been used for employees paid weekly and to disability relief annuitants since the first part of February.

Checks which are sent, at the employee's request, directly to Canal Zone banks are forwarded with the stubs attached; the bank then forwards the stub to the employee along with the usual deposit notice.

Employees of the Canal Zone Government and Panama Canal Company who waived their rights last year to coverage under the Federal Employees Group Life Insurance program, will have the rest of this month to reconsider their decisions and take out insurance.

The Civil Service Commission is giving employees who now want the insurance a second chance, since it appears that they had insufficient information about the program and its benefits when they decided against accepting the insurance last year.

No revocations will be accepted after August 31, the Commission emphasized. After that date normal regulations will again be in effect. These provide that an employee who waives the insurance must wait one year before he can request coverage. At that time he must be under 50 years of age and pass a physical examination.

Occupants of Canal Zone quarters were advised last month that all quarters under the custody of the Housing Division will henceforth be serviced by preventive maintenance teams. Teams of this sort have been working in Diablo Heights and Margarita for some time; the plan is now being extended to all quarters.

Teams will inspect the interior and exterior of each quarters unit at least twice each year. The inspection will be performed by a U. S.-rate employee of the Maintenance Division. Necessary repairs will be made without the necessity of a request from the quarters occupant.

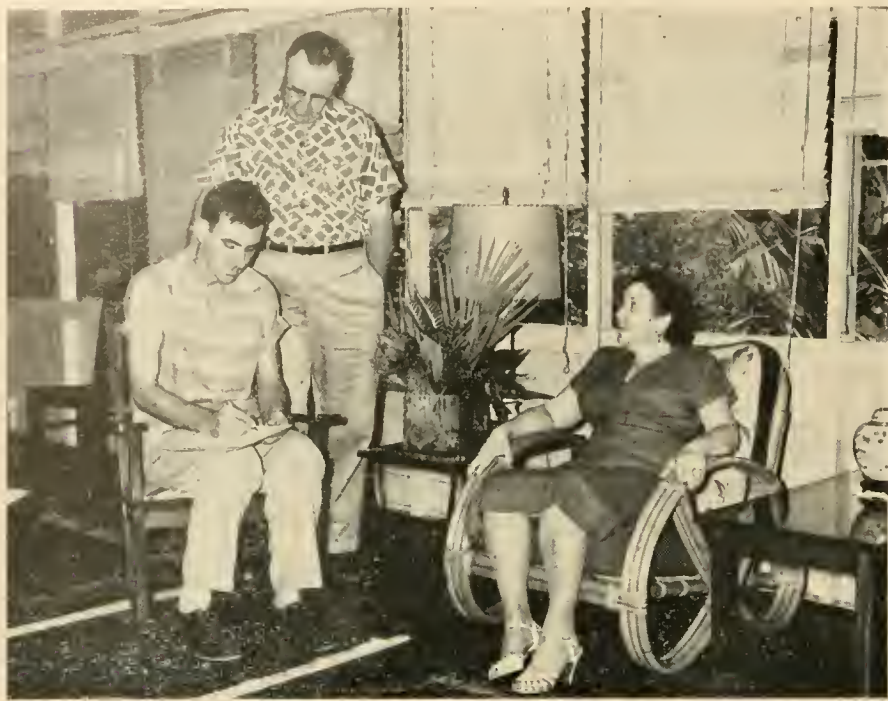
In a memorandum to residents of Canal Zone quarters, the Chief of the Housing Division asked cooperation in reporting the need for any repairs and in making their quarters accessible to the inspector and repair crew.

If residents discover a situation which needs correction between inspection visits—termites activity, especially—they are asked to call the housing managers, either at Balboa or Cristobal. Electrical or plumbing emergencies are to be reported directly to the Maintenance and Electrical Divisions.

The mechanical tabulation of statistical data of the Canal organization was centralized last month in a new unit: The Statistical Tabulating Section of the Administrative Branch. The new section will prepare personnel statistics and reports, figures on shipping and cargo, statistics on postal money orders and postal savings certificates; and will maintain the stock records and accounting statistics of the storehouses.

The new unit, which has seven U. S.-rate and 10 local-rate employees, is under the supervision of Louis C. Caldwell. He has been in charge of the stock record and accounting tabulation work of the Storehouse Division. Headquarters for the unit is on the second floor of the Storehouse Division headquarters.

Leaving The Zone? Packing And Crating Services Make Moving Almost Painless



PLANS for packing and moving are discussed by Joseph N. Rinker, Packing and Crating Foreman, with Mr. and Mrs. Michael I. Crooks of Balboa. The Crooks are leaving the Canal Zone this month.

Death and taxes, they say, are inevitable. In the Canal Zone, add Packing and Crating, for about 99 percent of the Canal's U. S.-rate employees.

Sooner or later in the life of almost every Canal employee comes the time when he decides, or age and circumstances decide for him, to go back to the United States to live. That this uprooting is as painless as it is due largely to the efforts of Joseph N. Rinker and the Packing and Crating Shop of the Maintenance Division.

Until Public Law 609 became effective in August 1946 and until the job of packing up a departing Zonian's belongings was taken over by the Packing and Crating Shop soon thereafter, an employee who was leaving had to scurry around and make his own arrangements. He had to scrounge boxes and crates, borrow a china packer from the nearest large commissary, arrange for a customs inspector to come to his quarters while the packing was going on, fill out the multitude of forms needed for ocean freight, sometimes hire a freight broker at a port of entry and, finally, pay the freight charges on his household effects from the Canal Zone to his new front door.

As a result, few Zonians possessed more than their silver, china, linens and a few pieces of furniture. When they were reestablished in the United States, they had to start again almost from scratch.

Different Today

Today, things are different. An employee's belongings are packed at his Zone quarters, shipped to his new home in the United States, and unpacked and unpacked for him (within a certain period of time). He is soon settled again, with almost no cost to himself, surrounded by his familiar things delivered in as good condition as when he last saw them. Let's follow one well-known Zonian through this process.

Michael I. Crooks, of the Transportation Division's Ancón Corral, is retiring

the end of this month after over 33 years in the Canal Zone. He and Mrs. Crooks already own a three-bedroom ranch-type home in Whittier, Calif. They do not plan to leave here until August 20, the day after Mr. Crooks' last working day, but they want their furniture shipped ahead of them so they will be ready to settle down when they reach California early next month.

After Mr. Crooks discussed retirement details with Robert J. Kelley, in the Personnel Bureau, and transportation arrangements with James M. Thompson, in the Transportation Section of the Administrative Branch, he was ready to talk with Mr. Rinker, whose official title is Foreman Crater and Packer and who lives, eats, and breathes packing and crating.

In the Transportation Section, Mr.

Crooks had been given a pamphlet outlining the provisions of Public Law 600 and he knew before he talked with Mr. Rinker that he was limited to 8,750 pounds of household goods, that he could take only such possessions as were needed for a household—had the Crooks had four dozen rocking chairs, which they didn't, the chairs would not be packed or shipped at Company expense—and that shipment of his automobile would be his own responsibility.

Packing Parley

Because a REVIEW reporter was tagging along to get this story, Mr. Rinker combined two sessions with the Crooks into one and met them at their house to discuss the packing and crating and shipping of their possessions. Ordinarily Mr. and Mrs. Crooks would first have come to his office in the Maintenance Division shop area. One wall of the office is hung with copies of the papers which Zonians who are leaving will need. Along another wall hangs a series of clipboards, each containing the papers of some States-bound Zonian, his packing and departure dates and his destination. The other day these clipboards showed that shipments were in the works for such widely separated States as Virginia, Michigan, Texas, and Washington.

Surrounded by these exhibits Mr. Rinker would have explained to them what he and his crew would do about the packing, would make a "packing date," and would answer any questions they had. Later he would have gone to the Crooks' quarters on Akee Street in Balboa. There he would make a rough estimate as to whether their belongings would be within their weight allowance and see if they had any furniture which would be a special packing problem.

Instead, for THE REVIEW's benefit, he sat down with them at home and went over the procedure with them there. At the same time he estimated the number of crates and barrels his men would need and decided on a packing date, which in their case would be August 1.

One-day Process

On that day, the Crooks were told, a packing crew of about five local-rate men, together with a U. S.-rate packing supervisor who is a deputy customs inspector, would be ready to go to work about 7:30 a. m. Unless some unforeseen problem developed, the packers would be finished in the quarters that afternoon.

Not all Canal families want their packing done as far ahead of their departure as the Crooks do, Mr. Rinker said. Families with small children usually prefer to stay in their Zone homes until the last possible minute. They figure that they can stay with relatives in the United States until they have a place of their own and do not want the children's routine upset any earlier than necessary. The Crooks, however, preferred to do their camping out on this end, with furniture borrowed from the Housing Division.

As he went through the Crooks' house, Mr. Rinker told Mrs. Crooks that she might pack drawers of dressers and chests



SHREDDED PAPER for packing is produced by this machine at the Packing and Crating Shop. Eric Small in on the platform and Jeff Danvers at the bin into which the ribboned paper flows. At the left, U. Rios is weighing a package of the shreds.

with household goods, if she cared to. Pillows and blankets are satisfactory items for this interior packing but sheets and linens are too much dead weight, he said, for the light construction of the ordinary drawer. Mrs. Crooks was to keep an itemized list of what went into each drawer and these would later be checked by one of the two inspectors, Frank Turman or James Van Dyke.

No Pre-packing Needed

Actually though, Mr. Rinker said, there was nothing which Mrs. Crooks needed to do ahead of packing time. The packers, like Gabriel Cordoba and Andres Diaz, whose specialty is packing china and glassware, work more easily if such items are left in cupboards or on shelves. They look the situation over before they begin, see how much and what is to be packed, and begin with the larger and heavier items which go into one barrel; the lighter and more fragile things such as crystal and figurines are packed together in other barrels. Other packers, like Kenneth Harris and Ashton Russell, know from years of experience how many towels, pillow cases, or bedspreads fit into standard cartons.

All of the breakable things, Mr. Rinker said, would be wrapped in newspapers and packed in shredded paper in the barrels. Each barrel would be itemized as to its contents and a copy of the listing would be given to the Crooks. Nonbreakable items would be packed in cardboard cartons which would each have its separate itemized list. Mothballs, brought by the packers, would be sprinkled into each carton. These cartons would later be packed inside big wooden vans.

Safe Handling

None of the furniture and the larger pieces such as lamps and radios would be packed at the Crooks' house, they learned. Such furniture would be tagged in duplicate, swaddled in blankets, and taken to the Packing and Crating shop. Each item would be listed, together with a value given by either Mr. or Mrs. Crooks.

Mrs. Crooks was concerned over the safe handling of several large oil paintings but Mr. Rinker assured her that he and his men were equally concerned that they



CHINA and glassware are wrapped in newspaper and packed into metal barrels, with shredded paper as wadding. Gabriel Cordoba and Andres Diaz, who have been packers for seven years, are doing the packing while Joseph N. Rinker, Packing and Crating foreman, looks over some of the things still to be wrapped.

made their long journey in good condition. Special celotex boxes are available at the shop for paintings, he said; the boxed pictures would then be packed into the large vans.

As each piece of furniture was taken from the truck at the shop, Mr. Rinker explained, it would be checked off by one of the inspectors who would remove, and put aside, one of the duplicate tags for further listing on the shipping manifest and the itemized list, a copy of which would later accompany the Crooks to their new home. After all of the Crooks' household belongings had been assembled in the shop, Mr. Rinker said, the actual packing for shipment would begin.

After he left the Akee Street house, Mr. Rinker, REVIEW reporter still tagging along, returned to the shop in an airy long building at the very back of the Maintenance's Division's fenced enclosure. There the shop gang had been busy turning salvaged materials into the crates—vans, they are officially called—in which household goods are eventually

packed. Vans like these would be used later for the Crooks' household goods.

In days gone by some Zonians, with an eye to later do-it-yourself projects, used to have their furniture crated in mahogany boards. Today's packing and crating people are as thrifty as Dutch housewives. The vans into which most departing furniture is eventually packed are made from lumber which originally had encased incoming goods; crates in which electric ranges had been shipped to the Canal Zone have been remodeled into vans and other cases, for instance.

No Termites

Termite-eaten old lumber from demolished quarters is never used in the Packing and Crating Shop. Special plywood, made in Panama for the Canal Company, makes sides for the vans. The shredded paper with which the barrels and boxes are packed is cut into ribbons by the Shop's own shredding machine. The paper is old newspapers and magazines or clean waste paper; reams of it comes from the Administration Building. The metal drums into which the dishes and glassware are packed were originally filled with alcohol or turpentine. They are cleaned, fitted with new wooden tops and lined with new paper.

Once a family's furniture is assembled at the shop and listed, the packers go to work. Each piece of furniture is wrapped individually in a heavy fibrous paper before it is stowed into the vans. Like items are packed together and the crevasses filled with small items and the smaller boxes and cartons. The van is then packed with as much shredded paper as necessary to fill empty spaces and provide cushioning. This compact packing is important, Mr. Rinker says, because ocean freight rates can be as high as 70 cents a cubic foot.

Much In Little Space

Each van, which measures six by four by eight feet, holds an amazing amount of furniture, when properly packed as Wilford Jones and Pastor Marcelino do the job. They have been storing furniture away for a good many years and have no difficulty at all in fitting an average bedroom suite—twin beds, springs, mattresses, chests and



VANS like this one measure only six by four by eight feet but one of them will hold furniture for a bedroom. Oscar Roberts is putting the top on the van. Top and van alike are made from salvaged material; new sides are made from a plywood specially-manufactured in Panama for the vans.

(See page 11)

Stars And Stripes Fly From 112 Staffs When Canal Zone Celebrates A Holiday

Whenever a presidential proclamation or an order from the Governor directs that flags be displayed, or on national holidays like the Fourth of July, 112 United States flags flutter from poles on Canal buildings or fly from the staffs on the Canal's tugs and launches and dredges and barges.

There are other United States flags in the Canal Zone, of course—on military posts and naval stations, and in churches and courtrooms—but the 112 are those which fly over Company-Government buildings or from marine equipment.

Tropical weather with its brilliant sun and heavy rain takes its toll of the flags; the average life of one here is not over nine months when it is flown from a staff and considerably less than that on the marine equipment. Each year the Division of Storehouses orders about 900 flags from the General Services Administration, the U. S. Army Quartermaster Depot in Philadelphia or from a flag manufacturer.

\$3,000 A Year

They range in size from those which are a little over a foot long and are used on the launches to the five-footers which fly from most of the flagstaffs. The total cost of U. S. flags for local use amounts to something over \$3,000 a year.

Most of the flags in the Canal Zone are made of cotton bunting, but the smaller flags are a mixture of nylon and wool which lasts longer here and retains its colors better than the bunting.

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

Wherever a flag is attended by a policeman or a caretaker, as at the Administration Building, it is flown daily. Hours for displaying the flag are 7 a. m. to 5 p. m.

Regardless of the day, the flag of the United States is always flown on the Canal's marine equipment whenever the launches and tugs etc. are underway in Canal waters.

Extra For Holidays

According to regulations for the display and care of the flag which were issued last November by Governor J. S. Seybold, the flag should be flown from at least one public building in each community on holidays and days required by law or designated by the President or Governor. If there are facilities for flying more than one flag from the building, extra flags should be flown on such days.

If a holiday falls on Sunday and the following day is observed as a holiday, as July 4 was in 1954, the flag is flown both Sunday and Monday.

Canal Zone regulations for the treatment of the flag are, of course, those in effect everywhere. No flag or pennant or any other object or emblem is ever placed above it or at its right if two flags are flown at the same level. The flag must never touch the ground nor must it be allowed to trail in water.

When United States flags in the Canal Zone are no longer in fit condition for



CANAL ZONE POLICEMEN raise and lower the flags at the Administration Building and in other public spots like the Balboa circle where this photograph of Policeman Stewart Jaddis was taken.

display they are destroyed privately, as is done elsewhere. The usual method is by burning; each agency handles the disposal of its own outworn flags.

When the flags in the Canal Zone are to be half-staffed—a term in flag parlance preferred to half-masting—or are to be displayed on some special occasion, the Chief of the Administrative Branch notifies each Bureau of the Canal organization. A Bureau representative in turn passes on the word to the units which fly flags. The Marine Bureau, with its floating equipment, has the largest number of flags, 49, and the Civil Affairs Bureau, which includes post offices, schools, police and fire stations, has 28 flags. The flags at the Administration Building and in the circle opposite the Balboa clubhouse are under the control of the Civil Affairs Bureau whose police officers raise and lower them daily.

When a flag is flown upside down, it is a signal of distress. Once or twice in the Canal's history a flag has been accidentally raised in the upside down position, a record which can be considered excellent in view of the number of flags and flag staffs in the Canal Zone.

A flag which is to be half-staffed is first hoisted to the peak of the staff and then lowered slowly to half staff. Before a half-staffed flag is lowered at the end of

the day it is first raised to the top of its staff. Flags are half-staffed from 7 a. m. to noon on Memorial Day, May 30; at noon they are raised to the top of their standards where they remain until the end of the day.

Flags in the Canal Zone are flown at half-staff whenever the President or the Governor directs; the periods during which flags are half-staffed were prescribed in a Presidential Proclamation in 1954. When a President or Former President of the United States dies, the flag is half-staffed for 30 days. For a Vice President, Chief Justice, retired Chief Justice, or Speaker of the House, the period of half-staffing is 10 days. Lesser periods are in order for other officials.

Half-Staff For Zonians

In the Canal Zone flags have been flown at half-staff when local officials have died. Among those so honored were Roy R. Watson, then Chief Quartermaster, A. W. Goulet, General Manager of the Commissary Division, and George W. Green, Municipal Engineer.

In December 1947, Canal Zone flags were half-staffed between 7:30 and 10 a. m. when the bodies of 15 servicemen who had been buried here during World War II were placed aboard ship for return to their homelands.

The United States flag flew for the first time over an Isthmian Canal Commission building in May 1904, when the United States took over the rights and properties of the French Canal Company. The building was the ICC headquarters in Panama City now the Panama Central Post Office.

When the Canal Zone was delineated United States flags were supplied to the alcaldes of the little towns in the Zone. One early letter, dated June 30, 1904, instructed the Alcaldes of Gatun and Gorgona to fly the flag "over the Alcaldia of your district during office hours of each day except in bad or storm weather." Flags for the school building would be furnished them later, the letter said.

On Holidays Only

Early Zonians apparently were not as careful of their flags as their present day successors. In February 1907, Chief Engineer John F. Stevens complained to his Executive Secretary, H. D. Reed, that flags were frequently left flying all night and were not properly cared for. Col. George W. Goethals encountered a similar situation and in August 1907 ordered that flags would not be flown "on Commission buildings except on public holidays or when authorized by proper officials on special occasions."

Canal files indicate that it was not until 1917 that the United States flag was displayed daily in the Canal Zone. In June of that year Governor Chester Harding laid out regulations for displaying the flag and authorized that it "may properly be flown daily, if desired, from buildings in the Canal Zone."

Today the raising and lowering of the flag begins or ends the day for several Canal Zone schools. At Balboa and Cristobal High Schools, cadets from the Junior ROTC units perform this duty and at other schools a formal flag raising is a daily event.

One historic flag is known to few Canal Zonians. A United States flag which once flew from the Supreme Court Building in Washington, now hangs in a frame in the office of the Superintendent of the Terminals Division in Cristobal. The flag was awarded in 1945 to Panama Railroad employees for their outstanding purchase of U. S. War Bonds during the Fourth War Loan Drive.

Visiting Oldtimer Finds Zone Unfamiliar After Long Absence



GEORGE T. KENLY; after 50 years, he came back.

After an absence of nearly 50 years, George T. Kenly, who at 87 is probably the Canal's oldest "oldtimer," found very little to remind him of the old days when he visited the Canal Zone briefly last month.

Accompanied by Edwin Green, a sprightly youth of 73, he visited the Hotel Washington, which was new to him, and the Tivoli Guest House, which was one old landmark he remembered. He

rode on the Panama Railroad for the first time since 1906 and made a transit through the Canal which was not much beyond the planning stage when he last saw it.

As an engineer with the Isthmian Canal Commission from 1904 to 1906, Mr. Kenly helped build the Brazos Brook Reservoir which supplied water to the Atlantic side communities until the permanent reservoir and water system was constructed.

During the time he worked here, most of the streets were unpaved and the quarters were left over from the French construction period. Balboa was a marsh and the only road from the Ancon-Balboa district ran around the side of Ancon Hill. Like most oldtimers, however, Mr. Kenly recalled that the early days were rugged but that most people had lots of fun when they weren't busy building the Panama Canal. The only real problem in those days, he said, was what to do with all that dirt.

A native of West Virginia, Mr. Kenly worked with the United States government for many years before coming to the Isthmus in 1904 to help with the Panama Canal. After leaving here in 1906 he went to California and arrived in San Francisco just four days before the historic earthquake and fire which destroyed the city and put an end to his business plans.

He returned to the East Coast and up to the time of his retirement several years ago, he was connected with a private engineering firm in Baltimore, where he now makes his home.

CANAL ZONE CLERGY

The Rev. Carl D. Christensen has spent a quarter of a century in missionary work, the last five and a half years of it on the Isthmus of Panama.

As president of the Panama Conference of Seventh Day Adventist Churches, he is in charge of the work of the approximately 40 Adventist congregations in the Canal Zone and Panama. His headquarters, recently moved from Cristobal, are on Gavilan Road in Balboa, near the office of the All-America Cables Company.

Born in Council Bluffs, Iowa, he attended college in Minnesota and holds a Master's Degree in School Administra-



THE REV. CARL D. CHRISTENSEN

tion from the University of Nebraska. He has been in church work almost all of his adult life.

He is thoroughly familiar with the problems of the Latin-American world and equally at home in English or Spanish; the problems and the language he learned in the 20 years he spent as a missionary in Argentina, Chile, and Peru.

About 10 years ago he returned to the United States and for four years, just before his assignment to the Isthmus, he taught in an Adventist college in Walla Walla, Wash.

The Panama Conference is one of the 364 local Conferences and missions of the Adventist Church. Its president, currently Mr. Christensen, is elected by the member churches every two years. He is serving his third term in this office.

Mr. Christensen is married; his wife has worked with him throughout his missionary career. Their only son is a missionary in Bolivia. Two daughters live in the United States; one is a graduate nurse in Washington, D. C., and the other is married and lives in Los Angeles.

Mr. Christensen has little time for hobbies, he told THE REVIEW. When he has a spare moment or two he enjoys working with carpenter tools but time is so scarce that all of his projects are necessarily small ones.

Packing And Crating Services

Make Moving Almost Painless

(Continued from page 9) all—into one van.

For the average Canal household the packers use four of the vans and three or four metal drums; if there is a piano or some other large object the number of vans or their size may be increased. Fortunately, Mr. Rinker says, the vogue for nine-foot couches has not yet reached the Canal Zone.

As soon as the packers have finished with each van, Eric George takes over the banding and stenciling. Then Cecil Callender, head clerk in the shop who has been following the process from the beginning, begins the lengthy and necessary documentation.

He gives each head of the house, like Mr. Crooks, a complete list of everything packed, fills out the customs declarations and helps Mr. Rinker explain how a family which is returning by one port while the furniture is being shipped to another—as is the case of Mr. and Mrs. Crooks—list their household goods on the customs declaration they will make when they enter the United States. Unless a family's goods exceed the weight allowance, in which case they pay freight on the extra weight, the only fee charged is \$1 for certification of the customs declaration.

Few Claims

Mr. Rinker and his crew are justifiably proud of the job they have done. Their efficiency is amply attested by the scores of letters they receive each year from

"satisfied customers" and by the small amount paid annually in claims for breakage or damage.

In one 12-month period, for instance, the belongings of 466 Canal Zonians were packed and crated by the Maintenance Division; these household goods were valued at \$1,166,044.95. Only 25 claims, all of them small, were made during this period with a total dollar-wise claim of \$522 or .045 percent of the total value.

Until recently Packing and Crating had two shops, one in Balboa and the other in Cristobal. Now all of the preparation for shipment and the shipment itself is done from Balboa; one reason for this, Mr. Rinker says, is that the transports which carry the goods routed via New Orleans load in Balboa and the freight rate via the Panama Line, on which shipments are made to the East Coast, is the same from Balboa or Cristobal.

Other Customers

In addition to packing and crating for Canal employees, Mr. Rinker's crew of two U. S.-rate and 32 local-rate employees does similar work for the United States Embassy and for the Canal Zone "orphans"—Civil Aeronautics, Internal Revenue, etc.

They also run a storage service where household goods may remain until the by-then ex-Zonian has his new address—no storage is charged for two months and shipment is free up to two years from the time of his departure—and an unpacking and uncrating service for new arrivals. But none of them, from Mr. Rinker

down, feel that these services bring them in as close touch with people as does their primary purpose in life.

"After all," Joe Rinker says, "It's pretty hard for people like the Crooks to leave when they've been here a good many years. Anything we can do to help them is little enough."

Zone's Historic Rio Grande Does Sudden Disappearing Act

The historic Rio Grande has gone underground. This Rio Grande isn't the shallow river bordering the southern part of Texas; it is the Rio Grande explored 400 years ago by the Spanish in their search for an overland communication between Atlantic and Pacific across the Isthmus of Panama.

The disappearance of the Isthmian Rio Grande is connected with the work on Contractors Hill, only a short distance from the old Rio Grande reservoir which once supplied water for the entire Pacific side district between Culebra and Panama City.

During the Contractors Hill project the main stream of the river, which drops precipitously from the old dam to the spillway near the Cucaracha Signal Station, has been partially filled with rock from Contractors Hill. The river fill is designed to stabilize the slopes of adjacent fills behind Contractors Hill, and has raised the grade of the river 20 feet or more for a distance of several hundred feet.

The Rio Grande, however, has not taken calmly to this man-made innovation and appears to prefer its original bed.

Instead of flowing quietly along in its new raised channel, it follows the winding course of its old channel for a few feet out onto the new fill, then disappears completely. It goes into no large hole or cavern but simply disappears into the ground to re-emerge at the bottom of the fill through innumerable small crevices in the rocks.

The Rio Grande of the Isthmus has been tied in closely with local progress since the beginning of recorded history. If the Spaniards had found it more suitable for water-borne traffic when they explored its course in 1527, it would undoubtedly have been the link between the Chagres and the Pacific coast, rather than the Cruces trail.

Three hundred and twenty years later, surveyors of the Panama Railroad became convinced that construction of a railroad was possible when they found the Rio Grande valley stretching from the continental divide down the Pacific watershed. The first tracks of the railroad followed the river valley to Panama City.

Later the French Canal Company laid out their canal along the route of the Rio Grande. Their plans for a lock-type canal called for the Rio Grande to be dammed near the Pacific end of the Canal.

Later, during the early construction period, the Rio Grande was dammed into a great reservoir, with a capacity of 362 million gallons of water, to supply the entire Pacific side of the Canal Zone and Panama City. Before the Canal was completed, the reservoir's capacity had been increased by a third.

The Rio Grande has not always been a well-behaved river. In November 1909, flood waters on the river ate away sections of the Canal banks near Corozal where the Rio Grande crossed the Canal prism.

A disappearing river, according to



QUIET POOL in a wooded glade? Not at all. This is the spot where the Rio Grande disappears underground beneath a newly-constructed rock fill.

engineers, is not unusual in limestone country but a man-made disappearing river, especially one created unintentionally, isn't commonplace.

Conversion Project Engineer Gets Full Colonel's Eagles

Edward B. Jennings, Project Engineer or the Power Conversion Project, has a pair of silver eagles these days, and very little opportunity to wear them. Like other military men on duty with the Canal organization, he spends 99 percent of his time in civilian clothes.

Consequently, the eagles to which he became entitled on his promotion July 15 to full colonel in the U. S. Army Corps of Engineers stay in their box.

Born in Westport, Conn., Colonel Jennings is a graduate of Carson-Long Institute in Pennsylvania, Syracuse University and the Command and General Staff School. He holds his master's degree from the State University of Iowa.

During World War II he served as an engineer battalion commander in the New Hebrides, Okinawa and Japan. He came to the Canal Zone in June 1954, from Nashville, Tenn., where he was Assistant District Engineer of the Nashville Engineer District. His first Canal appointment was as Project Engineer for the work on Contractors Hill. He was named Project Engineer for the Power Conversion Project last April.

Latin American School Enrollment Increases After Start Of Classes

Enrollment in the Canal Zone's Latin American schools, which was lower by 54 students at the beginning of the present school year than on the first day of school a year ago, took a sharp swing upward as the month progressed.

On July 15, 11 days after the present school session began, a total of 4,006 students were enrolled in the Latin American schools, in the grades from kindergarten through high school. This figure was an increase of 72 in the ten-day period and brought the total enrollment higher by 60 students than the enrollment in the schools on the similar day of the preceding school term.

The two largest of the Latin American elementary schools are Rainbow City and Paraiso; the former has over 975 students and the latter approximately 525.

Rainbow City Junior High School has the largest enrollment of the junior high schools but La Boca is the larger of the two Latin American high schools.

According to officials of the schools, students in the upper grades are adapting easily to the new system of all-Spanish instruction. All classes in the Latin American schools are being taught in Spanish this year for the first time; Spanish-language instruction last year extended only through grade six. English is taught as a separate subject. Walter H. Oliver is in charge of the conversion into all-Spanish instruction.

New courses in Spanish language are being constructed for the school curriculum under the supervision of Alfred E. Osborne for the elementary schools and Russell H. Johns for the secondary schools.



TWO WELL-KNOWN Canal Zone teachers were promoted this year to the principalships of the two high schools in the Latin American Schools system.



Owen J. Shirley, left, is principal of the Rainbow City High School and Robert H. Beecher is principal of the high school at La Boca.

Gigantic Stairsteps On Contractors Hill Now Nearly Finished

The finishing touches are being given to the gigantic stairsteps which have been carved into Contractors Hill during the past year. During that time the face of the hill has completely changed appearance and the danger of a rock fall into the Canal channel has been removed.

Shovels, trucks, and bulldozers are presently working on 150-foot level, lowest of the berms or steps which is just 65 feet above the Canal water level. Under the working schedule, the last of the hard rock formation will be drilled, blasted, and removed before the end of this month.

The work remaining after the last of the rock is removed will include the removal of the shale access road down the slope of Project 13, and the break-up and removal of a relatively small amount of rock along the Canal banks which fell during the blasting operations. This work is expected to take only a few days for completion.

Cascadas At Work

While the Tecon Corporation is completing the work under its contract, the Dredging Division's dipper dredge *Cascadas* will be busy removing the last of Cucaracha formation in Project 13 immediately north of Contractors Hill. Approximately 250,000 cubic yards of this project was removed by dry excavation by the Tecon Corporation under a supplemental agreement.

The removal of the knuckle which juts into the Canal channel at that point will increase the channel width by 150 feet and will greatly improve navigation conditions through Gaillard Cut. The channel turns sharply as it passes Gold and Contractors Hill and much of the usefulness of work already done on Project 13 has been nullified by the remaining tip of Cucaracha formation which juts into the channel.

Project 13 has been in progress on a low priority basis by the Dredging Division for many years. It provides for the widening of the entire channel section known as Culebra Reach to 500 feet. Approximately one and a half miles of the channel has been widened with only the small section remaining.

By Contract And Canal

The dipper dredge *Cascadas* was moved to the site early in July and will continue the work until the project is completed. The work on Project 13 was suspended soon after the big crack across the face of Contractors Hill was found to be endangering the Canal because of the possibility of inducing a rockfall.

The contract with Tecon was extended to include the dry excavation of the remaining material in Project 13 since the additional work could be done as a part of the main contract more advantageously and economically than as a separate project. In addition to the 250,000 cubic yards removed under the contract amendment, about 187,000 cubic yards of material will be removed by wet excavation to complete the project and widen the Canal channel to the required depth.



WITH school days just around the corner, the younger fry are learning already that it will be smart to be smart when taking a geography lesson from their well groomed teacher. These two young men, with an eye to durability as well as style, have chosen genuine Levis from the regular commissary stock. Their shirts are two of the smart new sports styles being placed on sale this month.

The young ladies are wearing Cinderella frocks which are as washable as they are pretty. Any school girl's wardrobe should contain several of these as they will be on sale for about \$3.50. The boys are wearing brown leather loafers made by Roberts, Johnson and Rand, and the girls have on one-strap slippers made by Trimfoot. Teacher, not to be outdone by her pupils, is wearing a dress chosen from the large stock of misses' styles now carried by the Commissary stores.

Left to right, Sandy Halliday, Gwyneth Richard, Mrs. M. W. Foscue, Glenn Rhyne, and Roger Hutchinson.



HIGH marks in fashion will be given these two teenagers when they wear clothes chosen from the back-to-school collection being placed on sale this month by the Commissary Division. The junior miss has a pastel cotton dress with a crisp white collar and a fitted midriff. It buttons up the back and has a full skirt.

The high school student on the left chose a bright yellow short-sleeved sport shirt made by Campus Sport Shirts; it is one of a number of handsome styles being stocked by the Commissary Division for high school and college students. His trousers are navy gabardine which has been specially treated for spot and crease resistance. He also wears a pair of brown leather loafers which have become so popular with students in all the grades from one to twelve. The models are: Barry Davison and Jean Chambers.



WHAT teacher wouldn't be proud of this group of students who will soon return to classes with their back-to-school clothes problems solved by the Commissary Division? All of the clothes, including the shoes worn by both the grade-school and high-school student models, were selected from the new shipment to go on sale this month at Balboa and Cristobal.

The young miss on the right is wearing a candy striped polished cotton frock which washes like a dream and has a special dirt resistant quality which should go over big with the mothers of the grade-school set. The other 10-year-old has a sun dress which comes with a separate jacket.

Models for this picture are: Mrs. M. W. Foscue, Roger Hutchinson, Sandy Halliday, Barry Davison, Jean Chambers, Gwyneth Richard.

PROMOTIONS AND TRANSFERS

June 15 through July 15

Employees who were promoted or transferred between June 15 and July 15 are listed below. Within-grade promotions are not listed.

ADMINISTRATIVE BRANCH

Louis C. Caldwell, Tabulating Equipment Operation Supervisor, from Division of Storehouses to Statistical Tabulating Section.

Alfredo Lombana, Mrs. Helen M. Cicero, from Tabulating Machine Operator, Payroll Branch, to Tabulating Equipment Operator, Statistical Tabulating Section.

Mrs. Mercedes A. Borrell, from Tabulating Machine Operator, Division of Storehouses, to Tabulating Equipment Operator, Statistical Tabulating Section.

George A. Black, Jr., from Tabulation Planner, Division of Storehouses, to Tabulation Project Planner, Statistical Planning Section.

Preston G. Gau, from Tabulating Machine Operation Supervisor, Payroll Branch, to Tabulating Equipment Operation Supervisor, Statistical Tabulating Section.

Jacob Plicet, Jr., from Tabulating Machine Operator Supervisor, Payroll Branch, to Tabulating Equipment Operator, Statistical Tabulating Section.

CIVIL AFFAIRS BUREAU

Paul F. Karst, Jr., from Recreation Supervisor to Physical Education Teacher, Division of Schools.

Mrs. Thelma N. Scott, from Clerk-Typist to Recreation Assistant, Division of Schools.

Mrs. Marcella G. Green, from Clerk-Stenographer to Clerical Assistant, Division of Schools.

Thomas L. Sellers, from Relief Postmaster to Postmaster, Margarita.

Lealand A. Larrison, from Postmaster, Margarita, to Relief Postmaster.

Earl F. Unruh, from Chief, Postal Division, to Director of Posts.

COMMUNITY SERVICES BUREAU

Mrs. Susan H. Boles, from Clerk-Typist to Clerk (Typing), Service Center Division.

Paul J. Laing, from Steward, Service Center Division, to Supervisory Administrative Assistant, Tivoli Guest House.

OFFICE OF THE COMPTROLLER

Norbert A. Jones, from Supervisory Accounting Clerk, Methods and Relief Assignment Staff, to Transportation Rate Auditing Clerk, Agents Accounts Branch.

Stephen A. Bissell, from Transportation Rate Auditing Clerk, Agents Accounts Branch, to Supervisory Accounting Clerk, Methods and Relief Assignment Staff.

Mrs. Florence M. Pierson, from Accounting Clerk to Supervisory Accounting Clerk, Accounting Division.

Helen N. Minor, from Time, Leave, and Payroll Clerk, to Time, Leave, and Payroll Supervisor, Payroll Branch.

Stuart Wallace, from Claims Examiner, Fiscal Division, to Budget Analyst, Budget Branch.

Gregory G. Cartotto, from Supervisory Accountant, Accounting Division, to Claims Examiner, Fiscal Division.

Walter B. Wolberg, from Time, Leave, and Payroll Supervisor, Payroll Branch, to Supervisory Accountant, Accounting Division.

Mrs. Eva M. Grassau, from Accountant to Time, Leave, and Payroll Clerk, Payroll Branch.

ENGINEERING AND CONSTRUCTION BUREAU

William R. Carlin, Jr., from Apprentice to Cablesplicer, Electrical Division.

George D. Gregory, from General Foreman to Chief Foreman, Dredging Division Shops.

James M. Hunter, from Small Tug Operator to Towboat Master, Dredging Division.

Henry T. Carpenter, from Hospital Maintenance Lead Foreman to Building Maintenance General Foreman, Maintenance Division.

Harvey W. Sauter, from Assistant Supervisory Sheetmetal Work to Lead Foreman, Hospital Maintenance, Maintenance Division.

Mrs. Miriam H. Hawvichorst, from Supervisory Clerk (Typist) to Supervisory

Clerk (Typing), Communications Branch' Electrical Division.

HEALTH BUREAU

Mrs. Lorna M. Shore, Staff Nurse, from Gorgas Hospital to Coco Solo Hospital.

Nellie T. Morgan, Clerk-Typist, from Gorgas Hospital to Board of Health Laboratory.

Dr. Roy B. Stewart, Dr. Robert B. White, from Intern to Resident, Gorgas Hospital.

Dr. Richard S. Ostenso, Dr. Luis A. Picard-Ami, from Intern, Gorgas Hospital, to Medical Officer, Pacific Medical Clinics.

Dr. Wallace M. Snyder, from Intern, Gorgas Hospital, to Medical Officer, Coco Solo Hospital.

Mrs. Ida M. McDade, from Staff Nurse to Communicable Disease Nurse, Atlantic Medical Clinics.

Mrs. May B. Dodson, from Staff Nurse to Head Nurse, Coco Solo Hospital.

Dr. John W. Gales, from Medical Officer (Pediatrics) to Medical Officer (Gynecology and Obstetrics), Coco Solo Hospital.

Dr. William E. Prier, from Medical Officer to Hospital Resident, Gorgas Hospital.

Mrs. Katherine H. Hall, Staff Nurse from Coco Solo Hospital to Gorgas Hospital.

Mrs. Dora J. Coleman, from Medical Technician (General) to Medical Technician (General-Supervisory), Coco Solo Hospital.

MARINE BUREAU

Charles A. Parks, Emerson A. Cottrell, from Guard, Atlantic Locks, to Towing Locomotive Operator, Locks Division (Locks Overhaul).

Carl H. Schmidt, from Towing Locomotive Operator, Pacific Locks, to Guard, Locks Security Branch (Atlantic).

SUPPLY BUREAU

Charles P. Shay, from Assistant to Chief, Retail Stores to Commissary Supervisor (Assistant to Chief, Retail Stores Branch), Commissary Division.

Roy F. Burr, from Clerical Assistant (Typist), Colon Health Office, to Accounting Clerk, Commissary Division.

Thomas G. Relihan, from Supply Officer (Drygoods), to Superintendent, General Products Branch, Commissary Division.

Vincent J. Huber, from Assistant Supply Officer to Supply Officer (Drygoods), Commissary Division.

Robert L. Rankin, from Commissary Supervisor to Assistant Supply Officer (Drygoods), Commissary Division.

Elizabeth A. Allen, from Accounting Clerk to Clerk-Typist, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

Richard M. Conover, from Supervisory Traffic Clerk to Supervisory Freight Traffic Clerk (General), Terminals Division.

John W. Manush, Jr., from Supervisory Property and Supply Clerk to Supervisory Cargo Clerk, Terminals Division.

Paul P. Desormeau, Victor T. McGarry James A. Brooks, Sidney Smithson, William B. Huff, Merlin B. Yocum, from Supervisory Storekeeper (Checker) to Supervisory Cargo Checker, Terminals Division.

James H. Munden, from Supervisory Storekeeper (Checker) to Supervisory Transportation Assistant, Terminals Division.

Gerald D. Stroop, from Guard to Supervisory Cargo Checker, Terminals Division.

AUGUST SAILINGS

From Cristobal

Cristobal	August 6
Panama	August 13
Ancon	August 20
Cristobal	August 27

From New York

Panama	August 4
Ancon	August 11
Cristobal	August 18
Panama	August 25

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

JULY RETIREMENTS

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

Lester F. Bailey, Maine; Governmental Accountant, Industrial Division; 29 years, 10 months, 6 days; Schenectady, N. Y.

Hallie Beavers, North Carolina; Teacher, Balboa High School; 23 years, 10 months; North Carolina.

Samuel S. Blackburn, Tennessee; Policeman, Cristobal District; 35 years, 1 month, 17 days; St. Petersburg, Fla.

Charles H. Fairbrother, North Dakota; Layerout Machinist, Industrial Division; 36 years, 10 months, 17 days; Panama, R. P.

Roger H. Greene, Washington, D. C.; Claims Examiner, Fiscal Division; 28 years, 8 months, 7 days; Alexandria, Va.

George Herman, Illinois; Chief, Police Division; 40 years, 2 months, 23 days; Address uncertain.

Ludwig A. Maurer, New York; Control House Operator, Pedro Miguel Locks; 28 years, 2 months, 26 days; Address undecided.

Thomas McNeill, Ireland; Carpenter Foreman, Pacific Locks; 15 years, 3 months, 6 days; Pittsford, Vt.

Ralph N. Stewart, Illinois; Supervisory Accounting Clerk, Commissary Division; 29 years, 1 month, 27 days; Florida.

Agnes E. Sugrue, Connecticut; Public Health Nurse, Colon Health Office; 25 years, 4 months, 13 days; Brooklyn, N. Y.

ANNIVERSARIES

When Emmett Zemer went to work for the Canal organization on July 10, 1913, he had no more idea than most men of that period that he would still be a Canal Zonian 42 years later. He is one of three employees whose continuous service predates 1914 and one of 13 still working who had construction-day service.

He is now Real Property Assistant in the office of the Director of the Community Services Bureau. He began his Canal service at the Gorgona Commissary and later worked in a number of the retail commissary stores. He had hotel experience at the Washington and the Tivoli, but his longest assignment was the 26 years he spent in what used to be known as the District Quartermaster's Office in Balboa. He has been at Balboa Heights since 1953.

With 42 years of continuous Canal service he heads this month's list of anniversaries.

35 YEARS

Two Canal employees share honors for 35 years of government service completed last month, although in both cases their Canal service is not that long. They are Arthur L. Endicott, Postmaster at Fort Clayton, and Warren Pitman, Supervisory Rates Analyst in the Office of the Comptroller.

Mr. Endicott, a native of Oregon and a onetime Gunner's Mate in the U. S. Navy, was working in the San Diego, Calif., post office when he decided he'd like a change of scene. In an unusual exchange of jobs a Zone post office worker transferred to San Diego and Mr. Endicott came to the Canal Zone. He has been assigned to several post offices and has been postmaster at Fort Clayton since 1952.

Mr. Pitman was born in San Francisco. Like many Zone employees he first saw the Isthmus as a serviceman, liked it and stayed. His first Canal Zone job had to do with Panama Railroad accounts; he has been in accounting and rates work ever since.

Just before he joined the Canal organization he spent almost three months with the Tacna-Arica Plebiscitary Commission in Arica, Chile, when the United States was mediating a boundary dispute between Chile and Peru.

30 YEARS

Zonians come from all over the United States. Look at the birthplaces of this month's 30-year men: Virginia, Roy F. Armistead and Howarth V. Rowe; New York, George D. Gregory and Walter H.

Kuhrt; Washington, D. C., Kurt F. Menzel and Will R. Price; Michigan, Jerome F. Evans; Ohio, Philip S. Thornton; Wisconsin, Herbert F. Paddock.

These nine completed 30 years of Government service in July. All but two, Mr. Armistead and Mr. Thornton, have continuous Canal service.

Mr. Evans—Jerry to almost everyone—is manager of the Balboa Commissary; Mr. Gregory is Chief Foreman of the Dredging Division's shops; Captain Kuhrt and Captain Rowe are two of the Atlantic side's senior pilots; Mr. Menzel is General Supervisory Medical Technician at the Board of Health Laboratory; Mr. Paddock is Chief Dispatcher and also Chief of the Miraflores Diesel Generation Station; Mr. Price is head of the bindery section at the Printing Plant at Mount Hope—his crew worked on this issue of THE PANAMA CANAL REVIEW.

Mr. Armistead is Leader Molder and Maintenance Mechanic with the Industrial Division and Mr. Thornton, who held his first Canal job when he was a schoolboy, is General Manager of the Service Center Division.

25 YEARS

Five of the eight employees who completed a quarter-century of Government service in July have had an unbroken record with the Canal organization. They are:

Richard Conley, a native Zonian, Locomotive Engineer with the Railroad Division; James A. Fraser, Dredging Supervisor with the Dredging Division; Stephen C. Lessard, Accounting Clerk with the Industrial Division; C. B. McIlvaine, Senior Conductor with the Railroad Division; and Ellen Tiernan, a Staff Nurse at Gorgas Hospital.

Other 25-year employees are: Woodford M. Babbitt, a Rotary Drill Operator with the Dredging Division—he was born in Alaska but grew up in the Canal Zone; William H. Hele, a Contraband Control Inspector; and Elmer B. Orr, Accounting Supervisor with the Agents Accounts Branch. Mr. Hele and Mr. Orr were born in the Canal Zone.

20 YEARS

The employees who completed 20 years of Government service in July are split, half and half, between those with continuous Canal service and those whose service was broken. Those with unbroken service are:

John C. Dansby, Carpenter Foreman, Maintenance Division; George C. Dunlap, Assistant Project Engineer for the Power Conversion Project; Herman Hessel, Fireman with the Balboa District; Irvin E. Krapfl, Assistant Relief Marine Bunkering Foreman with the Terminals Division; R. H. Masters, Sanitation Inspector, Department of Zone Sanitation; Floyd A. Robinson, Policeman at the Cristobal Station; Samuel Roe, Jr., also a police officer in the Balboa District; Luther B. Sartain, Jr., Chief of the Electrical-Mechanical Branch of the Engineering Division; and Herbert H. Tabert, Floating Crane Master with the Dredging Division.

Those 20-year employees whose Canal service is not continuous are: Ross Aldrich, Lineman - Foreman, Electrical Division; Richard R. Brown, Mechanical-Refrigeration Engineer, Commissary Division; Richard W. Coy, Accountant, Internal Audit Staff; Bernard Dorfman, Supervisory Freight Traffic Officer, Panama Local Agency; Robert H. Miller, Assistant Manager, Cristobal Housing Office; Paul W. Mohl, General Operator, Maintenance Division; Henry Perry, Policeman at Balboa; Aloys C. Sandusky, Pharmacist, Pacific Medical Clinics; and Ray W. Wheeler, Fire Lieutenant at Gatun.

15 YEARS

Twenty-five employees completed 15 years of Government service in July. Those with continuous Canal service are: Kenneth L. Bailey, Launch Inspector, Marine Bureau; Rayburn L. Briens, Admeasurer, Navigation Division; David L. Brown, Principal Stevedore Foreman, Terminals Division; Ronald A. Faunce, Wireman, Electrical Division; Robert T. Geddes, Filtration Plant Operator and Tractor-Bulldozer Operator, Maintenance Division; Robert W. Lawyer, Policeman, Balboa District; Herbert N. Libbey, Engineering Draftsman, Engineering Division; Harry J. Linker, Diesel Operator Machinist, Electrical Division; Murray Klipper, Wireman,

EXECUTIVE REGULATION 19

EDITOR'S NOTE: A revision of Executive Regulation No. 19, covering travel and transportation was issued at Balboa Heights recently. It will be published in installments with the index and first installment carried in this issue for the benefit of those who desire to clip and save the entire regulation.

CANAL ZONE GOVERNMENT PANAMA CANAL COMPANY OFFICE OF THE GOVERNOR-PRESIDENT

BALBOA HEIGHTS, C. Z.
June 24, 1955.

Revision 1

Executive Regulation No. 19

TRAVEL AND TRANSPORTATION OF EMPLOYEES, THEIR FAMILIES, HOUSEHOLD GOODS AND PERSONAL EFFECTS

CONTENTS

I. General

- SEC. 1.1 Scope.
- SEC. 1.2 Definitions.
- SEC. 1.3 Travel expense of employees.
- SEC. 1.4 Transportation expenses of employees and their families.
- SEC. 1.5 Time limits.
- SEC. 1.6 Employees not affected.
- SEC. 1.7 Determination of transportation rights.

II. Transportation of Household Goods and Personal Effects

- SEC. 2.1 Maximum allowance for transportation.
- SEC. 2.2 Allowances for packing, crating, unpacking and uncrating.
- SEC. 2.3 Allowance for drayage.
- SEC. 2.4 Items not allowable and items allowable.
- SEC. 2.5 Temporary storage.
- SEC. 2.6 Means of shipment.
- SEC. 2.7 Origin and destination of shipment.
- SEC. 2.8 Use of Government bill of lading.
- SEC. 2.9 Use of lift vans.
- SEC. 2.10 Preparation of vouchers.
- SEC. 2.11 Valuation.
- SEC. 2.12 Shipment by American vessels.
- SEC. 2.13 Itemization of charges.
- SEC. 2.14 Procedure for obtaining shipment of goods and effects.
- SEC. 2.15 Customs inspection on the Isthmus.
- SEC. 2.16 Certification of weights, cubic measurements and contents.
- SEC. 2.17 Preparation and disposition of ocean bills of lading.
- SEC. 2.18 Routing and consignment of shipments.
- SEC. 2.19 Customs fees.
- SEC. 2.20 Reimbursement of expenses not authorized.
- SEC. 2.21 Billing for expenses.

III. Transfers Between Official Stations

- SEC. 3.1 Payment of expenses.
- SEC. 3.2 Responsibility for costs.
- SEC. 3.3 Designation of official station.

IV. Travel and Transportation Expenses of New Appointees

- SEC. 4.1 Payment of expenses.
- SEC. 4.2 Agreement to remain in service.
- SEC. 4.3 New appointees; restored veterans not included.
- SEC. 4.4 New appointees; for employees not included under certain conditions.
- SEC. 4.5 New appointees; local employments not included.
- SEC. 4.6 Exceptions to general policy.

V. Travel and Transportation on Termination of Employment

- SEC. 5.1 Employees and ex-employees entitled to travel and transportation allowances.
- SEC. 5.2 Employees not entitled to travel and transportation.
- SEC. 5.3 Families, household goods and personal effects, transportation of.
- SEC. 5.4 Prior return of immediate family and of household goods and personal effects.
- SEC. 5.5 Creditable service with other United States Government agencies for travel and transportation allowances.
- SEC. 5.6 Transportation benefits for ex-employees who terminated prior to August 2, 1946.
- SEC. 5.7 Application for transportation.

Electrical Division; Joseph H. Kueter, Shipwright, Industrial Division; Loretta J. Metivier, Accounting Clerk, Agents, Accounts Branch; Catherine J. Mitchelson, Staff Nurse, Gorgas Hospital; B. M. Parmentier, Boilermaker, Industrial Division; Louis J. Poletti, Visa Clerk, Administrative Branch; John C. Thompson, Gas Motor Machinist and Craneman, Aids to Navigation Branch; William H. Ward, Senior Towboat Master, Dredging Division.

Those whose service with the Canal is not continuous are: Ronald M. Brome, Policeman, Gamboa Penitentiary; Zelda E. Glassburn, Personnel Clerk (Typist), Employment and Utilization Division; Hilton F. Hughes, Chief, Cocoli Diesel Generation Station; John W. Litton, Machinist, Industrial Division; Susan M. Magee, Clerk-Stenographer, Plant Inventory and Appraisal Staff; William C. Merchant, Pumping Plant Operator, Maintenance Division; Harold J. Million, Hydraulic Engineer, Meteorology and Hydrographic Branch; Barton P. Scott, Lock Operator Machinist, Pacific Locks; John R. Thomson, Clerk, Palo Seco Hospital.

VI. Travel and Transportation Expenses of Employees and Their Immediate Families in Connection With Leave For Returning to Place of Residence Between Tours of Duty

- SEC. 6.1 Eligibility.
- SEC. 6.2 Service period for teachers.
- SEC. 6.3 Travel allowance.
- SEC. 6.4 Limitations.
- SEC. 6.5 Creditable service with other United States Government agencies for leave travel benefits.
- SEC. 6.6 Route and mode of travel.
- SEC. 6.7 Departure of immediate family prior or subsequent to departure of employee.
- SEC. 6.8 Liability of employee.
- SEC. 6.9 Use of Government Transportation Requests.
- SEC. 6.10 Submission of voucher.
- SEC. 6.11 Liability of employee in instances of non-compliance with terms of new agreement.

VII. Prior Regulations Revoked

- SEC. 7.1 Prior regulations revoked.

I. GENERAL

1.1 *Scope.* The following regulations are prescribed to govern travel of employees and the transportation of their families, household goods and personal effects on appointment, change of official station, termination, and leave. In addition to implementing administrative regulations, these regulations incorporate certain pertinent provisions of the Administrative Expenses Act of August 2, 1940, 69 Stat. 896 ("Public Law 600"), as amended; Executive orders promulgated under such Act; regulations of the Bureau of the Budget issued under authority delegated by Executive Order 10530, of May 10, 1954, 19 F. R. 2709; and Executive Order 1888 of February 2, 1914, as amended.

CROSS REFERENCE

For regulations governing the transportation of the Remains, Families, and Effects of Deceased Employees, see Executive Regulation No. 18 of August 18, 1951.

1.2 *Definitions.* As used in these regulations:

(a) "Place of actual residence" means, in the case of appointments made in the United States, the place at which such appointee physically resided at time of appointment. In the case of employees who were appointed while on the Isthmus, actual place of residence shall be deemed to be such appointee's legal residence in the United States at the time of appointment. In the case of an appointee who was born on the Isthmus or who came to the Canal Zone as a minor, place of actual residence, in the absence of subsequent acquisition of a legal residence in the United States, shall be deemed to be the legal residence of his father in the United States. (Based on Comptroller General's Decision B-62267 of January 15, 1947, 26 Comp. Gen. 488)

(b) "Employee" means a full-time employee of the Panama Canal Company or Canal Zone Government.

(c) "Immediate family" means any of the following named members of the employee's household: Spouse, children, including stepchildren and adopted children, unmarried and under twenty-one years of age or physically or mentally incapable of supporting themselves regardless of age, or dependent parents of the employee (but not of the spouse).

(From section 1 (d) of Executive Order 9805)

(d) "Official station" includes any point within the district in which he normally works, as defined in section 3.3 of these regulations, from which the employee commutes daily to his official post of duty.

(From section 8 of Executive Order 9805, as amended by Executive Order 10196)

(e) "Temporary storage" means storage at point of departure, destination, or way station for not more than 60 days, except that not more than 90 days may be allowed where an employee pursuant to section 6.3 of these regulations, returns for leave prior to serving a new period of service outside the continental United States at a different post of duty.

(Based on section 1 (c) of Executive Order 9805, as amended by Bureau of the Budget Circular A-4 of May 2, 1955)

(f) "United States" means the continental United States, its territories and possessions, other than the Canal Zone.

1.3 *Travel expenses of employees.* Travel expenses of the employees shall be allowed in accordance with the Travel Expense Act of 1947 (63 Stat. 166), the Standardized Government Travel Regulations; and Panama Canal Company regulations supplementary thereto and in accordance with travel orders issued in each case.

(Based on section 2 of Executive Order 9805, as amended by Executive Order 10069)

1.4 *Transportation expenses of employees and their families.* The transportation of the employee and his immediate family, if any, hereunder shall be subject to the provisions of the Standardized Government Travel Regulations which relate to transportation, including mileage, and shall be in accordance with Section 4 of Travel Expense Act of 1949, and Panama Canal Company regulations supplementary thereto, whether

(a) in the case of transfer, such transportation originates at the employee's last official station or at some other point, or partially at both, and the point of destination is the new official station or some other point selected by the employee; or

(b) in the case of new appointments, such transportation originates at the employee's actual residence in the United States at the time of his appointment or at some other point, or partially at both, and whether in the case of terminations the point of destination is such actual residence of the employee at time of appointment or some other point selected by the employee; provided, however, That the cost to the Government shall not exceed the cost of transportation by a usually traveled route between the last official station and the new official station, or between the Canal Zone or Haiti and the employee's actual residence in the United States at the time of appointment, as the case may be.

(Based on sections 2 and 3 of Executive Order 9805, as amended by Executive Orders 10069 and 10196, respectively)

(c) In the case of leave, such transportation

(See page 16)

Executive Regulation 19

(Continued from page 15)

from the place of employment (Canal Zone or Haiti) to employee's actual residence in the United States or to some other location within the country, territory or possession in which such place of actual residence is located; provided the travel and transportation expenses allowable shall not exceed those allowed over a usually traveled route between the post of duty and such place of actual residence and return to the same or a different post of duty outside the continental United States.

Based on section 27 (b) of Executive Order 9805, as added by Bureau of the Budget Circular A-4 of May 2, 1955)

(d) Ordinarily, expenses incurred prior to the issuance of a travel order are not reimbursable. A travel order is necessary for transportation of the family and household goods regardless of whether or not the employee was issued a travel order for himself.

1.5 Time limits.

(a) The travel of terminated employees allowable under these regulations shall be only such travel as is incidental to the termination of the employment, and shall commence within a reasonable time, not to exceed six months, after such termination. If an employee for voluntary personal reasons does not take advantage of the repatriation travel allowable under these regulations within such time limit, then none of the expenses of the return of the employee (except as the provisions of Section 5.6 of these regulations may apply), his family, or his household goods or personal effects, shall be payable under these regulations.

(b) All employment, transfer or termination travel and transportation of an employee's family, household goods and personal effects, allowable under these regulations, shall begin within two years from the effective date of the employee's appointment or transfer, or from the time of a terminated employee's repatriation, as the case may be, exclusive of the time spent on furlough granted for the duration of active military, naval, or Coast Guard duty, and, in so far as concerns travel and transportation outside the United States, exclusive of any period which shipping restrictions make the travel and transportation impossible.

Based on section 5 of Executive Order 9805 and Comptroller General's Decision B 79912 of November 3, 1948, 28 Comp. Gen. 285)

1.6 Employees not affected. These regulations shall not apply to persons whose pay and allowances are established by the Career Compensation Act of 1949 (63 Stat. 802).

(From section 11 of Executive Order 9805, as amended by Executive Order 10196)

1.7 Determination of transportation rights. The members of an employee's immediate family and the household goods and personal effects to be transported at Government expense shall be determined as of the effective date of the transfer or leave travel order authorizing such transportation or, in case of termination, as of the effective date of the termination.

EXECUTIVE REGULATION 51

CANAL ZONE GOVERNMENT
PANAMA CANAL COMPANY
OFFICE OF THE GOVERNOR-PRESIDENTBALBOA HEIGHTS, C. Z.
June 30, 1955.

Executive Regulation No. 51

REGULATION OF SALE AND USE OF
FIREWORKS

By virtue of the authority contained in Section 521 of Title 2, of the Canal Zone Code, as added by the Act of June 28, 1955 (Public Law 105, 84th Congress, 1st Session), the following regulations are prescribed for the sale and use of fireworks in the Canal Zone:

"Sec. 1. The sale of fireworks in the Canal Zone is prohibited.

"Sec. 2. The use or firing of fireworks in the Canal Zone is prohibited, except as hereinafter provided.

"Sec. 3. The term "fireworks" shall mean and include any combustible or explosive composition, or any substance or combination of substances, or article prepared for the purpose of producing a visible or audible effect by combustion, explosion, deflagration or detonation, and shall include blank cartridges, toy pistols, toy cannons, toy cines, or toy guns in which explosives are used, the type of balloons which require fire underneath to propel same, firecrackers, torpedoes, skyrockets, Roman candles, Daygo bombs, sparklers, or other fireworks of like construction and any fireworks containing any explosive or flammable compound, or any tablets or other device containing any explosive substance, except that the term "fireworks" shall not include toy pistols, toy cines, toy guns or other devices in which paper caps containing not more than an average of twenty-five hundredths (0.25) of a grain of explosive composition per cap, the sale and use of which shall be permitted at all times.

"Sec. 4. The Civil Affairs Director may issue permits for supervised public displays of fireworks by responsible organizations or groups of individuals, to be held at such times and places and under such conditions as in his opinion shall not be hazardous to persons or property. Similar public displays on military reservations shall be permissible when properly authorized by the appropriate military authorities.

"Sec. 5. Nothing in this regulation shall be construed to prohibit the use of fireworks by transportation agencies for signal purposes or illumination, or the use of blank cartridges for a show or theater, or for signal or ceremonial purposes in athletics or sports, or use by military organizations.

"Sec. 6. As provided in Section 522 of Title 2 of the Canal Zone Code, violations of these regulations are punishable by a fine of not more than \$100 or by 30 days imprisonment in jail or both.

"Sec. 7. The regulations prescribed herein shall become effective sixty days from the date of issuance of this Executive Regulation."

J. S. SEYBOLD
Governor of the Canal Zone
President, Panama Canal Company

Makes First Canal Transit



THREE Panama Canal pilots were aboard the 28,790-ton SS Orsova when she made her maiden transit of the Panama Canal last month. The Orsova is 723 feet overall and has a beam of 90.65 feet; this gave her a clearance of less than 10 feet on each side in the lock chambers. Ten towing locomotives took her through the locks. The Orsova was en route from Sydney, Australia, to London with 992 passengers.

Atlantic Side Equipment Conversion
Contract Among Largest Of Power Projects

(Continued from page 1) ventilating fans, 450 pieces of hobby-shop equipment, and 260 pieces of miscellaneous equipment.

The cost of converting all equipment will be met by Power Conversion Project funds. In the case of household equipment, the owner may choose to have an individual piece of equipment converted to 60-cycle frequency or at his option accept a cash settlement from the Contractor equal to the contract bid-price for converting the unit in question. This policy, which has been approved by the Board of Directors of the Canal Company, will govern on all equipment which is in operating condition and is being used regularly by the owner.

No technical difficulties are foreseen by Canal engineers planning the project although a maze of intricate work sched-

ules must be developed and coordinated to prevent undue delays. These schedules will be set up by the contractor with the concurrence of Col. Hugh M. Arnold, Engineering and Construction Director.

The conversion work will be greatly simplified by the fact that double transmission facilities are available to most areas in the Canal Zone. And, in many cases, duplicate equipment is available for Company-Government service units.

This equipment can be converted for 60-cycle use in advance and can be placed in operation when 60-cycle current is available.

Domestic Conversion

In the case of domestic equipment, the conversion will proceed in small groups of quarters fed by the same transformer. The householder will be notified in advance of the date when the change will be made from 25-cycle to 60-cycle current and all frequency sensitive equipment will be disconnected just prior to the switch-over. Conversion of such essential equipment as refrigerators will be completed as rapidly as possible. However, spare units of such essential equipment will be available and can be plugged in to the 60-cycle current, if the conversion time exceeds specified limitations.

In this manner, the service interruption will be kept to a minimum and it is not expected that any consumer will be out of power for any appreciable length of time.

Turbines Reconditioned

The conversion of both industrial and domestic equipment will be done as generating units at the Gatun Hydroelectric Plant become available for 60-cycle power production. Contracts for the replacement of four of the six generators there have been awarded and are now being built in the States.

One of the 40-year-old generators at the Gatun station has already been removed by the Power Branch of the Electrical Division, and the reconditioning of the turbines and accessories feeding this unit is being done by the Industrial Division

New Division Chief



DR. ERIC R. OSTERBERG was appointed last week Chief of the Division of Preventive Medicine of the Health Bureau, succeeding the late Dr. Walter G. Nelson. Dr. Osterberg has been with the Health Bureau since 1948 and Health Officer for Panama and Colon since January 1954.

STATISTICS ON CANAL TRAFFIC

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

COMMERCIAL SHIPPING SETS RECORD FOR CANAL; TOTAL TRANSITS BELOW PREVIOUS YEARS' FIGURES

Commercial shipping lacked only three transits of reaching the 8,000-mark for ocean-going vessels during the past fiscal year, a new record in the Canal's operating history for this class of traffic.

Traffic last year by U. S. Government shipping through the Canal was far below that of the previous years, with the result that transits by ships of all categories fell below the totals of either the two previous years. Transits last year totaled 9,760 for vessels of all classes, while the totals for each of the fiscal years 1953 and 1954 exceeded 10,000.

There were 296 transits by ocean-going Government ships last year, as compared with 800 the previous year. The 7,997 transits by ocean-going commercial vessels was over 200 above in the previous fiscal year, which also was a record.

Cargo tonnage last year was at an all-time high with 40,646,301 tons, approximately 550,000 tons more than the total for the fiscal year 1954 when a new record was established.

Tolls for the past fiscal year amounted to \$35,136,529 of which \$1,217,536 was for the Government ships in transit. The tolls declined from the record of \$37,191,106 in the previous fiscal year, even though tolls on commercial shipping were slightly higher in 1955 than in 1954.

The decline in the amount of Government shipping began soon after the cessation of hostilities in Korea and continued throughout the past fiscal year.

New Monthly Record

The amount of commercial traffic through the Canal remained high throughout the year, there being only two months when there were less than 640 transits by ocean-going vessels. A new monthly record in number of ocean-going transits was set last March with 709 transits. A monthly record in amount of tolls was set in May with \$3,072,000, this being the only time in the Canal's 46 years of operating history that tolls on commercial vessels exceeded three million dollars in one month.

Increased traffic was reported on five of the eight main trade routes through the Canal last year over previous year's figures. Major increases were noted on the United States Intercoastal route and on the trade route between the West Indies and the west coast of the United States and Canada. Heavy shipments of oil to the West Indies were largely responsible for the increased traffic over the west coast of the United States, Canada, and West Indies route. The amount of cargo moved over this route more than doubled within the year.

There were 5,978,000 tons of cargo shipped on the United States Intercoastal route last year. This traffic has been well below the pre-war level since the close of World II and has been exceeded for the past two years by traffic over the routes between the east coast of the United States and South America,

Most Frequent User Of Canal



MOST FREQUENT Canal visitor during the fiscal year which ended June 30 was the 3,946-ton refrigerated ship above, the *Brazilian Reefer*. She made 55 Canal transits in the 12-month period on her run between the United States East Coast and banana ports in Ecuador, carrying between 1,000 and 1,500 tons of bananas on each northbound trip. She is of Danish registry; her master for most of the year has been Captain H. J. Moeller. Continental Shipping Company is her agents.

Second most frequent Canal visitor was another banana carrier, the 1,250-ton Honduran ship *Vanda*. She made 48 Canal transits in fiscal year 1955, carrying an average of 350 tons of fruit on each northbound trip. The *Vanda's* master is Captain Harold Rasmussen; her agents, W. Andrews & Co.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1955	1954	1938	1955	1954	1938
July	640	638	457	\$2,646	\$2,817	\$2,030
August	652	640	505	2,752	2,778	2,195
September	660	612	444	2,756	2,591	1,936
October	683	654	461	2,831	2,755	1,981
November	636	636	435	2,630	2,668	1,893
December	676	690	439	2,853	2,963	1,845
January	668	626	444	2,832	2,726	1,838
February	637	592	436	2,721	2,491	1,787
March	709	693	506	3,014	2,934	2,016
April	685	654	487	2,938	2,838	1,961
May	698	689	465	3,072	2,923	1,887
June	653	660	445	2,804	2,764	1,801
Totals for fiscal year	7,997	7,784	5,524	\$33,849	\$33,248	\$23,170

and east coast of the United States, Canada and the Far East.

The amount of shipping from the east coast of the United States and Canada was under that of the previous year, with the result that the trade routes to the Far East and South America showed a decline. The third trade route with less

shipping last year was that between Australasia and the east coast of the United States and Canada.

The cargo moved through the Canal over trade routes serving Europe increased last year, with the largest gain being shown on those to South America and to the west coast of the United States and Canada.

Italian Line Ship Visits To Isthmus

Predated Construction Of Panama Canal

The Italian Line which has had offices in the Canal Zone since 1916 for its passenger-freight trade between the Mediterranean and the west coast of South and North America makes current use of the Panama Canal with three passenger ships and five freighters which make some 53 transits a year.

The three passenger ships on the South America-Pacific run bear the names of famous Italian navigators. The three men whose memory the Italian Line has chosen to honor are Marco Polo, who traveled in the Orient, Antoniotto Usodimare, who explored the African Area, and Amerigo Vespucci. The latter is probably the best known to Americans since his name was given to the new world and he made several exploration voyages in the Western Hemisphere a few years after Columbus.

The three ships belong to a series of six built by the Italian Line ("ITALIA" Societa di Navigazione, Cenca) for its world trade, much of which has used the Panama Canal since the time it was opened to traffic in 1914.

They are attractive ships of modern design, with comfortable staterooms, swimming pools, bars, and movie lounges. Although not comparable with the big luxury liners operated by the Italian Line on the North- and South-Atlantic routes, they are nevertheless very popular among travelers on the west coast of South America.

Pre-War Days

During the years before World War II, the Italian Line was a steady customer of the Panama Canal. A trade which grew steadily from 1921 to 1939 brought from 40 to 60 passenger and freight ships through the Canal each year from Mediterranean ports en route to the west coast of South America and the Pacific coast of the United States and Canada. In addition there were a number of cruise vessels which visited Canal waters but did not transit, and several other Italian flag ships which were represented here by the Italian Line. In fiscal year 1939 for instance, 59 Italian ships used the Canal, and carried 179,468 tons of cargo. That year alone, Italian ships paid \$298,816 in tolls. Traffic dropped to 46 ships the year Italy entered the Second World War and then disappeared entirely following Pearl Harbor.

The Italia Societa di Navigazione, commonly known as the Italian Line, belongs to a group of shipping companies called FINMARE, which includes Italia, Lloyd Triestino, Adriatica, and Tirrenia. All these companies are represented on the Isthmus by the Italian Line.

Called At Colon In 1894

The company, through a merger that took place in 1932, absorbed the services previously operated by Navigazione Generale Italiana—which in turn had years before succeeded its affiliated company La Veloce—and by Navigazione Libera Triestina.

The Caribbean service was first established in 1894 by La Veloce with sailings from Genoa on the 1st and the 15th of each month, following two different



DR. R. C. PERNIGOTTI, Manager of the Italian Line in Cristobal, came to the Isthmus in 1926.

routes but both having Colon as their terminal points.

Therefore present services of the company from the Mediterranean to Caribbean area up to and beyond the Panama Canal go back many years.

When the Panama Canal opened for business, the Italian Line began service to the west coast of South America with three passenger ships. In 1915 the line obtained a lot on the water front in Cristobal for the construction of a two-story office building which would also serve as quarters for the manager. The building was constructed in 1916. The first manager to move into the building was Manfredo Pincherli, a well-known resident of Panama who had lived on the Isthmus during the construction days. His assistant was the late O. Heilbron, equally well known.

When Mr. Pincherli took over as manager of the new office, very few Italian ships were using the Panama Canal. According to statistics shown in THE PANAMA CANAL RECORD, only 40

Italian ships made the Canal transit between 1915 and 1921.

From that time on, however, business increased and by the end of 1921 two Italian shipping companies had established regular service between Genoa and Valparaiso. They were the Navigazione Italiana a Vapore (La Veloce), and the Navigazione Generale Italiana.

La Veloce Line started its service with a steamer sailing about every 60 days. This was an extension through the Canal of the service which had been operating for a number of years between Italian and Caribbean ports by way of Marseilles, Barcelona, and Teneriffe. The second line put a freight ship over this trade route every 45 days and started a passenger service.

Italian ships began operating from Europe to the west coast of the United States and Canada in 1925 with the SS *Piave* of the Navigazione Libera Triestina. This company put new 10,000-ton motor ships on this service, among them the MS *Leme* and MS *Fella*, which became well-known in Canal shipping circles.

The South American service as well as the west coast service grew in the late 20's and 30's with the addition of the MS *Orazio* and the MS *Virgilio*, two passenger freight vessels of 11,700 tons which traveled regularly through the Canal to Valparaiso up to 1941.

Pacific Coast Service

In 1930 and 1931 several large passenger liners were added to the five freighters already on the Pacific west coast service. They included the former Cunard liner *Albania* which was reconditioned and renamed *California*. The *California*, a 12,000-ton ship, was the largest vessel to be placed in service between Europe and the Pacific west coast up to that time.

In 1932 the South America service and the west coast service were merged into only one company

(See page 19)



THE OFFICES of the Italian Line were built in Cristobal in 1916. The upper floor is used as quarters by the manager and his family.

SHIPS AND SHIPPING

Transits by Ocean-Going Vessels In June

	1955	1954
Commercial.....	653	660
U. S. Government..	31	40
Total.....	684	700
Tolls*		
Commercial.....	\$2,811,652	\$2,769,789
U. S. Government..	149,631	144,608
Total.....	\$2,961,283	\$2,914,397

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

Tuna boats, long a familiar sight in Balboa Harbor, have become regular transit customers of the Canal during recent months following the opening of a new tuna cannery at Ponce on the south coast of Puerto Rico. About 2,500 tons of tuna have been shipped through the Canal to the new cannery since the first of this year. Most of the sleek, white fishing craft formerly made the long haul to California with their catch. The run to Puerto Rico is made in about half the time required for the trip to California.

Italian Line Ship Visits To Isthmus Predated Construction Of Panama Canal

(Continued from page 18) called the Societa Italia Flotte Riunite.

Almost all the fine fleet of ships was lost during World War II. The Italian Line offices in Cristobal were closed and regular shipping business was not resumed until 1947 when the MS *Sebastiana Caboto* arrived from Genoa en route to Valparaiso with passengers and freight.

At present only one of the pre-war ships, the SS *Conte Biancamano*, is in the Caribbean service. This vessel is well-known locally since it was held in Cristobal harbor for several months at the beginning of the war and was later taken over as a troop transport by the U. S. Government. At present it operates between Genoa and La Guayra, Venezuela, during part of the year, and from Genoa to New York the rest of the time.

Three Volcanoes

In addition to the three new ships on the South American run, there are five other Italian Line ships which transit the Canal on regular runs from Mediterranean ports to the Pacific west coast. They are the *Vesuvio*, *Etna*, *Stromboli*, *Tritone*, and *Nereide*.

The *Andrea Doria*, one of a group of new Italian Line ships built since the war for the New York trade, visited Cristobal last year on a cruise.

The present manager of the Italian Line in Cristobal is Dr. Rosmino C. Pernigotti. He served under both Mr. Pincherli and Dr. Giovanni Bruni who was Italian Consul and Italian Line agent in Cristobal from 1932 until 1941 and who is now Managing Director of the Adriatica Line in Venice, Italy.

Dr. Pernigotti first arrived on the Isthmus in 1926 to work for the Italian Line. Except for the war years and a few years after the last war, he has been here ever since. He is assisted in Cristobal by a staff of nine, two of whom, Capt. A. Zerega, Freight Traffic Manager, and L. Ippolito, Passenger Agent, are Italians from the home office in Genoa. S. Ferro of the Accounting Office has been with the company 14 years and except for Dr. Pernigotti, has the longest service in the local office.

The Italian Line is represented in Panama by the firm of R. Alfaro Borgianni with offices in the Exposition Grounds.

CANAL TRANSITS COMMERCIAL AND U. S. GOVERNMENT

	Fiscal Year				
	1955			1954	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going.....	4,002	3,995	7,997	7,784	5,524
*Small.....	575	574	1,149	1,222	931
Total commercial.....	4,577	4,569	9,146	9,006	6,455
**U. S. Government vessels, ocean-going.....	168	128	296	800	441
*Small.....	89	229	318	339	-----
Total commercial and U. S. Government.....	4,834	4,926	9,760	10,145	6,896

*Vessels under 300 net tons or 500 displacement tons.

**Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the cargo shipments in thousands of long tons segregated into eight main trade routes:

	Fiscal Year		
	1955	1954	1938
United States Intercoastal.....	5,978	5,017	6,395
East Coast of U. S. and South America.....	5,971	6,673	2,652
West Indies and West Coast U. S./Canada.....	1,186	501	669
East Coast of U. S./Canada and Far East.....	8,393	8,975	4,912
U. S./Canada East Coast and Australasia.....	1,274	1,306	992
Europe and West Coast of U. S./Canada.....	5,094	4,379	4,237
Europe and South America.....	2,527	2,037	2,974
Europe and Australasia.....	2,328	2,303	1,251
All other routes.....	7,895	7,904	3,304
Total Traffic.....	40,646	39,095	27,386

Canal commercial traffic by nationality of vessels

Nationality	Fiscal Years					
	1955		1954		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentine.....	1	-----	1	7,555	-----	-----
Belgian.....	15	8,908	10	12,733	-----	-----
Brazilian.....	10	35,191	-----	-----	-----	-----
British.....	1,145	6,897,789	1,265	7,726,640	1,281	6,417,016
Chilean.....	60	323,734	78	429,245	9	28,787
Chinese.....	38	289,543	19	130,112	2	13,113
Colombian.....	198	261,249	205	240,640	-----	-----
Costa Rican.....	31	212,055	40	259,137	-----	-----
Cuban.....	-----	-----	-----	-----	2	-----
Danish.....	323	1,014,334	275	935,878	223	865,235
Ecuadorian.....	57	79,164	106	92,932	-----	-----
Estonian.....	-----	-----	-----	-----	2	4,695
Finnish.....	9	44,750	2	14,828	1	4,021
French.....	132	585,123	136	582,989	105	567,288
German.....	375	1,002,372	323	708,338	357	1,518,593
Greek.....	121	1,013,875	146	1,246,534	94	525,351
Honduran.....	428	384,890	347	493,260	22	8,478
Hungarian.....	-----	-----	-----	-----	5	24,411
Irish.....	-----	-----	3	17,593	-----	-----
Israel.....	3	28,950	5	43,710	-----	-----
Italian.....	160	907,359	211	1,159,700	52	153,417
Japanese.....	464	3,103,396	387	2,481,494	300	1,877,502
Korean (South).....	4	13,551	8	25,125	-----	-----
Latvian.....	-----	-----	-----	-----	3	4,900
Liberian.....	384	2,637,568	224	1,416,303	-----	-----
Mexican.....	6	19,499	2	2,577	-----	-----
Moroccan.....	-----	-----	1	14,401	-----	-----
Netherlands.....	139	736,668	130	684,932	285	749,642
Nicaraguan.....	50	60,509	25	26,469	-----	-----
Norwegian.....	904	4,162,091	831	3,484,070	667	3,433,571
Panamanian.....	551	2,712,127	611	3,666,133	182	415,561
Peruvian.....	18	49,702	25	54,907	5	7,151
Philippine.....	17	88,056	27	154,356	3	8,441
Soviet.....	1	3,478	-----	-----	5	10,419
Spanish.....	32	132,264	41	171,304	2	15,280
Swedish.....	207	829,519	230	818,911	119	763,049
Swiss.....	5	37,235	11	92,845	-----	-----
Turkish.....	4	9,250	-----	-----	-----	-----
United States.....	2,102	12,949,146	2,056	11,867,848	1,780	9,892,619
Uruguay.....	2	3,016	-----	-----	-----	-----
Venezuelan.....	-----	-----	-----	-----	4	3,971
Yugoslavian.....	1	9,940	3	31,586	14	73,413
Total.....	7,997	40,646,301	7,784	39,095,067	5,524	27,385,924

Shipments Of Cargo Reach All-Time High In Past Fiscal Year

The amount of cargo shipped through the Panama Canal during the fiscal year 1955, ended June 30, exceeded by more than one-and-a-half million tons the record set in the previous year.

Heavy shipments of oil through the Canal from the Pacific accounted for the increase since fluctuations in the amount of other commodities were generally of a minor nature. The amount of mineral oil shipped from the Atlantic to the Pacific last year was slightly under the previous year's figures, but oil shipped from the Pacific to the Atlantic increased by approximately 1,650,000 tons.

The major increase in the tanker trade from the Pacific to the Atlantic was attributed to heavy shipments of fuel and diesel oil on the United States Intercoastal route and from United States ports to the West Indies. These amounted to 1,250,-000 tons.

Coal and coke being moved through the Canal to Japan continued at a high level during the past year, although shipments were 500,000 tons under the previous year's figures. This trade has been one of the significant factors in Canal traffic since the close of the war.

Pacific-Atlantic Up

The increase in commodity shipments last year was entirely in the Pacific-to-Atlantic movement. The amount of commodities shipped from the Atlantic to the Pacific, totaling 18,419,000 tons, was slightly under the total of the previous year. The comparative figures in the Pacific to Atlantic trade were 20,892,000 in 1954, and 22,227,000 tons last year.

In addition to the big increase in oil shipments, gains were shown in the Pacific-to-Atlantic trade in lumber, nitrate, bananas, metals, barley, wood pulp, and copra. Among the principal commodities, however, these were more than overbalanced by decreased shipments of ore, wheat, sugar, canned food products, refrigerated food products, coffee, and raw cotton, although none of these except wheat declined appreciably in tonnage.

Flags Of 35 Nations

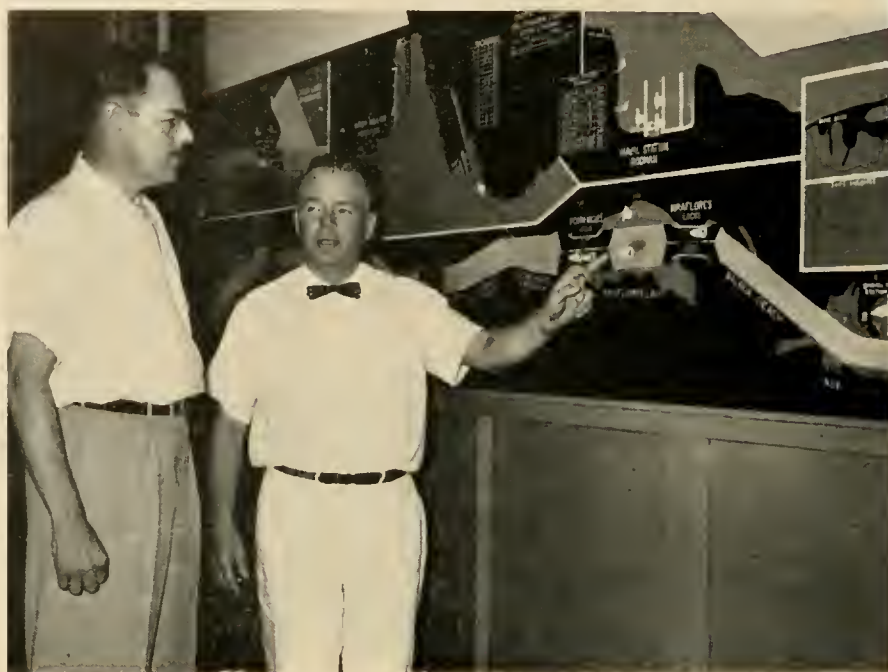
Approximately one-third of the cargo shipped through the Canal last fiscal year was moved in vessels flying the United States flag. An increase was shown over the previous year both in the number of U. S. flag vessels and the amount of cargo transported.

Ships flying the British flag and the amount of cargo carried declined slightly last year from the previous year, although this group was the second largest composing the Canal traffic.

The flags of 35 different nations were in the stream of Canal traffic last year, with Norwegian being third in number; Panamanian, fourth; and Japanese, fifth. Other nations with 100 or more ships in transit during the year were: Honduras, Liberia, Germany, Denmark, Sweden, Colombia, Italy, Netherlands, France, and Greece.

Nations showing considerable increases this year in ships transits of the Canal

Port Captains-Arriving and Departing



CAPT. ANTHONY ROESSLER (pronounced Ressler), new Balboa Port Captain, started the orientation tour of his new domain in the Marine Traffic Comptroller's Office at Balboa where a magnetic map board shows the location of all transiting ships. Capt. Horatio Lincoln, outgoing Port Captain, is explaining that the numbered, white tag shows that the ship which was No. 4 on the day's northbound schedule was then in Miraflores Lake.

Captain Roessler arrived July 13 from command of the fleet oil tanker *Ashtabula*. In addition to his duties as Captain of the Port of Balboa he is a member of the Board of Local Inspectors and a member of the Board of Admeasurement.

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

ATLANTIC TO PACIFIC

Commodity	Fiscal Year		
	1955	1954	1938
Mineral oils	4,305	4,486	907
Coal and coke	3,274	3,374	137
Manufactures of iron and steel	1,792	1,843	1,859
Phosphates	1,043	813	328
Soybeans and products	557	577	3
Sugar	520	497	57
Sulphur	463	417	297
Paper and paper products	377	368	423
Cement	300	283	154
Ammonium compounds	295	184	71
Machinery	285	289	168
Automobiles and parts	268	242	208
Chemicals, unclassified	233	192	109
Raw cotton	226	255	142
Wheat	216	138	10
All others	4,265	3,820	3,653
Total	18,419	18,458	9,676

PACIFIC TO ATLANTIC

Commodity	Fiscal Year		
	1955	1954	1938
Ores, various	4,087	5,053	2,127
Lumber	3,747	3,716	2,851
Mineral oils	1,981	338	2,875
Wheat	1,387	2,158	706
Sugar	1,281	1,404	1,487
Nitrate	1,271	1,187	1,401
Canned food products	1,221	1,226	991
Bananas	939	752	53
Metals, various	789	663	698
Refrigerated food products (except fresh fruit)	551	597	335
Barley	387	32	237
Wood pulp	349	235	314
Coffee	280	288	175
Copra	245	232	164
Cotton, raw	236	238	127
All others	3,476	2,432	3,270
Total	22,227	20,892	17,583

were the United States, Denmark, Germany, Honduras, Japan, Liberia and Norway.

A few nations showed decreases in the number of transiting ships in the past

fiscal year. These included Great Britain, Ecuador, Panama, and Sweden.

Ten Brazilian vessels were Canal customers during fiscal 1955, the first show of the flag here for some time.

