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 received 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 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.

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, 30 blowers, diffusers and so forth.
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 during 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:

<table>
<thead>
<tr>
<th>Fiscal Years</th>
<th>1951</th>
<th>1952</th>
<th>1953</th>
<th>1954</th>
<th>1955</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORCE</td>
<td>4,287</td>
<td>4,261</td>
<td>4,233</td>
<td>3,867</td>
<td>3,863</td>
</tr>
<tr>
<td>SEPARATIONS:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Voluntary</td>
<td>805</td>
<td>466</td>
<td>520</td>
<td>437</td>
<td>346</td>
</tr>
<tr>
<td>Involuntary</td>
<td>239</td>
<td>238</td>
<td>482</td>
<td>254</td>
<td>158</td>
</tr>
<tr>
<td>Total</td>
<td>1,044</td>
<td>702</td>
<td>1,002</td>
<td>691</td>
<td>505</td>
</tr>
</tbody>
</table>

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 1954. 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 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. Lindsay 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. Lindsay J. 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.

NEW HEALTH OFFICER

Col. CHARLES O. BURKE, new Health Director, took over his duties early last month. He was photographed at his desk, but he had 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.

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 Commercial 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 carefully worded letters. They say:

"The suggestions they get, the more you will be 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. Hereby 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 have received it. Should the employee wish to 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.

A Canal employee who submits an idea which can 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 governmental awards, and 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

Employee Suggestion Program, today known as the 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 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 received 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 $30, and two, more than $30, but less than $70. One idea was forwarded to the Canal organization, when suggestions concerned problems where a monetary benefit could be figured, amounted to $5,400.

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 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

sentatives. They will be 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.

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.

The suggestions varied as widely as the employers 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 leaf sheath from cobs.

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. Barfield Smith, head of the Electric 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 amount of cash that the idea man or woman could receive.

So, 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

Shirt sleeves 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 Sheath Metal Works under the Incentive 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.
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 2,357 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 rickle-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.
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.

Police men, 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 $82 a year. Lock guards, with their distinctive khaki uniforms, with the black stripe down the trouser leg, receive $81 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.

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 coffee and will become effective immediately. The 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.

Paraiso Safety Field Day

MAL 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 18 on the Panama Line. They will visit their daughter in San Antonio, Tex., but have not yet decided where they will make their home.

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 coffee and will become effective immediately. The 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.

Safeguard 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 thrown 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 right: Capt. Frank A. Moore, 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 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 committee members 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 Paraíso 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 Paraíso. It was only a step to get these two ideas of the Balboa Storehouse safety committee and the Paraíso Civic Council together. The Paraíso Civic Council then came up with the idea that they would sponsor a big safety field day at Paraíso to be held on July 23, at Paraíso 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 35 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 these safety committees from various divisions, are thanked for helping the Paraíso 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 life-and-drums 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 Fawcett 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 bites” demonstration.

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

HONOR ROLL

Bureau Award For
BEST RECORD
JUNE
COMMUNITY SERVICES BUREAU
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR
Supply
Community Services
Engineering and Construction
Health
E. M. Leitch
G. F. Stevens
G. F. Stevens

Civil Affairs
Transportation and Terminals
Marine
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
HOSPITAL DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR
Aids to Navigation
Housing
Maintenance
Sanitation
Electrical
Industrial
Motor Transportation
Railroad
Storehouses
Dredging
Grounds Maintenance
Service Center
Commissary
Hospitalization and Clinics
Locks
Terminals
Navigation

JUNE 1955

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

<table>
<thead>
<tr>
<th>Bureau</th>
<th>Disabling Injuries</th>
<th>Man-Hours Worked</th>
<th>Frequency Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Services Bureau</td>
<td>0</td>
<td>2,251,554</td>
<td>0.00</td>
</tr>
<tr>
<td>Health Bureau</td>
<td>0</td>
<td>3,453,297</td>
<td>0.00</td>
</tr>
<tr>
<td>Supply Bureau</td>
<td>0</td>
<td>2,503,182</td>
<td>0.00</td>
</tr>
<tr>
<td>C. Z. Govt.—Panama Canal Co. (This Month)</td>
<td>0</td>
<td>1,502,345</td>
<td>0.00</td>
</tr>
<tr>
<td>Marine Bureau</td>
<td>0</td>
<td>1,250,347</td>
<td>0.00</td>
</tr>
<tr>
<td>Engineering and Construction Bureau</td>
<td>0</td>
<td>1,250,347</td>
<td>0.00</td>
</tr>
<tr>
<td>C. Z. Govt.—Panama Canal Co. (Last 3-Year Avg.)</td>
<td>0</td>
<td>2,503,182</td>
<td>0.00</td>
</tr>
<tr>
<td>Transportation and Terminals Bureau</td>
<td>0</td>
<td>1,502,345</td>
<td>0.00</td>
</tr>
<tr>
<td>Civil Affairs Bureau</td>
<td>0</td>
<td>1,250,347</td>
<td>0.00</td>
</tr>
</tbody>
</table>

Number of Disabling Injuries: 16

LEGEND

- Am-ent 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
REPRESENTATIVES of the Local Rate Commissions 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. Jospeka, Rainbow City; C. D. Atberly, Paraiso; Eric Oakley, Paraiso General Committee; L. E. Fawcett, Paraiso; Edward A. Declan, Personnel Director; Governor Seybold; Leo B. Harrington, superintendent; Lieutenant Governor Schull; Norman Johnson, Employee and Labor Relations Officer; G. L. A. Davis, Rupert Wilson, and Cleveland Robbers, La Boca. The meeting took place on the night shown in the photograph were Louis Hardley and R. T. Burns of Santa Cruz, and Reberd Inman 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 services 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 Employee 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, and that initial enrollment 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 waiting for 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—termite 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 hours worked and pay, and 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

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 up-rooting 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 600 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 unrated 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 Pack 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 covered 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 hang 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 Aloe Street in Balboa. There he would make a rough estimate as to whether their belongings could be packed and crated for a certain date, 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 wait until 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 routines 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 we went through the Crooks' house, Mr. Rinker told Mrs. Crooks that she might pack drawers of dressers and chests...
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 radiors 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 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 boxes. 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 been intended for homes 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 for it is usually 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—two beds, springs, mattresses, chests and.

CHINA and glassware are wrapped in newspaper and packed into metal barrels, with shredded paper as padding. 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.

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 side are made from salvaged material; new sides are made from a plywood specially-manufactured in Panama for the vans.
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 launchers 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 courthouses—but the foregoing are the ones 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 most of the time 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 over buildings of the rest 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 last longer and retains its color 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, and 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 from 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 subdivision 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 the same as, of course, 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 should 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 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 police quarters of the Balboa clubhouse are under the control of the Civil Affairs Bureau whose police officers raise and lower them daily.

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 at the Canal Zone are flown at half-staff whenever the President or the Governor directs; the periods during which flags are half-staffed are prescribed in a Presidential Proclamation in 1934. 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. Goulart, 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 ICO 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, Outside of A. A. H. B. orders, the alcaldes were 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 stormy weather.” Flags for the school building would be furnished by the Superintendent of Schools, the alcaldes said.

On Holidays Only

Early Zonians apparently were not as careful of their flags as their present day successors. In February 1907, Chief Engineer J. 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 attitude of indifference among some Zonians when the 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, concealed, 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 School, representatives of the Junior ROTC units perform this duty and at other schools a formal flag raising is a daily event.
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 sparkplug 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.

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

Mr. Rinker has worked with him throughout his missionary career. Their only son is a missionary in Bolivia. The Christensens are 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.

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."

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 Canal Road in Balboa, near the office of the All-America Cable Company.

Born in Council Bluffs, Iowa, he attended college in Minnesota and holds a Master's Degree in School Administration 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 Argentine, 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. The Christensens are 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.

The Rev. Carl D. Christensen
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 a 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 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 Carlson-Lorig 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 Panama; 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 Bocca 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.
Gigantic Stairsteps
On Contractors Hill
Now Nearly Finished

The finishing touches are being given to the gigantic staircases 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 rockfall into the Canal channel has been removed.

Shovels, trucks, and bulldozers are presently working on 150-foot level, lowest of the terraces 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.

This 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 Guanárd 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 canal section known as Cucaracha Reach to 300 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 Levi's 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 tracks 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 an on-stop slippers made by Trimfoot. Teacher, not to be outrun 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 socks 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 provided 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, from Tabulating Equipment Operator, 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. Borrelli, from Tabulating Machine Operator, Statistical Tabulating Section, to Tabulating Equipment Operator, Statistical Tabulating Section.

PRESTON G. Gau, from Tabulating Machine Operator, Payroll Branch, to Tabulating Equipment Operator, Statistical Tabulating Section.

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

AFFAIRS BUREAU

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

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

Mrs. Marcela G. Green, from Secretary to Clerical Assistant, Division of Schools.

Thomas L. Selers, from Rest Postmaster to Postmaster at Panama City.

Landal A. Larrison, from Postmaster, Margarita, to Rest Postmaster at Chief, Postal Division, to Director of Posts.

COMMUNITY SERVICES BUREAU

Marge A. Black, 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

Horbert A. Jones, from Supervisory Accounting Clerk to Accounting Clerk, Cold Storage and Cold Storage Assignments, to Transportation Rate Auditing Clerk, Agents Accounts Branch.

Stratton, from Transportation Rate Auditing Clerk, Agents Accounts Branch, to Supervisory Accounting Clerk, Cold Storage and Cold Storage Assignments.

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 R. Wolberg, from Time, Leave, and Payroll Supervisor, Payroll Branch, to Supervisory Accounting Clerk, Accounting Division.

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

ENGINEERING AND CONSTRUCTION BRANCH

William R. Carlin, Jr., from Apprentice to Government Electrician, Engineering Branch.

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

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

Harvey W. Sauter, from Assistant Superintendent of Steel and Metal Work to Lead Foreman, Philadelphia Area, Maintenance Lead Foreman to Building Maintenance General Foreman, Maintenance Division.

Clerk (Typing), Communications Branch, Electrical Division.

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

Clair Nelson, from Clerk-Typist, from Gorgas Hospital to Board of Health Laboratory.

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

Dr. Richard S. Oatesco, Dr. Luis A. Pichardo, from Intern, Gorgas Hospital, to Medical Officer, Pacific Medical Clinic.

Dr. Wallace M. Sayler, from Intern, Gorgas Environmental Hospital, to Coco Solo Hospital.

Mrs. Ida M. McCabe, from Staff Nurse to Charge Nurse, Tropical Disease Unit, Atlantic Medical Clinics.

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

Dr. John W. Cates, from Medical Officer (Pediatrics) to Medical Officer (Cardiology and Pediatrics), Coco Solo Hospital.

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

Mrs. Katherine H. Hall, Staff Nurse from Charge Nurse, Gorgas Hospital.

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

CHARLES A. PARKS, EMERSON A. CONTREL, from Guard, Atlantic Locks, to Towing Locomotive Operator, Locks Division (Locks Overhaul).


SPECIAL PAY RATES

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

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

Thomas G. Reihlan, from Supply Officer (Drygoodso), to Superintendent General Pacific Locks 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), to Superintendent General Pacific Locks Branch, Commissary Division.

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

TRANSPORTATION AND TERMINALS

Richard M. Conover, from Supervisory Traffic Clerk to Supervisory Freight Traffic Clerk, to Chair, Commissary Division.

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

Paul P. Desormeau, Victor T. McGarry, James A. Brooks, Sidney Smithsonian, William B. Huff, Merlin S. Yocom, from Supervisory Stowkeeper (Checker) to Supervisory Cargo Checker, Terminals Division.

John M. sundown, from Supervisory Stowkeeper (Checker) to Supervisory Transportation Assistant, Terminals Division.

Gerald D. Smith, from Assistant to Supervisory Cargo Checker, Terminals Division.

AUGUST SAILINGS

From Cristobal

Cristobal

August 6

Panama

August 13

Cristobal

August 27

From New York

Panama

August 4

Antwerp

August 11

Cristobal

August 18

From New York

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

JULY RETIREMENTS

Retirement certificates were presented the first week of July to employees who are listed alphabetically, together with their birthsplace, titles of length of Service, and year of Service.

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

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

Samuel Blackburn, Tennessee: Police Officer, Cristobal District; 35 years, 1 month, 17 days; Knoxville, Tennessee.

Charles H. Fairbrother, North Dakota: Layout Machinist, Industrial Division; 46 years, 10 months, 17 days; Panama, R. I.

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

George Herman, Illinois: Chief, Police Division; 25 years, 2 months, 23 days; Address uncertain.

Ludwig A. Maurer, New York: Control Health Examiner, General Post Office Locks; 21 years, 2 months, 26 days; Address undecided.

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

Steven S., Illinois: Supervisory Accounting Clerk, Commissary Division; 29 years, 1 month, 27 days; Florida.

Maria G. Puertas, Public Health Nurse, Colon Health Office; 25 years, 4 months, 13 days; Brooklyn, N. Y.

ANNIVERSARIES

50 YEARS

Two Canal employees share honors for 50 years of government service completed last month, although in both cases their 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 longtime 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. He had just moved to San Francisco when he received his longest assignment was the 26 years he spent in what used to be known as the Panama Canal Zone. He has been at Balboa Heights since 1953. With 42 years of continuous Canal service he heads the month’s list of anniversaries.

50 YEARS

Like many Zone employees he first saw the Panama Canal after World War II. When he joined the Zone, he had already been a Zone post office worker transferred to San Francisco, a situation he preferred for the long haul. He has been assigned to several post offices and has been postmaster at Fort Clayton since 1942.

Mr. Pitman was born in San Francisco. Like many Zone employees he first saw the Panama Canal after World War II. It was his first Canal Zone job to do with Panama Railroad accounts; he has been in accounting since then. Just before he joined the Canal organization he spent almost three months with the navy in a military zone at Arica, Chile, when the United States was mediating a boundary dispute between Chile and Peru.
EXECUTIVE REGULATION 19

EDITOR'S NOTE: A revision of Executive Regulation 19 making changes in travel and transportation was issued at Balboa Heights recently. It will be published in install-
ments. The initial installment carried in this issue for the benefit of those who desire to clip and save the entire regu-
lation.

ZONE GOVERNMENT PANAMA CANAL COMPANY
OFFICE OF THE GOVERNOR-PRESIDENT
BALBOA HEIGHTS, C. Z.

Revised 1-29-45.

Executive Regulation No. 19

I. Place of Residence Between Two Points of Duty

Sec. 1. Subject.
Sec. 2. Definitions.
Sec. 3. Transportation expenses of employees and their families.
Sec. 4. Time Limits.
Sec. 5. Employees not affected.
Sec. 6. Determination of transportation rights.

II. Transportation of Household Goods and Personal Effects

Sec. 21. Maximum allowance for transportation.
Sec. 22. Calculation of transportation allowance.
Sec. 23. Items not allowable.
Sec. 24. Items allowable and items allowable at full transportation allowance.
Sec. 25. Origin or termination of shipment.
Sec. 27. Use of the Government Post Office occupied by the employee.
Sec. 28. Use of transportation vouchers.
Sec. 29. Valuation of household goods.
Sec. 30. Certification of weights.
Sec. 31. Preparation and disposition of ocean bills of lading.
Sec. 32. Routing and consignment of shipments.
Sec. 33. Reimbursement of expenses not authorized.

III. Transfers Between Official Stations

Sec. 34. Payment of expenses.
Sec. 35. Responsibility for expenses.
Sec. 36. Designation of official station.

IV. Travel and Transportation Expenses of New Entrance Employees

Sec. 37. Payment of expenses.
Sec. 38. Appointments to remain in service.
Sec. 39. New appointees; restored veterans not included.
Sec. 40. New appointees; employees not included.
Sec. 41. Appointments; local employment not included.
Sec. 42. Exceptions to general policy.

V. Travel and Transportation on Termination of Employment

Sec. 51. Employees and ex-employees entitled to transportation.
Sec. 52. Employees not entitled to travel and no transportation.
Sec. 53. Families, household goods and personal effects.
Sec. 54. Prior transfers; immediate family and of employees.
Sec. 55. Colonial and Executive Government agencies for travel and

V. Transportation benefits for ex-employees.
Sec. 56. Application for transportation.

VI. Travel and Transportation Expenses of Em-

ployee and Their Immediate Families In Official Capacity

Sec. 62. Limitations provided for teachers.
Sec. 63. Restrictions applicable to service with other United States

government agencies for leave travel.
Sec. 64. Mode and route of travel; family privilege of

subsequent departure to employee.
Sec. 65. Last 200 miles of travel.
Sec. 66. Use of Government Transportation Re-

cord of voucher.

VII. Prior Regulations Repealed

Sec. 71. Prior regulations repealed.

I. GENERAL

1. Note. The present regulations are pres-

cribed to govern travel of employees and the trans-

portation of their household goods, personal effects on appointment, change of official station, or assignment to temporary duty, and are in

implementation of administrative regulations, these regu-

lations will be amended from time to time, in accordance with the

Administrative Expenses Act of August 2, 1949, 60

Stat. 271, 277, 426, 1946, which supersedes, insofar as they pertain to matters not regulated under such Act; regulations of the

Government at Balboa Heights, Panama Canal, as delegated by Executive Order 19850, of May 10, 1944, and Executive Order 18388 of February 2, 1941, as amended.

For regulations governing the transportation of employees and their immediate families in Official Capacity, see:

Costa Rica Regulations, Returning to

II. Executions of employees.

Sec. 81. Definitions of the terms of non-compliance

with terms of new agreement.

VII. Prior Regulations Repealed

Sec. 71. Prior regulations repealed.

I. GENERAL

1. Note. The present regulations are pres-

cribed to govern travel of employees and the trans-

portation of their household goods, personal effects on appointment, change of official station, or assignment to temporary duty, and are in

implementation of administrative regulations, these regu-

lations will be amended from time to time, in accordance with the

Administrative Expenses Act of August 2, 1949, 60

Stat. 271, 277, 426, 1946, which supersedes, insofar as they pertain to matters not regulated under such Act; regulations of the

Government at Balboa Heights, Panama Canal, as delegated by Executive Order 19850, of May 10, 1944, and Executive Order 18388 of February 2, 1941, as amended.

For regulations governing the transportation of employees and their immediate families in Official Capacity, see:

Costa Rica Regulations, Returning to

II. Executions of employees.

Sec. 81. Definitions of the terms of non-compliance

with terms of new agreement.

VII. Prior Regulations Repealed

Sec. 71. Prior regulations repealed.

I. GENERAL

1. Note. The present regulations are pres-

cribed to govern travel of employees and the trans-

portation of their household goods, personal effects on appointment, change of official station, or assignment to temporary duty, and are in

implementation of administrative regulations, these regu-

lations will be amended from time to time, in accordance with the

Administrative Expenses Act of August 2, 1949, 60

Stat. 271, 277, 426, 1946, which supersedes, insofar as they pertain to matters not regulated under such Act; regulations of the

Government at Balboa Heights, Panama Canal, as delegated by Executive Order 19850, of May 10, 1944, and Executive Order 18388 of February 2, 1941, as amended.

For regulations governing the transportation of employees and their immediate families in Official Capacity, see:

Costa Rica Regulations, Returning to

II. Executions of employees.

Sec. 81. Definitions of the terms of non-compliance

with terms of new agreement.

VII. Prior Regulations Repealed

Sec. 71. Prior regulations repealed.

I. GENERAL

1. Note. The present regulations are pres-

cribed to govern travel of employees and the trans-

portation of their household goods, personal effects on appointment, change of official station, or assignment to temporary duty, and are in

implementation of administrative regulations, these regu-

lations will be amended from time to time, in accordance with the

Administrative Expenses Act of August 2, 1949, 60

Stat. 271, 277, 426, 1946, which supersedes, insofar as they pertain to matters not regulated under such Act; regulations of the

Government at Balboa Heights, Panama Canal, as delegated by Executive Order 19850, of May 10, 1944, and Executive Order 18388 of February 2, 1941, as amended.

For regulations governing the transportation of employees and their immediate families in Official Capacity, see:

Costa Rica Regulations, Returning to

II. Executions of employees.

Sec. 81. Definitions of the terms of non-compliance

with terms of new agreement.

VII. Prior Regulations Repealed

Sec. 71. Prior regulations repealed.

I. GENERAL

1. Note. The present regulations are pres-

cribed to govern travel of employees and the trans-

portation of their household goods, personal effects on appointment, change of official station, or assignment to temporary duty, and are in

implementation of administrative regulations, these regu-

lations will be amended from time to time, in accordance with the

Administrative Expenses Act of August 2, 1949, 60

Stat. 271, 277, 426, 1946, which supersedes, insofar as they pertain to matters not regulated under such Act; regulations of the

Government at Balboa Heights, Panama Canal, as delegated by Executive Order 19850, of May 10, 1944, and Executive Order 18388 of February 2, 1941, as amended.

For regulations governing the transportation of employees and their immediate families in Official Capacity, see:

Costa Rica Regulations, Returning to

II. Executions of employees.

Sec. 81. Definitions of the terms of non-compliance

with terms of new agreement.
Executive Regulation 19
(Continued from page 15)
from the place of employment (Canal Zone or any other location) to the residence of the employee. In case such place of actual residence is located abroad, permission to travel (vacation or transportation) on a different day shall not exceed three days, travel to and from the place of employment and return, in addition to the number of days and nights specified in the permission to travel (vacation or transportation) of the employee. The travel may be made for any purpose, personal or otherwise, inclusive of the travel of the employee to and from the place of employment.

3. Form of permit

a. The travel of terminated employees will be authorized and supervisory travel orders will not be required. The travel of terminated employees will be approved in accordance with Section 1.1 of Executive Order 1905, as amended.

b. The travel of terminated employees will be authorized and supervisory travel orders will not be required. The travel of terminated employees will be approved in accordance with Section 1.1 of Executive Order 1905, as amended.}

Atlantic Side Equipment Conversion Contract Among Largest Of Power Projects

Contract (continued from page 1)
ventilating fans, 450 pieces of hobby-shop equipment, and 209 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, but he shall 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 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 through a maze of intricate work schedules 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.

New Division Chief

DIL, 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 Colombia since January 1951.

Turbines Reconditioned

The conversion of both industrial and domestic equipment will be done as generating units at the Gatun Hydro-Electric 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

THREE Panama Canal pilots were aboard the 28,700-ton SS Orione when she made her maiden transit of the Panama Canal last month. The Orione is 725 feet overall and has a beam of 90.05 feet; this gave her a clearance of less than 10 feet on each side in the lock chambers. Ten towling locomotives took her through the locks. The Orione was en route from Sydney, Australia, to London with 592 passengers.
COMMERCIAL SHIPPING SETS RECORD FOR CANAL;
TOTAL TRANSITS BELOW PREVIOUS YEARS' FIGURES

Most Frequent User Of Canal

MONTHLY COMMERCIAL TRAFFIC AND TOLLS
Vessels of 300 tons net or over
By fiscal years

<table>
<thead>
<tr>
<th>Month</th>
<th>1955</th>
<th>1954</th>
<th>1938</th>
<th>1955</th>
<th>1954</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>640</td>
<td>638</td>
<td>457</td>
<td>$2,616</td>
<td>$2,817</td>
<td>$2,030</td>
</tr>
<tr>
<td>August</td>
<td>626</td>
<td>640</td>
<td>505</td>
<td>2,752</td>
<td>2,778</td>
<td>2,195</td>
</tr>
<tr>
<td>September</td>
<td>660</td>
<td>612</td>
<td>444</td>
<td>2,756</td>
<td>2,591</td>
<td>1,936</td>
</tr>
<tr>
<td>October</td>
<td>683</td>
<td>654</td>
<td>461</td>
<td>2,831</td>
<td>2,755</td>
<td>1,981</td>
</tr>
<tr>
<td>November</td>
<td>636</td>
<td>636</td>
<td>435</td>
<td>2,640</td>
<td>2,668</td>
<td>1,893</td>
</tr>
<tr>
<td>December</td>
<td>676</td>
<td>690</td>
<td>439</td>
<td>2,853</td>
<td>2,963</td>
<td>1,845</td>
</tr>
<tr>
<td>January</td>
<td>668</td>
<td>626</td>
<td>444</td>
<td>2,832</td>
<td>2,726</td>
<td>1,838</td>
</tr>
<tr>
<td>February</td>
<td>637</td>
<td>592</td>
<td>436</td>
<td>2,721</td>
<td>2,491</td>
<td>1,787</td>
</tr>
<tr>
<td>March</td>
<td>769</td>
<td>693</td>
<td>506</td>
<td>3,014</td>
<td>2,934</td>
<td>2,016</td>
</tr>
<tr>
<td>April</td>
<td>685</td>
<td>654</td>
<td>487</td>
<td>2,938</td>
<td>2,858</td>
<td>1,961</td>
</tr>
<tr>
<td>May</td>
<td>698</td>
<td>689</td>
<td>465</td>
<td>3,072</td>
<td>2,923</td>
<td>1,887</td>
</tr>
<tr>
<td>June</td>
<td>653</td>
<td>660</td>
<td>445</td>
<td>2,804</td>
<td>2,764</td>
<td>1,801</td>
</tr>
<tr>
<td>Totals for fiscal year</td>
<td>7,997</td>
<td>7,784</td>
<td>5,524</td>
<td>$31,849</td>
<td>$31,248</td>
<td>$23,170</td>
</tr>
</tbody>
</table>

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

The amount of shipping last year was that between Australia 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, Antonino Usdinar, 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” Società di Navigazione, Genoa) for its world trade, much of which has used the Panaman 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 on 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, 50 Italian ships used the Canal, and carried 179,468 tons of cargo. That year alone, Italian ships paid $28,816 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, two different

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 Pietro of the Navigazione Libera Triestina. This company put new 10,000-ton motor ships on this service, among them the MS Lemur and MS Pelle, 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 Orsino and the MS Virgilio, two passenger freight vessels of 11,500 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 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)
ITALIAN LINE STEAMER VISIT TO ISTHMUS
Precadet Construction Of Panama Canal

(Continued from page 18) called the Societa Italia Fлотto Rimonti.
Almost all the free 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.

TRANSPORTS COMMERCIAL AND U. S. GOVERNMENT

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>1955</th>
<th>1954</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlantic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Atlantic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pacific</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Nationality</th>
<th>Number of transits</th>
<th>Tons of cargo</th>
<th>Number of transits</th>
<th>Tons of cargo</th>
<th>Number of transits</th>
<th>Tons of cargo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentine</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belgian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brazilian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>British</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chilean</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colombian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Costa Rican</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Danish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dutch</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Estonian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finnish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>French</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>German</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greek</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hungarian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Irish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Israeli</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Japanese</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Korean (South)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Latvian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lithuanian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Norwegian</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portuguese</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spanish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swedish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Turkish</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>1955</th>
<th>1954</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States Intercoastal</td>
<td>5,978</td>
<td>5,017</td>
<td>6,395</td>
</tr>
<tr>
<td>East Coast of U.S. and South America</td>
<td>5,971</td>
<td>6,673</td>
<td>2,652</td>
</tr>
<tr>
<td>West Indies and West Coast U.S. &amp; Canada</td>
<td>1,186</td>
<td>501</td>
<td>669</td>
</tr>
<tr>
<td>East Coast of U.S. Canada and Far East</td>
<td>8,893</td>
<td>8,975</td>
<td>1,912</td>
</tr>
<tr>
<td>U.S. East Coast and Australasia</td>
<td>1,274</td>
<td>1,306</td>
<td>992</td>
</tr>
<tr>
<td>Europe and West Coast of U.S. &amp; Canada</td>
<td>5,091</td>
<td>4,579</td>
<td>2,427</td>
</tr>
<tr>
<td>Europe and South America</td>
<td>2,357</td>
<td>2,037</td>
<td>2,974</td>
</tr>
<tr>
<td>Europe and Australasia</td>
<td>2,328</td>
<td>2,303</td>
<td>1,251</td>
</tr>
<tr>
<td>All other routes</td>
<td>7,895</td>
<td>7,964</td>
<td>5,304</td>
</tr>
<tr>
<td>Total Traffic</td>
<td>40,616</td>
<td>39,095</td>
<td>27,386</td>
</tr>
</tbody>
</table>

Canal traffic by nationality of vessels:

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>1955</th>
<th>1954</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td>Argentine</td>
<td>1</td>
<td>8,908</td>
<td>10</td>
</tr>
<tr>
<td>Brazilian</td>
<td>16</td>
<td>35,191</td>
<td>16</td>
</tr>
<tr>
<td>British</td>
<td>1,145</td>
<td>6,897,789</td>
<td>1,265</td>
</tr>
<tr>
<td>Chilean</td>
<td>56</td>
<td>331,734</td>
<td>78</td>
</tr>
<tr>
<td>Colombian</td>
<td>38</td>
<td>889,543</td>
<td>19</td>
</tr>
<tr>
<td>Costa Rican</td>
<td>198</td>
<td>261,249</td>
<td>205</td>
</tr>
<tr>
<td>Danish</td>
<td>325</td>
<td>1,014,414</td>
<td>275</td>
</tr>
<tr>
<td>Ecuadorian</td>
<td>57</td>
<td>79,146</td>
<td>106</td>
</tr>
<tr>
<td>Estonian</td>
<td>9</td>
<td>44,750</td>
<td>2</td>
</tr>
<tr>
<td>Finnish</td>
<td>132</td>
<td>585,123</td>
<td>136</td>
</tr>
<tr>
<td>German</td>
<td>375</td>
<td>1,002,472</td>
<td>323</td>
</tr>
<tr>
<td>Greek</td>
<td>121</td>
<td>1,013,875</td>
<td>136</td>
</tr>
<tr>
<td>Hungarian</td>
<td>428</td>
<td>984,800</td>
<td>87</td>
</tr>
<tr>
<td>Irish</td>
<td>3</td>
<td>28,950</td>
<td>5</td>
</tr>
<tr>
<td>Israeli</td>
<td>1</td>
<td>970,539</td>
<td>273</td>
</tr>
<tr>
<td>Japanese</td>
<td>464</td>
<td>1,033,496</td>
<td>387</td>
</tr>
<tr>
<td>Korean (South)</td>
<td>4</td>
<td>13,551</td>
<td>8</td>
</tr>
<tr>
<td>Latvian</td>
<td>4</td>
<td>2,617,568</td>
<td>224</td>
</tr>
<tr>
<td>Lithuanian</td>
<td>1</td>
<td>19,399</td>
<td>2</td>
</tr>
<tr>
<td>Norwegian</td>
<td>139</td>
<td>736,668</td>
<td>180</td>
</tr>
<tr>
<td>Portuguese</td>
<td>50</td>
<td>60,509</td>
<td>25</td>
</tr>
<tr>
<td>Russian</td>
<td>901</td>
<td>4,162,091</td>
<td>831</td>
</tr>
<tr>
<td>Panamanian</td>
<td>5,732,127</td>
<td>423</td>
<td>6,366,133</td>
</tr>
<tr>
<td>Spanish</td>
<td>48</td>
<td>49,702</td>
<td>28</td>
</tr>
<tr>
<td>Philippine</td>
<td>17</td>
<td>88,056</td>
<td>74</td>
</tr>
<tr>
<td>Soviet</td>
<td>1</td>
<td>1,478</td>
<td>1</td>
</tr>
<tr>
<td>Spanish</td>
<td>32</td>
<td>132,264</td>
<td>41</td>
</tr>
<tr>
<td>Swedish</td>
<td>267</td>
<td>829,519</td>
<td>210</td>
</tr>
<tr>
<td>Swiss</td>
<td>5</td>
<td>57,235</td>
<td>11</td>
</tr>
<tr>
<td>Turkish</td>
<td>4</td>
<td>9,250</td>
<td>4</td>
</tr>
<tr>
<td>United States</td>
<td>2,102</td>
<td>12,949,146</td>
<td>2,056</td>
</tr>
<tr>
<td>Russian</td>
<td>2</td>
<td>3,016</td>
<td>2</td>
</tr>
<tr>
<td>Yugoslavian</td>
<td>1</td>
<td>9,940</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>7,997</td>
<td>40,646,301</td>
<td>7,784</td>
</tr>
</tbody>
</table>
Port Captains—Arriving and Departing

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 1,290,000 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 20,992,000 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, nitrates, bananas, metals, barley, wood pulp, and copper. 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 in this year in ships transits of the Canal 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.

<table>
<thead>
<tr>
<th>Principal commodities shipped through the Canal (All figures in thousands of long tons)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commodity</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Mineral oil</td>
</tr>
<tr>
<td>Coal and coke</td>
</tr>
<tr>
<td>Manufactures of iron and steel</td>
</tr>
<tr>
<td>Phosphates</td>
</tr>
<tr>
<td>Soybeans and products</td>
</tr>
<tr>
<td>Sugar</td>
</tr>
<tr>
<td>Sulphur</td>
</tr>
<tr>
<td>Paper and paper products</td>
</tr>
<tr>
<td>Cement</td>
</tr>
<tr>
<td>Ammonium compounds</td>
</tr>
<tr>
<td>Machinery</td>
</tr>
<tr>
<td>Automobiles and parts</td>
</tr>
<tr>
<td>Chemicals, unclassified</td>
</tr>
<tr>
<td>Raw cotton</td>
</tr>
<tr>
<td>Wheat</td>
</tr>
<tr>
<td>All others</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Commodity</strong></th>
<th><strong>Fiscal Year</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1955</td>
</tr>
<tr>
<td>Ores, various</td>
<td>4,087</td>
</tr>
<tr>
<td>Lumber</td>
<td>3,747</td>
</tr>
<tr>
<td>Mineral oil</td>
<td>1,981</td>
</tr>
<tr>
<td>Wheat</td>
<td>1,857</td>
</tr>
<tr>
<td>Sugar</td>
<td>1,281</td>
</tr>
<tr>
<td>Nitrate</td>
<td>1,271</td>
</tr>
<tr>
<td>Sugar food products</td>
<td>1,375</td>
</tr>
<tr>
<td>Bananas</td>
<td>9,399</td>
</tr>
<tr>
<td>Meat, various</td>
<td>789</td>
</tr>
<tr>
<td>Refrigerated food products (except fresh fruit)</td>
<td>553</td>
</tr>
<tr>
<td>Barley</td>
<td>587</td>
</tr>
<tr>
<td>Wood pulp</td>
<td>149</td>
</tr>
<tr>
<td>Coffee</td>
<td>280</td>
</tr>
<tr>
<td>Copra</td>
<td>245</td>
</tr>
<tr>
<td>Cotton, raw</td>
<td>236</td>
</tr>
<tr>
<td>All others</td>
<td>3,476</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>22,227</td>
</tr>
</tbody>
</table>