Company Stockholder Visits Locks

SECRETARY OF THE ARMY Wilber M. Brucker learned what handles to turn and when to turn them while a ship is being locked through the Canal. Since he is Stockholder of the Panama Canal Company, Brucker is interested in the operation of Miraflores Locks where he is shown above was more than that of a casual visitor. Left to right, above, are Edward Barlow, Control House Supervisor; Emmett O. Kiernan, Control House Operator; Secretary Brucker; and Maj. David H. Smith, Military Assistant to the Governor. The Secretary's visit to the Locks was made while he attended the meeting of the Canal Company's Board of Directors.

C. Z. Health Officials Encouraged; Only Four Polio Cases Last Year

Although officials of the Health Bureau are resistant to draw any conclusions as to the effectiveness of the Salk poliomyelitis vaccine based on local experience, the remarkably low number of cases of poliomyelitis reported in the Canal Zone during the past calendar year is encouraging.

Not one case of poliomyelitis has occurred among Zonians who received the Salk vaccine, according to a report from the Health Bureau. During the entire calendar year of 1955 only four cases were reported among residents of the Canal Zone. The first of these occurred in April and the last in November. The patients ranged in age from 7 to 36.

The total of four cases is the lowest in the Canal Zone in the past several years. The largest number of cases was reported in 1950 when 24 cases occurred. The smallest previous number was in 1951 when six cases were reported.

Although the number-four for the past calendar year—is promising, "definite conclusions cannot as yet be made concerning the efficacy of the vaccination program, as the incidence of poliomyelitis normally fluctuates from year to year," Col. C. O. Brucy, Health Director, said in a report. The virus started with the Salk vaccine began in April but was halted when similar programs were suspended in the United States. In July the program was resumed on a large scale with an increasing number of children becoming eligible as the availability of vaccine increased.

A total of 8,394 children in the Canal Zone between the ages of six months and 15 years have participated in the vaccination program. Of this group, 4,481 were civilians and 3943 dependents of military personnel. In addition, the vaccine has been administered to 123 expectant mothers. No ill effects due to the vaccine were reported among those inoculated.

Maximum protection against paralytic poliomyelitis is obtained only after the completion of the series of three injections. The first and second inoculations are given two to six weeks apart and essentially all of the children who participated in the mass inoculation program have received these. The third, a booster injection, is given not less than seven months after the second.

Parents of children who received the first two inoculations should check the dates on the blue immunization card. If the seven-month period has elapsed, the third injection may be obtained at the outpatient medical clinics or the first aid stations in the various communities.

 OWNERS TO GET AMple NOTICE OF CONVERSION

All Canal Zone residents will be given more than three months' notice of the approximate date when their electrical appliances will be converted to 60 cycles. Individual written notices will be issued.

The entire Atlantic area covered by the contract recently awarded to the Sachse Electrical Company has been surveyed and the frequency-sensitive equipment inventoried. Residents there have been cautioned to report any changes from the lists furnished as a result of this survey, since equipment not listed 90 days before the conversion date will not be converted at Company expense.

Individual notices will be issued two weeks before the 90-day period reminding residents to compare their lists of equipment and notify the Power Conversion Project office of any changes. These notices will give the approximate date of the conversion.

The contractor will be required to communicate with the individual owners of equipment at least 60 days in advance of the actual conversion date to determine if the owner wishes to accept a cash settlement in lieu of conversion of any piece of equipment. In cases of cash settlements, they will be paid at least 30 days prior to the conversion date.

A third notice to residents will be given by the contractor seven days in advance of the exact conversion dates.

Residents who plan to be absent from their quarters during the 90-day period prior to conversion have their equipment will be requested to notify the contractor prior to their departure to arrange for the conversion in their absence. It will be necessary that some individual be appointed to represent the owner of the equipment who will be absent.

In connection with the conversion of domestic equipment, special arrangement will be required when

The Atlantic Area Power Conversion Project office is located in Building 5115 at Mount Hope. The mailing address is Box 5087, Cristobal, and the telephone number is 4-1230.

Notices of any changes in your electrical equipment should be submitted in writing and any inquiries concerning the conversion program should be made to this office.

The conversion contractor, Sachse Electrical Company, has offices in Building 7919, Mount Hope. The telephone number is 3-2577.

This office should be notified of your absence during the conversion period or if you are moving from quarters in a 25-cycle area into an area which has already been converted to 60 cycles.
Dental Survey Program Starts

Work Will Start Soon
On Shoe Section Move

Malaria Incidence
Near All-Time Low
During Past Year

The incidence of malaria among employees in the Canal organization was at the second lowest rate in the history of the Canal Zone during the past calendar year, according to year-end statistics announced by the Health Bureau.

The rate during 1953 was 1.3 cases for every 1,000 employees; this was only slightly higher than the all-time low incident rate of 1.1 established in 1950. The rates for the three preceding years were 3.5 in 1951; 2.8 in 1953; and 3.2 in 1952.

In discussing the low-incidence rate of malaria during the past year, Col. Charles O. Bruce, Health Director, attributed the fine record in a large degree to the constant efforts of the Division of Sanitation. Also a major factor, he said, is the close cooperation among the various health agencies in the Canal Zone and in the Republic of Panama.

"Malaria control," Colonel Bruce said, "requires the constant and vigilant work of everyone in conscious of its part in our public health program. It also requires the full cooperation of the public in maintaining a high degree of sanitation in all parts of our community to prevent the breeding of malaria-bearing mosquitoes."

Cannot Relax

"While we are highly pleased with the low incidence rate of the past year, this cannot be a signal to relax the control methods. Malaria is an ever-constant threat in this area and any lack of vigilance could and would bring a much higher rate."

The number of cases of malaria, including recurrent cases, among Canal employees last year was only 19, as compared with 54 in the preceding year.

The record low rate established in 1950 was attributed largely to the intensive mosquito control program which was initiated on an Isthmian-wide basis soon after several cases of jungle yellow fever were reported in Panama. Malaria incidence rate has been low for the past ten years, never rising to as much as four per thousand. These compare favorably with the rate of 12.5 which was reported just ten years ago in the calendar year 1946.

The entrance to this section will be from stairs to be built to the covered porch.

The removal of the retail shoe sales from the Balboa Commissary annex will provide considerable additional space in that building. It is planned to convert this building for use primarily as an apparel store for men and boys. As a part of this plan, most of the housewares still in the frame annex building will be moved across the street and consolidated with other housewares sales outlets in the larger masonry building.

While no fixed date has been set for the transfer of the wholesale shoe section, it is expected that the necessary alterations to the building can be completed for the change to be made within the next two or three months. The consolidation of the two units will result in the abolishment of seven local-rate positions.

Comptroller's Office
Reorganized To Effect Coordinated Authority

A general reorganization of the Office of the Comptroller to provide a more effective and better coordinated line of authority and responsibility was announced last month. For the convenience of The PANAMA CANAL REVIEW readers the following directory of the new organizational set-up and chiefs of the various units is furnished:

**Comptroller**, Philip L. Steers, Jr.
**Assistant Comptroller**, Position to be filled

**Assistant Comptroller-Accounting**
Arthur J. O'Leary
**Accounting Division**, John E. Fisher, Assistant Chief
**Agents Accounts Branch**, James R. Johnston

**General Ledger and Processing Branch**, Donald M. Luke
**Pogroll Branch**, Howard E. Turner
**Reports and Reconciliation Branch**, J. Everett Heads

**Assistant to Comptroller**, J. Patrick Conley
**Treasurer**, Joseph C. Turner
**General Auditor**, Floyd H. Baldwin
**Claims Branch**, James L. Fulton
**Internal Audit Branch**, George E. Girard

**Chief of Budget and Rates Division**, Warren Pitman
**Budget Branch**, LeRoy B. Magnuson
**Rates and Analysis Branch**, Russell J. Jones

**Chief of Accounting Policies and Procedures Staff**, Thomas H. Scott
**Chief of Plant Inventory and Appraisal Staff**, Col. Edward B. Jennings
**Plant Accounting Branch**, Albert M. Jenkins
**Plant Appraisal Branch**, Frank A. Baldwin

**OPEN WIDE**: Cecilia Meriwether, of Ancon School, does just that so Dr. L. E. Fontaine can examine her teeth while Delia Miller, Dental Assistant, watches. The examination was part of a program of similar checks for all Canal Zone school children.
Canal Company's Board of Directors Meets in Canal Zone for Fifth Time

A reaffirmation of action taken a year ago recommending the discontinuance of the use of Albrook Field for regular aircraft flights was approved by the Company's Board of Directors at the meeting held last month at Balboa Heights.

The meeting last month was attended by all 13 members of the Board. The members reviewed the resolution on Albrook adopted at the January meeting a year ago and discussed the situation with Secretary of the Army Wilber M. Brucker, Stockholder of the Company. The Board reaffirmed its previous position and directed that the matter be again called to the urgent attention of the proper United States Government authorities.

New Statement to Be Sent

As a result of the unanimous action by the Directors, a formal statement will be forwarded urging that the necessary steps be taken promptly to eliminate the danger caused by aircraft using the Albrook flight line which passes directly over Balboa's schools and residential area.

Most of the Board's attention at the meeting last month was directed to fiscal policies and general operations of the Company. The evaluation report on the U. S. Government's investment in the Company was presented and a committee was appointed to examine the report and present its findings and recommendations at a later date.

Other Board actions included the approval of the Company's annual report for the fiscal year 1955 and approval of the basic assumptions for the preparation of the 1956 budget.

Most of the Board members spent several days on the Isthmus, giving them time for individual and group inspection of various installations and operations.

Early steps in the overhaul of Gatun Locks, which began last month and which will be completed early in May, were watched by members of the Board during their stay on the Isthmus.

In the Canal Zone at the time of the Board meeting were representatives of the St. Lawrence Seaway who were on an inspection trip of the Panama Canal.
Canal Library’s 150 Isthmian Maps Important Part Of Panama Collection

One day a Panama Canal pilot who is an authority on the history of Panama, went to the Canal Zone Library and found a reproduction of a valuable 1790 map, the original of which is in a New York Museum.

To him the map was particularly interesting, not only because it had been made for Espeleta, eighteenth century Spanish colonial governor, and is an excellent detailed drawing of the Isthmus of Panama, but because it showed a Panama village which had not been included in any other map of that period.

The pilot bought a photostated copy of the map at a nominal cost and went away quite happy.

Originals In Vault

This incident was not too unusual for Mrs. Eleanor Burnham, Librarian-Curator, who is an ardent collector of old maps on the Isthmus of Panama and since 1951 has made them an important part of the Library’s well-known and comprehensive Panama collection.

Almost every day visitors with various research problems on their minds ask to see the map collection and are shown the complete file of photostated copies kept in the Library reference room. The originals, many of them yellow and cracking with age, are kept wrapped in rag paper in the Library vault.

The visitors include cartographers and map collectors from many countries, archeologists, high school and college students, Boy Scouts, and Armed Forces personnel who are interested in the old trails which have crossed the Isthmus from the time of Columbus.

Sometimes, Mrs. Burnham says, she detects a treasure hunter but such individuals are not usually inclined to talk and she has yet to see a bonafide treasure map.

Better Than Books

The maps have come in handy for more practical uses too. The trails used by the U. S. Army group in following the route of Balboa through the Darien region last year and for their more recent march across the Isthmus over the old Gold Road, were charted with the aid of some of the maps in the Canal Zone Library map collection. Maps from the collection were also used more recently when the U. S. Army Caribbean set about restoring the old Spanish fort at San Lorenzo. The Library has several maps of Fort San Lorenzo and environs. One of them, dated 1740, is an exact draft of the fort and the village across the Chagres.

To historians and experts, old maps are better than several books written about a particular region. From a representative group of maps, the history and development of the country can sometimes be traced with greater accuracy than from descriptions or even pictures.

Unlike an art collection, a good map collection need not be made up of original drawings and charts. In fact there are few originals in most collections, as the old map makers had their original work engraved and then copied.

The Library collection, which recently received the compliments of Gen. Sanchez Lamego, Director of Cartography for the government, was assembled by Mrs. Burnham when she purchased in the United States some copper-plate engravings of this area made in the days of the Spanish explorers.

Since then the collection has grown by leaps and bounds with the addition of maps of the early French Canal and with drawings of the Isthmian Canal Commission days from the Panama Canal blue print vault, by gifts from interested persons and, when the price was right, by the purchase of old maps and collections.

Purchases and Gifts

One of the most interesting collections was bought locally from the Gareta family, a collection which included many old maps and copies of old maps. Among them was a rough chart of the world made in 1417, the original of which is in the Cathedral in Rheims, France; several maps made by Pieter Mortier, 18th century map maker; a 1650 map of New Spain printed in Amsterdam by Jan Jansson, which had apparently been used to settle boundary disputes; and a chart of Panama made in 1685 by William Dampier, well known world traveler.

One of the most recent gifts to the Library collection was presented by Richard H. Whitehead, author and Panama Canal construction day official, who displays a keen interest in the Canal Zone and has presented other gifts of books and valuable papers to the Library.

The maps sent by Mr. Whitehead include photostats of maps collected by the late Ralph Z. Kirkpatrick, former Panama Canal Meteorologist - Hydrographer who was an authority on Isthmian history and lore.

150 Maps In Collection

At present the Library collection includes a total of about 150 maps which date back to the days of Columbus and the Spanish explorers and progress through the past five hundred years up to the present day. The present day chart maps are copies of Army and Panama Canal official maps.

Mrs. Burnham, who is now making a detailed bibliography of the map collection, says that the skill of the old map makers never fails and gave an example as a chart of the coast of Panama made only a few years after Columbus.

It gives a remarkable idea of the terrain and, considering the difference in equipment, represents a level of skill and painstaking effort which is just about on a par with those of twentieth century cartographers using the latest instruments science can provide.
Canal Zone Credit Union Worth $2 Million
And It's Only 20 Years Old This Month

One night last month around 200 members of the Canal Zone Credit Union met in the Diablo Heights Service Center and, after a buffet supper, voted a 4.2 percent dividend, agreed to invest some of their surplus funds in high grade securities, and elected officers for the year.

The meeting was a far cry from one held on a February night in 1936 when a Credit Union got together to see what could be done to finance vacations or emergencies which required unexpected financial output, as well as to provide some sort of reasonably safe place to keep their savings.

The idea was new but the need had become urgent when the Canal administration ceased to advance vacation pay; up to 1936 an employee had been able to collect his leave pay in advance to the extent that he had earned it, or would, during the time he would be on leave.

A couple of weeks after the February meeting, 19 men met at the Balboa Clubhouse and organized the Canal Zone Credit Union. Of this group of 19 only one, Gregor Gramlich of the Dredging Division, is still in the Canal service and still eligible for membership. After the meeting they had announced that they had formed a credit union whose purpose was “to take care of their own short-term credits for financing vacations and other provident purposes.”

Rapid Growth

By June when the group met again to elect officers and approve bylaws, the membership had grown to 75, and has grown steadily ever since. Today—or to be exact, on December 31, 1955—the Credit Union has 2,779 members and is capitalized at $2,000,000, of which over half is invested in United States Government bonds. The membership is only a bit below the all-time high of 2,810 of three years ago when the Canal force was considerably larger than it is today.

For the first seven years the Credit Union had no home. Its headquarters were under someone’s quarters, usually the treasurer’s or secretary’s, and in the earliest days before this scheme was adopted, all times the office was in the “pocket of the secretary.”

Today the Credit Union owns a handsome two-story $45,000 building on Balboa Road, has an Atlantic side office in the Cristobal Masonic Temple, and a paid staff of 11, three of whom devote their full time to Credit Union business.

Membership is restricted to United States citizen employees of the Canal organization. Each member is a shareholder in the credit union and each share is valued at $10. A member owning one share has the same voting rights as one who holds the maximum of 250 shares.

Chartered In Delaware

For some time the officers of the Credit Union attempted to affiliate with the Federal Credit Unions of the United States but the act of Congress establishing these unions did not then include the Canal Zone. The bylaws of the Credit Union are patterned after those of Federal Credit Unions but the Union itself is incorporated under the State of Delaware.

When representatives of the Federal Credit Unions visit the Canal Zone, they pay courtesy calls on the Canal Zone Credit Union; Canal Zone Credit Union officers, on the other hand, have assisted and advised local-rate employees in the formation and administration of their own credit unions which are now under Federal supervision.

The growth of the Credit Union has been steady and consistent. Originally capitalized at $100,000, the capitalization was increased to $250,000 in 1939, to $1,000,000 in 1949, and to $2,000,000 in 1953. Approximately $20,000 in shares are being purchased in the Credit Union each month. Outstanding loans average a steady $750,000; on these the borrower pays three quarters of one percent interest on the unpaid balance, monthly.

For the first few years of its existence the Credit Union limited its activities to a sort of savings and emergency loan business. In 1937 one of its officers reported that a “few of the purposes for which loans have been made are vacations, hospital bills for families in the States, to clean up small debts at lower rates of interest, education of children, college tuition in the States, payment of mortgages, and purchase of real estate.”

In 1938, when the membership was 650 and the assets and paid-in capital close to $500,000, the Credit Union began to finance the purchase of automobiles by its members, and this is still a good part of the Credit Union’s loan business. Today the Credit Union members, with proper collateral or guarantees (shares on deposit may be used as collateral) can borrow money for almost any purpose, have a depository for their savings at a good rate of interest, can buy insurance of many types, can rent safety deposit boxes in the Credit Union building, and can purchase checks on United States banks to facilitate payment of States bills. In addition the Credit Union acts as intermedialy between the Company-Government and the underwriters of hospitalization insurance.

The men and women who have worked with the Credit Union over a period of years feel a personal interest in their customers. During the war years when the Canal force was swelling day by day, they frequently advanced small loans to tide some of the new employees over until their first payday. And not infrequently the personal loan of a baby crib, some pots and pans, and even a chair or two was made by the Credit Union’s staff to the newcomers.

Officers of the Credit Union
CAUGHT IN THE MIDDLE

Did you ever think how we most often change the shape of anything? If we want to change the shape of a piece of paper, we pinch it between two blades of scissors. If we want to change the shape of a heavy wire, we pinch it between two jaws of a pair of pliers. If a blacksmith wants to change the shape of iron, he pounds it between a hammer and an anvil. We do the same thing in a power press.

People sometimes get their shapes changed the same way--by getting caught between things in motion. And the way their shapes changed get them look or feel better.

There are a whole of a lot of serious accidents that we could call "getting caught in the middle." Most machine-accidents are of this type. But let's talk about a few iron-machine accidents that can crush you like a bar of iron between the blacksmith's sledge and the anvil.

Number one is the kind of accident that can pinch you between a moving load and some fixed object, like a post or wall or machine. We'll say some workers are pushing trucks or carrying heavy stuff when you come by. Maybe it looks like there's room between the load and the post and you decide to squeeze past them.

That's always foolish, for now and then a truck will swerve, or a load will swing, and you'll be in the middle between heavy stuff moving fast and something hard that won't give way.

When that happens, the chances are that what will give way is your flesh and bone. So for your own sake, always give the fellow with a moving load plenty of room.

Number two is the kind of accident that happens to people handling or pushing heavy loads. They grip the load or truck in a position which puts their hands right in the middle, waiting for a crushing smash against a wall or floor or other obstruction.

There's a safe handhold for every load and every truck. Learn it and use it.

Those hands of yours will come in mighty handy if you don't smash them.

Finally, there's type number three--the killer type. That's the type that puts you between something really heavy and something hard.

In type three are the accidents that happen when a crane load spills on a man; the kind of accidents that make it a must to live by the rule, never walk under any load carried by a crane or hoist.

In type three are the accidents that come from carelessness around box cars, trucks, and parking lots, where the short-cut between standing equipment is often only a shortcut to horrible death when the standing equipment starts to move. Remember, this equipment was made to move, so give it plenty of room.

And in type three are all materials-handling accidents that involve workers getting their hands between the load, the floor, or pile or wall and the accidents from falls of badly-piled material.

The ways of preventing these are obvious, but you'll have to remember to use those ways.

Don't you get caught in the middle in any type of accident. You won't like the way it changes your shape!

### ROUND PEGS IN SQUARE HOLES

Didja ever see a traffic cop using a trombone instead of a whistle? Or a carpenter driving nails with a shoe? Or a painter painting a house with a toothbrush?

There's a right tool for every job, and the situations above point up the fact that when the wrong tool is used, the results can be pretty silly. On some jobs the use of the wrong tool, however, could be worse than silly—it could be plenty serious. A bad injury or even death could result.

Before you start a job, make sure you have the right tool for that job and that the tool is in good condition.

### DID YOU EVER

Try to tie you shoe lace with one arm out of commission?

Try to see straight and clearly after an eye injury?

Try to sleep with an infected hand as a bed-fellow?

Try to lift a heavy object with a sprained back?

Try to walk any distance with an injured foot?

Try to button your shirt with burned fingers?

Try to eat a meal with a fractured jaw?

Try to ride in a car with a stiff knee?

THEN YOU KNOW WHY SAFETY PAYS!

### HONOR ROLL

Bureau Award for
BEST RECORD
DECEMBER
HEALTH BUREAU

AWARDS THIS CALENDAR YEAR
Community Services... 6
Health... 5
Engineering and Construction... 4
Supply... 4
Civil Affairs... 3
Transportation and Terminals... 3
Marine... 0

Division Award For
NO DISABLING INJURIES
DECEMBER
HOSPITALIZATION AND CLINICS
DREDGING DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
ROADS MAINTENANCE DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSES DIVISION
HOUSING DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR
Aids to Navigation... 11
Housing... 11
Sanitation... 11
Electrical... 9
Grounds Maintenance... 9
Industrial... 9
Motor Transportation... 9
Maintenance... 8
Storehouses... 5
Service Center... 7
Dredging... 6
Railroad... 6
Hospitalization and Clinics... 5
Commissary... 4
Locks... 3
Terminals... 1
Navigation... 1

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<th>Frequency Rate</th>
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<tr>
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### DECEMBER

Disabling Injuries per 1,000,000 Man-Hours Worked

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### LEGEND

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

ROYALTY is NO stranger at Canal control towers and these young ladies, one of whom will be a Queen, were no exception. The finalists for the contest sponsored by the Panama Canal Zone Police Association are shown here in a recent visit to Miraflores Locks. Left to right, with Control House Operator D. P. Hutchinson, they are: Dana Staples, Jo Ann Sorell, Patricia Foster, Beverly Crawford, and Angela Valdez. The winners will be announced at this week's affair.

Work on the installation of the Canal Zone’s first push-button type traffic light to be located on Balboa Road near the Balboa Park Conservancy Annex, is scheduled to be started at the end of February. The light should be in operation within a week or ten days after work starts.

Although the contract for the installation of the traffic light was awarded to Louis R. Somner several months ago, the work was held up by the manufacturer’s delay in shipping parts.

The first of its kind to be installed in the Canal Zone, the traffic signal will make it possible for a pedestrian to push an automatic button control which will turn on a “stop” signal for traffic and a “walk” signal for pedestrians. The lights will be controlled in such a manner that the red traffic light and the pedestrian “walk” light can be actuated only at certain intervals, after which the right-of-way is returned to vehicular traffic for a minimum period.

The Panama Canal will have the stellar role in a Paramount VistaVision picture filmed on the historic grounds of the apron and wharf areas near the Panama Canal Company Building by Russell T. Ervin and Edgar F. Fay. The special will be one of a new series of VistaVision features to be released by Paramount Pictures Corporation.

The picture being filmed by Mr. Ervin and Mr. Fay will center around events and activities in Panama and the Canal Zone, in addition to the transiting of vessels. This is Mr. Ervin’s second visit to the Canal Zone to make a motion picture short feature. He was here during the late 1940’s to make the Granland Rice Swornight feature of the Red, White, and Blue Troupe, and worked with Henry J. Griser, who is now retired and living in Ireland.

The rare flowering trees and bushes of both native and imported varieties as well as the large number of unusual plants cultivated at the Summit Experiment Gardens will be identified and explained during the regular conducted dry-season tours which were started again this year the last Saturday in January.

Starting at 9 a.m. from the Summit Gardens office, the tours are conducted each Saturday morning by Roy Sharp, of the Grounds Maintenance Division, who takes visitors on a two-and-one-half hour inspection of the major points of interest.

This month some of the most interesting trees in bloom are the sapucaya nut tree, the Brownea or orange pom-pom tree, and the yellow popo-poo tree. The sapucaya nut tree, also known as a tropical butternut, is now covered with fragrant white blossoms which later turn purplish. The tree produces a nut somewhat the size of a cannon ball filled with smaller nuts similar in taste and size to the northern butternut.

Always popular with the tourists, amateur gardeners, and interested local residents, the tours will be continued until the end of the dry season.

Canal Zone drivers’ licenses which were issued three years ago are now being renewed by the License Section in the Civil Affairs Building. The renewal started in January with the licenses of those born during that month. All license holders born during the month of February, are now being urged to get a renewal before the expiration date shown on the face of each license.

Drivers’ licenses in the Canal Zone are valid for three years from the date of issuance and expire on the birthdate of the license holder. The plan was adopted in 1953 when most Canal Zone drivers’ licenses were renewed; this is the first renewal period since the plan became effective.

Renewals can be made as early as one month in advance of the expiration date. Applications are available at the License Section in Ancon or at the License Examiner’s office in Cristobal. They should be accompanied by two license-sized photographs and a fee of $1.

The 50th anniversary of the foundation of the Canal Zone Fire Department will be celebrated by Canal Zone Firemen at the annual Firemen’s Ball scheduled for the night of February 10 in the patio of the Hotel El Panama.

Guests of honor at the gala affair will be officials of the Panama and Colon Fire Departments headed by Commandante Raul Arango, Chief of the Panama Fire Department, and Luis Duruveni, Chief of the Colon Fire Department. Officials of the Panama Canal Company-Canal Zone Government also have been invited to attend.

In addition to a five-act floor show, one of the major attractions of the affair will be the awarding of a 23-inch RCA television set to the holder of the ticket winning the first door prize. Other prizes will be a $75 and a $50 credit with the Mercantile Jewelry store in Panama, and an all-expense-paid weekend for two at the Hotel El Panama.

Tickets can be purchased at $1 each at any Canal Zone Fire Station or from any member of the Canal Zone Fire Division. Table reservations can be made by telephoning 2-2393.

Fred A. Moli, of the Balboa Fire Station, is Chairman of the committee in charge of arrangements.
They Burned It Up; And Then—They Burned It Down!

A 50-year-old building in Pedro Miguel went up last month in flames, flames which were set deliberately to train the Canal's 65 firemen so that they could keep other houses from burning.

But before it was given the final coup de grace, the old house had been through the most amazing and unprecedented metamorphoses of any Canal Zone structure, past or present. Built in 1907 to house construction-day families, the four-family house was abandoned last year when Pedro Miguel ceased to be a town.

Last October the old building became a Fire Division laboratory. For a few weeks it continued to be a house, suffering all the burning ailments any house can be victim to. Then, almost overnight it became a ship—the SS Experience. Though it stood on dry land, seven miles from the sea, it was full of hatches and cargo holds and ladders and companionways. Last month, after some dozen heated weeks, the Fire Division's training program ended and the old house was permitted to burn to the ground.

**Arsonist at Work**

During the first weeks of the three-month training program—when the house was still a house—Capt. W. E. Jones of the Balboa Fire District, and his chief aide, Lt. Perc F. Graham, set over 50 fires in dry closets, stoves, wiring, mattresses, and in the shallow stuffy attic.

After some weeks of this, Lieutenant Graham considered himself an accomplished arsonist until one day when Lt. Gov. H. W. Schull, Jr., dropped by to watch the training. That day, he set an end room on fire four times and each time the fire went out of its own accord when the door was closed. Graham finally transferred his activities to a dry closet in a center room; his efforts were so successful that it looked for a few minutes as if all training were going to come to a premature end.

The procedure for the first phase of the training was the same for each group of three to five firemen, each of which was commanded by an officer or acting officer. They were temporarily detailed to the Pedro Miguel station, into which a special telephone line—to prevent interference with legitimate alarms—had been run. Once a fire was underway in the laboratory, an alarm was turned in on the special line. No special instructions were given for handling the fire; it was up to the training company to get it out as expeditiously as possible.

**Company Rated**

After each test, supervisory officers rated the training company. The grading covered the manner in which the man who answered the alarm had extracted the necessary information about the fire, and its location—this is important so that firemen can be readying their equipment while the truck is enroute to the fire, and should be kept in mind by householders who should give as many details as possible, tersely, when reporting a fire; how the fire was sized up when the company arrived; what "layout" the commander ordered, how much time was taken to put it out and how much water was used, if the fire required water; what information was passed on to the police to be relayed to the fire station and other agencies; and how the public was handled at the scene of the fire.

Continual critiques were held for offi-
ers and men. Each officer or acting officer was told how he had been rated and in some cases a problem was repeated in order to correct a doubtful procedure.

All of the 35 men from Pacific side fire stations took part in this phase of the training program. A similar program will be started soon for the Atlantic sides with a house in Rainbow City serving as the Atlantic side laboratory.

During the protracted training period the firemen were watched by a number of visitors, including Gov. J. S. Seybold, Lt. Gov. Schull, and H. L. Donovan, Civil Affairs Director. The entire personnel of the Fire Division from both sides of the isthmus took part in the second phase of the program, for which the old house was converted into a ship.

Ship Affre

All its doors and windows were boarded up in that section which had a basement and was, therefore, a three-story structure. Ladders were installed and the compartments were blocked with various types of obstructions. Cargo was represented by boxes and other materials. Fire pots generated heat and smoke bombs put out following clouds of choking, blinding smoke. Visibility was seldom more than a foot or so, and masks had to be worn whenever a fireman ventured inside the "burning" SS Experience.

For part of the training the men worked in pairs. Before each pair entered the "ship" they were given the same information they would get in the report of a real ship fire, i.e., that a smoldering fire had been found in No. 3 hold where a cargo of baled cotton was stored, for an instance. They were given specific instructions as to how to reach the scene of the fire—such as "two holds down, and through a passageway, from the No. 2 hatch." An officer was stationed in each compartment to help the trainees out if their masks failed or if they got into any sort of trouble. The average time for a round trip into and out of a hold of the Experience was 22 minutes.

The "fire" was not actually extinguished for this phase of the training. Instead, when the firemen emerged again into the open air, they reported what they had found, how severe the "fire" seemed to be, and what they proposed to do about it.

Captain Jones and Lieutenant Graham were particularly proud that during the three months that the training was going on, firemen in training sustained only three minor injuries. These were a blistered finger, a cinder in a fireman's eye, and a wrenched back muscle—when a truck driver slammed the vehicle's brakes on too hard.

**Scoutcapades To Be Held Feb. 18 At Balboa Stadium**

Date for the Second Annual Scoutcapades to be presented in the Balboa Stadium has been fixed for Saturday evening, February 18, starting at 7:15 p.m.

Practically the entire membership of Canal Zone Council 501, Boy Scouts of America—slightly over 1,200 Scouts and adult leaders—will take part in the 1956 Scoutcapades. The presentation will include 10 episodes which will tell the "Scouting Story."

One episode which, in early rehearsal gave promise of being exceptionally spectacular is entitled "Onward for God and My Country."

Chaplain (Col.) H. F. Donovan, Rabbi Nathan Witkin, Chaplain (Lt. Col.) A. M. Morden, Dean Malcolm McDonald, and Father John D. Rutledge are collaborating in this phase of the presentation. It will feature special music written and arranged by Victor Hamilton, played by his 45-piece all-Boy-Scout Band.


**Teachers In Canal Zone Schools Received Training In 38 States**

Like Canal employees as a body, the 220 men and women who teach in the Canal Zone's United States Schools come from all over the United States. And their places of undergraduate training are as widely diversified, geographically, as their places of origin, according to a recent survey by the Division of Schools.

The survey showed that the 220 teachers took their undergraduate training in 148 different colleges, universities, and other institutions located in 39 different States and in the District of Columbia.

Over a third of them—38 percent—received their education in what the United States Census Bureau calls the East and West North Central States: Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, Missouri, North and South Dakota, Nebraska, and Kansas.

The Middle Atlantic States—New York, New Jersey, and Pennsylvania—provided the alma maters for another 24 percent of the teachers. The same percentage attended colleges or universities in the South Atlantic States: Delaware, Maryland, Virginia, West Virginia, and North and South Carolina, Georgia, and Florida.

Seventeen percent of the 220 teachers trained at institutions of higher learning in the eight East and West South Central States: Kentucky, Tennessee, Alabama, Mississippi, Arkansas, Louisiana, Oklahoma, and Texas.

Of the remaining teachers, nine percent attended colleges or universities in the Mountain States—Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, and Nevada; eight percent took their undergraduate work in the Pacific States—Washington, Oregon, and California; and the remaining three percent attended schools in New England.

By States, the teacher training for the Canal Zone's 220 teachers breaks down like this: Minnesota, 19; New York, 18; Illinois, 14; Ohio, Texas, North Carolina, 12 each; Wisconsin, Colorado, California, 10 each; Florida and Alabama, 8 each; Oklahoma, 7; Michigan, Kansas, Nebraska, Missouri, Mississippi, 5 each; Massachusetts, Iowa, Washington, North Dakota, New Mexico, 4 each; Pennsylvania, Georgia, Oregon, Arizona, Tennessee, and Virginia, 3 each; Connecticut, Idaho, Maryland, and West Virginia, 2 each; and Kentucky, Arkansas, Indiana, Wyoming, Louisiana, South Carolina, Utah, New Mexico.

Of the 148 colleges and universities attended by the 220 teachers, the University of Minnesota heads the list with seven of its graduates teaching in the Canal Zone schools. Colorado State College is represented by five teachers. Minnesota Teachers College at St. Cloud, Minn., New York University, Texas State Teachers College at Denton, Tex., the University of North Carolina, the University of California at Los Angeles, and the University of Nebraska were each represented by four teachers each.

And Bradley Polytechnic Institute, North Carolina Teachers College, Wisconsin Teachers College, Colorado State Teachers College, the University of California at Berkeley, the University of Florida, Florida State College for Women, the University of Abilham, the University of Oklahoma, Mississippi Teachers College, North Dakota Teachers College, and the University of New Mexico each trained three Canal Zone teachers. Other educational institutions represented here by one or more Canal Zone teachers include seven teachers representing universities as Chicago, Northwestern, Columbia, Wellesley, Hamilton, Hunter, Syracuse, Cornel, Western Reserve, Miami (Ohio), Texas, Rice, Duke, Wisconsin, Michigan, William and Mary, Virginia, and Iowa State.
Ships Sailed Its Waters For Centuries But Port Of Balboa Is Only 55 Years Old

Although Panama Bay has been the scene of ocean-going traffic for nearly 450 years, the Port of Balboa, as it is today called, celebrated its 55th birthday only last month.

The declaration of the official opening of the port on January 1, 1901, was of great significance to commerce of the Pacific Ocean. Its 1,000-foot pier, and a dredged channel to it, was the only place in the 2,000-mile voyage between Balboa, Mexico, and Callao, Peru, where deep draught vessels could dock to unload their cargo. In those days, a 3,000-ton vessel was listed in the category of a "deep draught vessel."

Prior to that time, vessels which put into Panama Bay stood offshore about a mile and a half and cargo and passengers were lightered in to piers near Panama City's public market. This lack of deep water for port facilities was true back to the time in the early 1500's when Francisco Pizarro outfitted his expeditions at Taboga for the conquest of Peru.

Until the latter part of the nineteenth century, Taboga was frequented by ocean going ships since there were no docking facilities on the mainland. One of the island's claims to fame was as the headquarters for the whaling industry which established at Taboga a large station for fleming and rendering blubber.

From Meager Start . . . .

From its meager beginnings, the Port of Balboa has grown into one of the well-known ports of the world, principally because of the enormous amount of traffic which flows through the Panama Canal. The port has never been as fully developed as was planned when the present port facilities were under construction at about the time the Canal was opened. Old sketches show that five piers the size of Pier 18 were planned, with the "inner harbor" being about twice its present size. It was then expected that a tremendous amount of trade would flow into the Canal's Pacific terminal; this would be in addition to ships transiting the Canal. To accommodate this expected trade, a row of modern piers was planned, stretching all the way up to the present site of Diablo Heights.

While this trade development never took place, Balboa harbor has ample docking and cargo handling facilities for ships of all classes which use the port. In addition, it has almost unlimited anchorage facilities.

The Port of Balboa is an elongated stretch of water about six miles in length from the north limits of the inner harbor to the outer anchorage basin. It covers roughly 7,000 acres in area. Most of this is in the big anchorage immediately south-east and east of the Fortified Islands and San Jose Rock. The shoal water extends out for a considerable distance and provides safe anchorage for hundreds of ships without overcrowding.

The principal areas of the port which are dredged or partially marked for ship movement and anchorage outside the Canal channel cover nearly 700 acres, most of which is in the "explosives anchorage," south of the Canal entrance, and in the inner harbor.

Balboa inner harbor, which the average person thinks of as the Port of Balboa, covers a relatively small area. It is here that the principal port facilities are located. Those for commercial vessels are centered primarily in Pier 18 and the long piers fronting the Industrial Division shops. In all, the port has more than a mile and a half of berthing space, most of which can accommodate ocean-going vessels.

Three Names

Despite its relative youth as world ports go, the Port of Balboa has operated under three different names. It was first named La Boca, or The Mouth, being at the mouth of the Río Grande. This name was changed to the Port of Ancon by President Theodore Roosevelt soon after the United States undertook construction of the Canal. The Spanish word ancon means, in maritime parlance, an open roadstead.

The name Ancon for that section of Panama Bay is undoubtedly older than La Boca. Histories of Old Panama speak of vessels putting into Ancon, some two leagues from that city.

The name Ancon never seemed to stick.

While the first Isthmian Canal Commission report in December 1901 described its boundaries and took note of its naming, it continued to be popularly known as La Boca. And in later years the name
was generally used in official documents and reports.

The name Balboa, in honor of the discoverer of the Pacific, became official in April 1899, after it had been suggested to American authorities by the Peruvian Minister to Panama.

The Port of Balboa was a long time aborning. Its history goes back to 1861 when the Panama Railroad Company, in the revision of its concession with the Colombian Government, agreed to extend its tracks to the present-day Fortified Islands or “other places in the bay where there may exist a permanent depth of water for large vessels.”

The years dragged on and perhaps because of the amount of money involved the Railroad did not comply with its contract. In 1890 the Company entered into another contract with Colombia in which it agreed to extend the tracks for a period of 30 years in lieu of an extension of time or until the tracks could be built to deep water in the bay.

During all these years—from 1855 when the Panama Railroad was completed—the Railroad Company used what was known as the American Wharf in Panama City, opposite the present Balboa Brewery, lightering cargo and passengers from ships about a mile and a half away.

Harbor Begins

To eliminate the $10,000-a-year payment under its contract with the Colombian Government—as well as the expense and inconvenience of lightering the Panama Railroad in 1896 contracted for the construction by the second French Canal Company of a pier at La Boca. In his annual report for 1898 the president of the Railroad Company reported as follows on this work which was the actual beginning of Balboa Harbor.

“Continued progress was made during the year in completing the new terminal port and pier at La Boca, in the Bay of Panama, which, as now almost finished, consists of a magnificent pier, 1,099 feet long, 50 feet wide, constructed of 24 solid cement piers founded on bedrock, sheds its entire length, with five large steam-hoisting cranes and one 15-ton derrick-crane, with which to discharge or load three large ships at one time.

“Basins have been excavated alongside the pier of sufficient size to allow a free movement of vessels of 3,000-ton capacity, and to allow such vessels to be safely berthed at all stages of tide, which has an average rise and fall of 21 feet.”

This pier, a part of which still stands and is the oldest known structure in use in the Canal Zone today, is Pier 6, better known to old timers as the French Pier.

It was first used in 1899 and that same year the harbor was charted and the Railroad’s terminal facilities were greatly expanded. The Colombian Government accepted the work as the fulfillment of the Railroad’s agreement first reached 35 years previously. The Railroad Company then assumed charge of the excavation of the basin, leasing a machine shop and various other equipment from the French Canal Company.

Opened in 1901

The port was declared officially open on January 1, 1901. The Railroad Company then entered a contract with the French Canal Company for the use of La Boca as a terminal until 1906, and for various dredging and equipment required to keep the port open.

The buccaneer days of big business were still evident then and the Panama Railroad Company soon established a virtual monopoly of the port. This was done by contracts giving the sole rights to the Pacific Mail Steamship Company for the issue of through bills of lading for all cargo moving north and to the Pacific Steam Navigation Company and the Cia. Sud Americana de Vapores for all trade south.

These contracts were examined by Secretary of War William H. Taft on his visit to the Isthmus in December 1901, and they were subsequently canceled the following June. Both the ports of Ancon and Cristobal were opened to the commerce of the world in an Executive Order issued June 21, 1901.

Taft Agreement

Many other matters of great importance to the two ports attracted Taft’s attention during his visit which resulted in the now-famous “Taft Agreement” establishing the modus operandi of the 1903 Treaty. Most important of these were the delineation of the two harbors and the handling of customs and immigration in the ports.

It is interesting to note today that Secretary Taft came to the Isthmus with the thought in mind that terminal ports for the Panama Canal might not be necessary. In his report to President Roosevelt concerning his visit and the agreements reached, he said of the two ports:

“I was at first inclined to think that we might give up the ports, but an examination of the situation made it perfectly clear to me that the existence of Canal ports, one at each end of the Canal, was absolutely necessary in the construction, maintenance, and protection of the Canal, and if there was a complete interchange of facilities between the ports of the Republic and the ports of the Canal, this is all that we could afford to concede.”

Construction Period

Except for Canal construction activities the Port of Ancon was never a busy place. The port facilities were somewhat expanded and improved during the early construction period, but little ship trade was attracted. Although the trade monopoly was broken, the three lines holding the privileges continued to furnish most of the ship traffic into the harbor until the Canal was opened.

A summary of traffic for the four-year period of June 1901 to July 1908 showed that about 500 vessels entered and cleared the port. These brought less than 50,000 tons of cargo and took out about 1,500 tons. The passenger trade was slightly heavier, with about 23,000 arriving and 20,000 departing. There (see page 16)
Civil Service Enactment In 1883
Important Today To Many Here

An anniversary of considerable importance to more than 1,200 men and women in the Canal Zone—the 75th anniversary of the signing of the United States Civil Service Act of 1883—occurred last month. Although it was observed with little local fanfare, the fact that there is a Civil Service system is in the best interests of every citizen of the United States. It provides everyone with the right to compete on a fair and impartial basis with other applicants for employment in the Federal service; and, following appointment, protects them, particularly in certain terms of positions, against the hiring and firing whims of political pressure groups.

The Civil Service system, according to a statement made by Commission officials on the occasion of the anniversary in January, was born of the martyrdom of a President. The assassination of James A. Garfield in 1881, by a disgruntled job-seeker, stirred the American people to end the spoils system under which public jobs were awarded on the basis of politics rather than merit and fitness.

On January 16, 1883, the present Civil Service Act—also known as the Pendleton Act—was signed into law by President Chester A. Arthur. It laid the groundwork for a competitive civil service which today embraces a career force of more than 2,000,000 Federal employees.

Begun Here In 1901

Civil Service in the Canal Zone is almost as old as the Zone itself. On November 15, 1901, six months after the United States undertook to build a Panama Canal, President Theodore Roosevelt signed an Executive Order which made all employments in the Canal Zone, except those of workers classed as laborers, subject to the laws and rules of the United States Civil Service.

This meant that any engineer, dredge operator, locomotive engineer, doctor, nurse—or any other individual working for the Isthmian Canal Commission or the Panama Railroad—had to meet the qualifications of Civil Service and have a Civil Service status.

Because of the difficult conditions under which the Canal was being built, this comprehensive order was more than a bit cumbersome. The Isthmus of Panama was thousands of miles from the nearest Civil Service office; the exchange of papers took weeks. Well-qualified men who came to the Canal Zone on their own were blocked from employment because they did not have Civil Service status.

So, in 1906, the order was amended to exempt all Canal Zone employment from Civil Service, except those for clerks, bookkeepers, stenographers, "typewriters"—as typists were known in those days—surgeons, physicians, internes, trained nurses, and draftsmen. Fifty years later, most of these positions are under Civil Service and those who occupy them must qualify under Civil Service regulations.

Regulation Established

The next step came in January 1908, with a joint circular signed by Col. George W. Gochtals, as Chairman of the Isthmian Canal Commission, and John C. Black, President of the Civil Service Commission in Washington. The circular established regulations governing examinations, appointments, transfers, and promotions "on the Isthmus of Panama," and subject them to the first local Board of Civil Service Examiners established in the Panama Canal Zone. For the first time locally, "competitive positions"—those attained through competitive examinations—were defined and other confusing perplexities ironed out.

This began a system which, with suitable modifications for changing times, still remains in effect. Today, Civil Service in the Canal Zone is administered by a five-man board which conducts examinations when it is necessary to establish a "register" from which qualified persons are selected for "competitive" positions.

The board rules on Civil Service status, retention rights, veterans' preference, promotions, and similar questions. It serves not only for the Canal organization but also for the Armed Services and other government agencies in the Canal Zone.

This local board, appointment to which is recommended by the Governor and made by the Civil Service Commission, and subject administratively to the Bureau of Departmental Operations of the Commission's central office in Washington. For several years, the Canal Zone was considered a part of the Tenth Civil Service Region in New Orleans. Under the regional director, the late A. J. Leach, made several trips to the Canal Zone on official business during this period. In 1953 the New Orleans office was closed and Civil Service in the Canal Zone was again placed under the jurisdiction of the Fourth U.S. Civil Service Region, and shortly after under the central office in Washington.

Board and Panels

The present Board of Civil Service Examiners is headed by Edward A. Doolan, Personnel Director. James A. Yates, Chief of the Utilization Branch of the Personnel Bureau, is its secretary; he has held this position since 1949. The other members are Forrest G. Dunsmoor, Administrative Assistant to the Governor; George F. Welsh, Chief of the Employment and Utilization Division of the Personnel Bureau; and Otto W. Hauercha, Chief of the Utilization Branch of the Personnel Bureau. Dr. I. R. Berge is the medical member.

The board is assisted by two panels, one composed of doctors and the other of nurses. (If necessary the board, with the Commission's approval, establish panels to cover any competitive position category in the Canal Zone.)

Members of the doctors' panel are: Col. William W. Nichol, Dr. David Berger, H. H. Huling, Dr. John M. Williams, and Dr. Evangie P. Shirakov. The panel of nurses is comprised of Miss Beatrice Simonis, Miss Rebecca T. Kendrick, Miss Lucille Hearne, and Mrs. Thelma S. Rand.

The panel has a comparatively new addition to local Civil Service procedure. Panels were first established here in September, 1954. Panel members review and score the qualifications of those applying for positions in the medical and nursing services in the Canal Zone, as positions in these fields must be filled by Civil Service competitive procedure. A number of well-known former Zone nurses have stated that they were "independent politically" to serve on the local board. They include Seymour Paul, former head of the Canal's Personnel organization, Amos W. Fox, for many years the Board secretary, Harvey A. McConaghey, Ernie L. Payne Arden Bennett, and Robert J. Smith.

Emergency and Examination

Civil Service provisions more or less went out the window in the Canal Zone during World War II, just as they did in other Federal departments. But after the emergency the employment of non-Civil Service employees, known as "War Service Appointees," was allowed in positions which had formerly been restricted to those with Civil Service status.

But after the end of the emergency, the former rules again became effective. This meant not only that any new employees in classified competitive positions had to be made from candidates qualified from open, competitive examinations, but also that the War Service appointees had to qualify through examinations or leave the service.

At about the same time, a Civil Service Commission regulation was issued in Washington which admitted citizens of
Zone High Schools
Get Formal Notice Of Accreditation

Official notification that the Balboa and Cristobal High Schools continue to be accredited by the Middle States Association of Colleges and Secondary Schools was received last month by the principals of the two high schools. The official notice came from R. D. Matthews, Chairman of the Commission on Secondary Schools of the Middle States Association.

Both schools were inspected last year by Dr. Ira Kraybill, Executive Secretary of the Commission. He was assisted by two local committees, one for each high school. A few weeks later, two other Association representatives evaluated the Canal Zone Junior College. Formal notification of the Junior College accreditation was received last May.

The accreditation of the two high schools, which will cover the period to December 31, 1960, means that their graduates may be accepted for admission to most colleges without the requirements of entrance examinations or other qualifying rules. At that time the schools will report progress made toward fulfilling the committee recommendations made in the evaluating reports.

Earlier reports from Dr. Kraybill and his evaluation of each high school left little doubt that the schools would again be accredited. In a special report, he described the Canal Zone schools as a "good school system, intelligently administered for the welfare of boys and girls." Regarding Cristobal High School, he wrote: "The basic preparation given in this high school is sound for students in college preparatory and vocational work." Concerning Balboa High School, he said that it has "succeeded in analyzing the needs of youth in the Zone quite well and has a lively and intelligent interest in the welfare of the pupils in the school."

Accreditation Notice

The official notice of accreditation for the two high schools reads: "It is a pleasure to inform you that the Commission on Secondary Schools of the Middle States Association of Colleges and Secondary Schools has approved the continuation of your school on the List of Accredited Secondary Schools for the period ending December 31, 1960.

You have received the report which grew out of the visit of the Committee to your school. Although the chairman's report does not represent official action on the part of the Commission, it is hoped that you have found much of value in it. Less favorably considered phases of your program are indicated in the chairman's report and the graphic summaries. We trust that you will give careful consideration to any weaknesses which have been revealed, as well as continue to be interested in the strong features which were described. By May 1, 1960, we shall expect a report in desired form from you and your staff subsequent to receiving the report of the committee.

"Please accept sincere congratulations on this occasion. We, in the Commission office, will be happy to be of service to you and your school whenever an opportunity is available."

30,000 applicants. The examinations will be made available locally as soon as the material arrives, which is expected to be very soon.

After the first seven years of its pillar-to-post, or basement-to-basement existence, the Credit Union was given office space in the Balboa Clubhouse. Its headquarters were in the Clubhouse until the present building was constructed in 1959, almost directly opposite the Balboa Armed Services YMCA. The building has air-conditioned office space on its first floor and two apartments above. One of the apartments is occupied by Walter White, of the Canal Zone Employees Mutual Benefit Association, which rents office space on the first floor, and the other apartment is occupied by a full-time employee of the Credit Union.

Surplus Of Funds

If the Credit Union has any current embarrassment it is a surplus of funds. By its bylaws it was required to invest its surplus in U. S. Government bonds. Last month members were encouraged as to their wishes to change to a more modern investment policy, which would allow the directors to invest the surplus in long-established investment funds, preferred stocks, etc., as trust departments of banks do with the funds they have.

Members voted to make this change. New surpluses in the future as well as the funds which will accrue as the Government bonds mature will be so invested, but 50 percent of the surplus will be continued in government bonds.

A number of well-known Isthmians have been connected with the Canal Zone Credit Union since its inception. Its first officers were W. B. Boggs of Balboa Heights, president; Capt. W. E. Minnix of Cristobal, vice president; Grover F. Bohan of Gorgas Hospital, treasurer; and Charles S. Hollander, of Ancon, secretary. Mr. Hollander, who later served as president, and, again, for a number of years as treasurer, is now retired from the Canal organization and lives in Jacksonville, Fla. Other well-known oldtimers who have served the Canal Zone Credit Union are R. O. Stuey, Maj. George Herman, Capt. J. M. Fahnstock, Fred W. Bradley, and Claude Peters. The Credit Union has a nine-man board of directors, three supervisors, and credit committees on both sides of the Isthmus.

Its present officers, elected (See page 10)
Employees who were promoted or transferred between December 15 and January 15 are listed below. Within-grade promotions are not included.

CIVIL SERVICES BUREAU
Edmund C. Fishbough, from Motorcycle Sergeant to Motorcycle and Police Sergeant, Police Division.
Mrs. Ethel S. Browne, from Substitute Teacher to Elementary School Teacher, Div. of Schools.
John W. Hall, from Customs Guard to Customs Inspector, Customs Division.
Robert R. McQuade, from Analyst, Records Section, to Supervisory Clerical Assistant, Finance Division.
Carole R. West, from Substitute Teacher to Library Assistant, Division of Schools.

COMMUNITY SERVICES BUREAU
George S. McCullough, from Motion Picture Projection Equipment Mechanic to Foreman, Buildings and Equipment, Service Center Division.
Wilson M. Carnathan, from Supervisor to Lead Foreman, Buildings and Equipment, Service Center Division.
John Henderson, from General Foreman to Foreman, Motion Picture Projection Equipment, Service Center Division.
Frank J. Ottenburg, from Motion Picture Projectionist to Motion Picture Projection Equipment Mechanic, Service Center Division.

OFFICE OF THE COMPTROLLER
Richard H. Egoft, from Bookkeeping Machine Unit Supervisor, Machine Accounting Unit, to Accounting Unit, Methods and Relief Assignment Staff.
William F. Browne, from Accountant, Relief Assignment Staff, to Supervisor, Accounting Assistant, Machine Accounting Unit.
Mrs. Sylvia E. Staples, from Card Punch Operator to Time, Leave, and Payroll Clerk, Payroll Branch.
Mrs. Lucille D. Van Riper, from Cash Accounting Clerk, Gorgas Hospital, to Time, Leave, and Payroll Clerk, Payroll Branch.
John J. Fallon, from Tabulation Planner, to Supervisory Accounting Assistant, Payroll Branch.

ENGINEERING AND CONSTRUCTION BUREAU
Pura A. Ashby, from Foreman to Lead Foreman, Hospital Maintenance, Maintenance Division.
Edward F. Klinefelter, from Clerk-Secretary, from Claims Branch to Contract and Inspection Division.

OFFICE OF THE GOVERNOR-PRESIDENT
Paul M. Knustad, from Assistant Secretary and Attorney, Washington Office, to Executive Assistant to the President, Office of the Governor-President.

HEALTH BUREAU
Mrs. Elizabeth J. Brown, from Clerk-Type, Housing Division, to Cash Accounting Clerk, Gorgas Hospital.

MARINE BUREAU
Julia Cheney, from Wireman, Dredging Division, to Foreman Electrician, Aids to Navigation Section.
Ervin A. Roll, from Guard to Guard Supervisor, Locks Security Branch.
James G. F. Trimble, from Plant Electrician, Maintenance Division, to Lock Operator Wireman, Panama Locks.

LOCKS OVERHAUL
(A number of employees have been transferred to the Locks Overhaul at Gatun, some from their regular work on the Locks Division and others from other divisions. In practically all cases they will revert to their original status at the end of the overhaul period in May. In each case below, "to" "Overhaul" should be understood.)
Robert T. Head, Jr., Edward P. Scott, William E. Williams, Charles L. Miller, Hilton McPheters, from Towing Locomotive Operator to Steam Locomotive Crane Engineer.
Lawrence Barca, Machinist, from Maintenance Division.
Harvey A. Rodenbush, from Towing Locomotive Operator to Lead Foreman, Scaling and Painting.
George A. Smith, from Doorman, Service Center Division, to Checker.
Woodrow W. Richardson, Francis W. Werlein, from Ironworker-Welder to Ironworker-Welder.
Thomas F. Gibson, Walter D. Johnston, from Carpenter to Carpenter Foreman.
G. G. Thomas, from Machinist Leader to Lockmaster.
Biller Gray, from Steam Engineer to Steam Engineer Leader.
Edward J. Dignam, from Fireman, Division to Chief of Buildings.
William G. Bingham, from Distribution and Window Clerk, Postal Division, to Air Room Operator.
Samuel L. Field, from Towing Locomotive Operator to Rigger.
H. R. Sharpsteen, from Towing Locomotive Operator to Lead Foreman, Scaling and Painting.
J. R. Sachsak, from Carpenter Foreman, Maintenance Division, to Lead Carpenter Foreman.
Robert A. Hanssen, from Towing Locomotive Operator to Drier and Diver.

SUPPLY BUREAU
Nathan W. Ashton, from Supervisory Supply Assistant to Wholesale Meals Foreman, Commissary Division.
Arthur S. Miller, from Purchasing Agent Who Car Loading Foreman, Commissary Division.
William A. Caw, from Car Loading Foreman to Supervisory Supply Assistant, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU
Albert G. Terwiliger, from Electrician, Motor Traffic Division, to Stevedore Foreman, Terminals Division.
Harold L. Conrad, Charles E. Chase, from Gauger and Cribber Foreman to Cribber Foreman, Marine Bunkering Section.
William E. Taake, from Gauger and Cribber Foreman to Steam Engineer, and Cribber Foreman, Marine Bunkering Section.
John A. McClain, Jr., from Steam Engineer and Cribber Foreman to Steam Engineer, Marine Bunkering Section.
Theodore L. Kafer, from Ship Service Center Division, to Gauger and Cribber, Marine Bunkering Section.

FEBRUARY SAILINGS
From Cristobal
Ancon February 4
Panama February 7
Cristobal February 18
Ancon February 25
From New York
Panama February 2
Cristobal February 9
Ancon February 18
Panama February 23
North- and south-bound ships are in Haiti on Mondays.

ANNIVERSARIES
Like a great many construction-day workers, Gregor Gramlich came here to visit relatives. In his case it was his brother, John, then with the Mechanical Division at Gorgona. Except for a three-month break in service in 1918 when he went to the United States and tried unsuccessfully to enlist in the Army—all enlistments were closed—he has been with the Canal organization ever since 1911. Last month he chalked up the forty-fourth anniversary of his Canal service.

This year marks his last anniversary; he will retire before 1965 ends and, if he can, tear himself away from this Santa Clara property, will go to the United States to live. One of his sons is there already.

Mark is an industrial engineer with Lock- heed in California, and Dick, his youngest, was the first of his 12 sons to be born. John, the oldest son, works at Pedro Miguel Locks.

All of his Canal service has been with dredges, part of the time on those which dredge by suction and, since about 1930, on the dredges with the big dippers. As manager of the dredge Caciques, he is known as Captain.

His hobby, according to Mrs. Gramlich, who describes him as a "completely satisfied employee," is his job. He "likes his work, he likes his job, and he likes the men he works with," she says.

50 YEARS
Edward Barlow, Supervisor of the Miraflores Locks, who completed 40 years of Canal service in January, has described the operations of the Canal locks to more queens, presidents, vice presidents, cabinet members, senators and congressmen than he can count. In addition, as a lecturer

EDWARD BARLOW
about transiting ships in his off-duty hours, he has told thousands of lesser souls how much water it takes to put a ship through the one set of locks—36,000,000 gallons, by which the cut is at its narrowest spot, and answered hundreds of like questions from Isthmian visitors.

Born in Cumberland, R. I., "Barney" came to the Isthmus in the latter part of 1915, on the old SS "Lift. His first job was as an operator on the pontoon bridge which crossed the Canal at Paraiso. For his first four years he worked at various jobs. In 1920 he joined the force of the Pacific Locks where he has been ever since. Like Captain Gramlich, he is in the last year of his Canal service. He, too, will retire later this year. He and Mrs. Barlow have just returned from a visit to Europe. But he, too, will retire later this year. He and Mrs. Barlow have just returned from a visit to Europe. He, too, will retire later this year. He and Mrs. Barlow have just returned from a visit to Europe. He, too, will retire later this year. He and Mrs. Barlow have just returned from a visit to Europe. He, too, will retire later this year. He and Mrs. Barlow have just returned from a visit to Europe. He, too, will retire later this year.

Jerome Barras, Chief of the Real Estate Unit of the Community Services Bureau, and a member of the Panama Canal Company since 1925, has written and lectured widely about problems of real estate development in tropical lands. He has written a number of articles on the subject and has prepared a number of reports for the company. His most notable book, "The Real Estate of the Panama Canal," has been published in several editions and is widely used as a textbook in the field.

Mr. Barras graduated from the University of California in 1925 with a degree in civil engineering and has held various positions with the Panama Canal Company since that time. He has been active in the development of the company's land holdings and has been a leader in the field of real estate development in the Isthmus of Panama. He is a member of the American Society of Civil Engineers and the American Institute of Real Estate Planners. He is also a member of the Board of Directors of the Panama Canal Company. In addition, he has served as a consultant to a number of governmental and private agencies in the field of real estate development.

February 3, 1956
five years of Government service were those he spent in the Army. He left the post of detective sergeant when he transferred to the office of the Chief Quartermaster in 1941. Most of his work with that office was in real estate. In 1980 he was promoted to his present post of Chief of the Red Estate Unit.

William H. Edmondson, Supervisory Electronics Engineer, was January's 25-year man. Georgia-born, he served in the Navy for 12 years—part of that time on the flight deck—before he joined the Canal organization in 1937.

He began his Canal career as a marine signalman; all of his service has had to do with marine communications, or with such complicated electronic equipment as radar and the like.

He was on the ground floor when the Canal set up its first ship-to-shore communication system and has had a hand ever since in developing and improving it. He and his force also help Zonians when their radio or record-player needs an expert hand.

Two of January's six 25-year employees have unbroken Canal service, and in each case the quarter century employees are still with the Unit which first employed them. Those with unbroken service are: 

James F. Daugherty, Head Foreman Carman with the Tugboat Division, who was born in Philadelphia and has spent his Canal years in work with railroad cars; and 

B. Edward Lowande, Chief Customs Inspector at Balboa, a native of Round Brook, N. J., who came here as a boy, and has been with Customs since 1934;

Jesse DeW. Tate, a native of Greenville, S. C., and now Assistant Chief of the Aids to Navigation Section; and

William A. Van Siclen, Jr., known to his intimates as "Lonny," who came here as a younger son served an apprenticeship with the Canal, went on to college, and is now Superintendent of the Atlantic Locks.

Six of January's 20-year employees come in pairs. There are two Marine Traffic Controllers, H. A. Kleefelds of the Cristobal Port Company's office, Duane T. McPherson, Balboa; Bruce G. Sadors, Jr., Assistant Chief Customs Inspector, Cristobal, and Richard W. Stouder, Customs Inspector at Balboa; and John E. Davis and Walter E. Wilkinson, both Pumping Plant Operators for the Maintenance Division.

Mr. McNeill, Mr. Sanders, and Mr. Davis have unbroken Canal service. Mr. Sanders also has an unbroken Canal Zone existence—he was born in Ancon.

Other 20-year employees with continuous Canal service are T. A. Albritton, a native of Bossier del Toro and now General Foreman of Roundhouses for the Railroad Division; Eugene Breakfield, a clerk at Fort Davis Post Office, and former president of the Postal Employees Union; Murrel L. Dodd, born in Star, Okla., now a Lead Foreman for Road Construction; and Peter S. Prohaska, Balboa Police man who holds the all-time record—a perfect score—for police pistol shooting.

Those with broken service are: 

William C. Jordon, Air Compressor Barge Operator for the Dredging Division; and William N. Taylor, born in Panama when his father was in the post office there, and now Chief of the Local-Rate Section of the Wage and Classification Division.

15 YEARS

Sixteen Canal employees completed 15 years of Government service in January. Those whose Canal service is unbroken are:

Fred N. Dahl, Training Officer for the

Retirements

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

George H. Carnight, New York; Wholesale Cold Storage Foreman, Commissary Division; 28 years, 8 months, 8 days; address undecipherable.

Bruce A. Chance, Oregon; Tractor-Bull dozer and Pumping Plant Operator, Maintenance Division; 7 years, 4 months, 24 days; Auburn, Cali.

Charles F. Magee, Massachusetts; Mate, Pipeline Section Dredge, Dredging Division; 14 years, 9 months, 17 days; Canal Zone for present.

Food Control Program
To Benefit Consumers; Will Start This Month

A food-control program designed to assure consumers in the Canal Zone of minimum standards for all food products purchased in the Republic of Panama for resale in the Canal Zone will become effective February 22.

The control program is outlined in revised health and sanitation regulations which were required as a result of the withdrawal of health and sanitation supervision in Panama City and Colon by Zone authorities.

The revised regulations provide for inspection and surveillance of food sources in Panama supplying food for resale in the Zone to units of the Canal organization or outside organizations. They also cover house-to-house delivery of foods, such as milk, and only those establishments meeting sanitary requirements will be licensed for such deliveries.

The regulations do not cover food products sold in Panama to individuals. However, a list of approved food sources will be available to Canal organizations desiring to make such purchases regularly.

The regulations and surveillance of food establishments at the source of supply is in conformity with health regulations throughout the United States. The inspection of food brought in the States for sale in the Panama Canal Commissaries is generally handled through the Department of Agriculture.
Get Your Car Inspected Now — Or Face A Long Wait Later!

INSPECTOR J. W. Acker motions Mry. M.S. Herring into line at the Motor Transportation Division.

Canal Zone owners of private vehicles face a long wait in line to have their vehicles inspected, unless they get going and get going fast, representatives of the Motor Transportation Division warned last week. This year, for the first time, owners must have their headlights, brakes, tires, window glass, etc., inspected and vehicles which have not been inspected or those which have failed to pass will not be allowed on Zone highways after the end of the month.

Although there are between five and six thousand vehicles of this sort in the Canal Zone—vehicles entitled to Base passes will be inspected by the military services concerned—only about a quarter of them had passed inspection during the first three weeks of January.

Motor Transportation Division officials said that undoubtedly part of the slow start was due to the fact that the owners of some vehicles were having known defects repaired before they brought their vehicles in for inspection but they also attributed most of the delay to peoples’ natural inclination to “do it tomorrow.” Whatever the reason, they urged that owners bring their vehicles in now.

Production Lines

The inspection takes only between five and seven minutes. It is run on a “production line system” on a regular course laid out at the two garages at Ancon and Cristobal. Inspectors are on duty between noon and 5 p.m. Mondays through Fridays, and continuously from 7 a.m. to 4 p.m. Saturdays.

During the first three weeks of January, at the two garages, 1,617 vehicles passed inspection and 375 were rejected. The average has been 1.6 defective items to each rejected vehicle. Most rejections are due to the lighting system; most common difficulty is failure to have operating stop lights. Cracked and obscured glass was responsible for 21 percent of the rejections. Inspectors frequently have to explain that obscured glass can include that which is covered with stickers or other items which prohibit clear and safe vision. The only places on car glass where stickers are permitted are the four-inch squares at the lower corners of the windshield or rear window.

Other reasons for rejections, in the order in which they have been found: Defective foot brakes, parking brakes, steering mechanism, horns, exhaust system, tires, and windshield wipers.

Human Failities

Some of the inspectors are baffled by the oddities of human nature disclosed by the inspection. A number of owners did not know how to lower the driving beams of their headlights. Shown the floor-button, they said: “Oh, that’s what that thing’s for, is it?”

Husbands blame car defects on their wives: “Now, why didn’t she tell me about that?”

One driver said he did not have operating brakes because he had lumberage and was unable to press on the pedal. Another, told that the brakes on his Model A were bad, commented: “That’s all right, boss. I’m the only one who drives it.”

And they are still chuckling over the woman driver who got lost in leaving the repair shop. She landed in the inspection line and had a sticker on her car before the inspectors discovered she was only looking for the exit gate. And at that the inspection wasn’t necessary. She was an Army employee living on a Post, and military posts have their own inspections and post stickers.

Ships Sailed Its Waters For Centuries

But Port Of Balboa Is Only 55 Years Old

(Continued from page 11) was some increase in this trade during the last six years of the construction period; this was principally due to the shipment of lumber from the west coast of the United States to the Canal Zone.

The town of La Boca grew up from a little cluster of hovels near the old French pier while it was being built. These were used to house employees engaged in the construction work and later in work at the new port.

Plague: Wharf Collapse

Two incidents of more than passing interest in the history of the Port of Balboa occurred during the Canal construction period. The first was in 1905 when two cases of bubonic plague were discovered and the second was in August 1912, when a large section of the wharf built in 1905 collapsed and caused the sinking of a steamship in the channel.

Although rigid quarantine regulations were adopted when the Port of Ancon was first opened in June 1904 because of plague in South American ports, a dock laborer was stricken in June 1905 and died a few days later. Investigation revealed that rats at the dock were infected. The Sanitation Department initiated drastic measures to prevent a spread of the disease. These included rat control and fumigation of the area, a rat-catching-and-killing campaign, and elimination of harboring places for rats.

Despite these precautions, another case was discovered a few months later and much the same procedure was repeated, but in a smaller area. Due to the energetic and speedy action, no additional cases were reported and to this date these two remain as the only cases of the dread bubonic plague ever to originate in the Canal Zone.

There were no casualties in the disastrous collapse of the pier in 1912. It occurred soon after on August 17, 1912, the Pacific Mail Steamship Company’s steamer Newport, a 7,275-ton vessel was moored alongside the pier when it collapsed. A Canal Zone policeman on patrol duty in the vicinity aroused the crew of the ship in time for all to escape safely before the weight of the pier sank the vessel. A committee appointed to investigate the accident concluded that the pier collapse was caused by a sudden high slide of about 8,000 cubic yards of material from a fill immediately back of the wharf.

First Use Of Canal

Some three years earlier, the SS Newport had the distinction of being the first ship to use the Panama Canal. Five miles of the Canal from the Pacific entrance was opened to navigation on February 1, 1909, and the Newport was permitted to steam through the new channel on its way to San Francisco.

Although the channel was not completed to final depth and width, most of the channel had been excavated to a depth of 50 feet at mean tide. Until the opening of the Canal, the La Boca piers entered and left by channel first started by the French as the Pacific entrance of the Canal and later completed and kept in navigating condition by the Panama Railroad Company. This old French Channel, as it was called, was closed a few weeks later by the construction of the Fort Amador causeway which crossed the channel between the mainland and Naco Island.

(Editors’ Note: This is the first of a series of articles on Panama Canal ports. The next will deal with the development of the present Port of Balboa and its present operations. Later articles will tell of the history of the Port of Cristobal and its operations.)

Have Good Steady Ladders For Washing New Windows

Residents living in the new masonry quarters which have glass louvres have been cautioned to exercise care in the use of ladders near their windows.

Calls have been received lately at the Housing Office for the replacement of broken louvres caused by residents using faulty ladders and breaking the glass panes. No one has been injured so far, but the use of faulty ladders while cleaning the louvres can result not only in broken glass but also serious injury.
STATISTICS ON CANAL TRAFFIC

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

TRAFFIC, TOLLS DURING 1956'S SECOND QUARTER DROP WELL BELOW THOSE OF FIRST THREE MONTHS

Heavy Early Traffic Puts Six-Month Total Above Previous Year's

Although both commercial and government traffic through the Panama Canal was lower during the second quarter of the present fiscal year than for the first three months of fiscal 1956, heavy traffic during the first quarter was sufficient to bring the total for the fiscal year to date higher than that for the first six months of fiscal 1955. Tolls for the first six months for the present fiscal year also exceeded tolls for the first six months of fiscal 1955.

During the second quarter of the present fiscal year, the months of October, November, and December, a total of 1,994 ocean-going commercial ships transited the Panama Canal. While this figure exceeded by one the total number of commercial transits for the comparable quarter of fiscal 1955, it was 95 less than for the first quarter of fiscal year 1956. Commercial tolls for the second quarter of the present fiscal year totaled $8,715,000, exceeding by over $400,000 tolls for the second quarter of fiscal year 1955, but dropping below the total for the first quarter of this year by $565,000.

The number of transits of government vessels through the Canal during the second quarter totaled 140, three more than for the first quarter but three less than for the total of the second quarter of fiscal year 1955.

Intercoastal Trade Drop

The decline in traffic from that of the first quarter of the present fiscal year was attributed in the main to fewer petroleum shipments in the United States intercoastal trade. During the second quarter of the present fiscal year, 162 ships transited the Canal in the intercoastal service, exactly the same number as in the second quarter of fiscal 1955. This, however, was a drop of 74 from the first quarter of the present fiscal year.

The next largest decrease was in shipping between the East Coast of the United States and Canada and Australasia, although here again the figure for the second quarter of the present fiscal year was higher than that for the comparable quarter in fiscal 1955.

Traffic between the East Coast of the United States and South America showed an upswing as did trade between Europe and Australasia.

German Ships Increase

By nationalities of vessels, the big three, United States, Great Britain, and Norway continued to hold the top three places in that order.

Japanese vessels, 124 of which transited during the quarter just concluded, moved from fifth place last year to fourth place this year. One of the most marked increases in shipping by nationalities is that of German-registered vessels. During the second quarter of fiscal year 1955, the number of German vessels transiting the Canal was in eighth place. During the first quarter of the fiscal year, Germany moved into sixth place and in the quarter just concluded moved to fifth place.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

<table>
<thead>
<tr>
<th>Month</th>
<th>Transits</th>
<th>Tolls (In thousands of dollars)</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>727</td>
<td>640</td>
</tr>
<tr>
<td>August</td>
<td>676</td>
<td>652</td>
</tr>
<tr>
<td>September</td>
<td>686</td>
<td>660</td>
</tr>
<tr>
<td>October</td>
<td>709</td>
<td>683</td>
</tr>
<tr>
<td>November</td>
<td>627</td>
<td>636</td>
</tr>
<tr>
<td>December</td>
<td>658</td>
<td>676</td>
</tr>
<tr>
<td>January</td>
<td>668</td>
<td>444</td>
</tr>
<tr>
<td>February</td>
<td>637</td>
<td>436</td>
</tr>
<tr>
<td>March</td>
<td>709</td>
<td>506</td>
</tr>
<tr>
<td>April</td>
<td>685</td>
<td>487</td>
</tr>
<tr>
<td>May</td>
<td>698</td>
<td>465</td>
</tr>
<tr>
<td>June</td>
<td>655</td>
<td>415</td>
</tr>
</tbody>
</table>

Totals for first 6 months of fiscal year 4,083 3,917 2,741 $17,995 $16,168 $11,880

Totals for fiscal year 7,997 7,850 5,672 $33,849 $32,118 $24,680

Oil Tops Shipments

On Atlantic-Pacific Trade Through Canal

Shipments of oil through the Panama Canal in the Atlantic to Pacific trade continued in the top position of commodities shipped through the Panama Canal in that direction, although oil shipments from Pacific to Atlantic dropped from first to third place during the second quarter of the present fiscal year.

Oil was replaced in the number-one spot in the Pacific-Atlantic trade by ore shipments which were considerably higher than during the first quarter of the present fiscal year as well as during the second quarter of the previous fiscal year. The increase in ore shipments reflects higher production in South American iron mines, particularly in the comparatively new iron ore fields in Peru.

In the Atlantic to Pacific trade, soy beans moved up from sixth place last quarter to fifth place in the second quarter of this year with almost doubled shipments.

Bauxite is Newcomer

Shipments of ammonia, in fourteenth place during the first quarter, moved up to ninth place for the quarter just concluded. Bauxite—aluminum ore—was a newcomer to this quarter to the list of the top 15 commodities carried through the Canal from Atlantic to Pacific. Bauxite is coming from fields in Jamaica and Canada. Shipments of cement, (See page 18)
Paraiso To Have
New Commissary,
High School, Soon

Two new buildings, a modern high school and a $112,000 Commissary retail store, are now being built in the townsite of Paraiso. The high school, work on which was started in October of last year, has a contract completion date in May. The contract for the construction of the Paraiso Commissary was awarded the last part of January to the Ishamian Con- structor, Inc., and work should be completed by August 17, 1956.

Being built by the Dillon & Hickman Construction Company at a cost of $90,500 to replace the present Latin American High School facilities in La Boca, the new high school plant will be provided by the completely remodelling the existing Locks Division storehouse located on Paraiso Road and Acla Street in Paraiso.

The building will include ten classrooms, a library, laboratories for home economics, physics, and biology, two teachers' rooms, and school offices. A new music room and a steel building for shop will be connected to the main building by a covered passageway.

Community Center

The new Commissary, which will be built at the east end of the recently completed Paraiso Civic Center, will be the final unit of the Paraiso Community Center, the first under-one roof Community Center ever planned as such in the Zone.

The building will be of concrete construction and will include a large sales area, an office, space for cashiers, a receiving and stock room, a freezer room, and a loading platform.

After the completion of the building, groceries and other foodstuffs will be moved to the new Commissary from the present store. They will be sold on the self-service plan, with five check-out stands provided. Bakery foods, candy, and tobacco will be sold at separate counters outside the self-service area. Show houses, and dry goods will continue to be sold in the old Commissary building.

Oil Tote Shipments On Atlantic-
Pacific Trade Through Canal

(Continued from page 17) scrap metal, and machinery, among the top 15 in the first quarter, dropped out of the list of leading commodities during the second quarter.

There was less change in commodities shipped from Pacific to Atlantic, other than a switch in the top three positions. Canned food products rose from fifth place in the first quarter to fourth place this quarter; wheat moved up two places from seventh in the first quarter to fifth in the second quarter of the fiscal year; and nitrate shipments moved ahead three places, from ninth in the first quarter to sixth this quarter.

In the reverse order, sugar shipments dropped from fourth to seventh place and barley from sixth to tenth; although barley shipments this quarter were well over twice what they had been a year ago, they were still well under the figures for the first quarter of the present fiscal year.

Principal commodities shipped through the Canal

(All figures in thousands of long tons)

ATLANTIC TO PACIFIC

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Second Quarter, Fiscal Years</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1956</td>
</tr>
<tr>
<td>Mineral oils</td>
<td></td>
</tr>
<tr>
<td>Coal and coke</td>
<td>1,029,210</td>
</tr>
<tr>
<td>Manufactures of iron and steel.</td>
<td>518,070</td>
</tr>
<tr>
<td>Phosphates</td>
<td>343,172</td>
</tr>
<tr>
<td>Sugar</td>
<td>196,124</td>
</tr>
<tr>
<td>Sulphur</td>
<td>132,387</td>
</tr>
<tr>
<td>Paper and paper products.</td>
<td>70,664</td>
</tr>
<tr>
<td>Ammonium compounds.</td>
<td>108,519</td>
</tr>
<tr>
<td>Rice</td>
<td>57,279</td>
</tr>
<tr>
<td>Cements</td>
<td>29,967</td>
</tr>
<tr>
<td>Chemicals, unclassified.</td>
<td>77,455</td>
</tr>
<tr>
<td>Machinery</td>
<td>76,151</td>
</tr>
<tr>
<td>Scrap metal</td>
<td>65,302</td>
</tr>
<tr>
<td>Bunkite</td>
<td>66,851</td>
</tr>
<tr>
<td>All others</td>
<td>1,276,983</td>
</tr>
<tr>
<td>Total</td>
<td>5,154,631</td>
</tr>
</tbody>
</table>

PACIFIC TO ATLANTIC

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Second Quarter, Fiscal Years</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1956</td>
</tr>
<tr>
<td>Ore's, various.</td>
<td>1,355,674</td>
</tr>
<tr>
<td>Coal and coke.</td>
<td>779,285</td>
</tr>
<tr>
<td>Mineral oils.</td>
<td>468,503</td>
</tr>
<tr>
<td>Canned food products.</td>
<td>1,353,191</td>
</tr>
<tr>
<td>Wheat</td>
<td>281,240</td>
</tr>
<tr>
<td>Nitrate</td>
<td>274,274</td>
</tr>
<tr>
<td>Sugar</td>
<td>274,377</td>
</tr>
<tr>
<td>Canned food products (except fresh fruit).</td>
<td>274,274</td>
</tr>
<tr>
<td>Iron and steel manufactures.</td>
<td>109,605</td>
</tr>
<tr>
<td>Barley</td>
<td>26,658</td>
</tr>
<tr>
<td>Refractories and other products</td>
<td>168,019</td>
</tr>
<tr>
<td>Iron and steel manufactures.</td>
<td>109,605</td>
</tr>
<tr>
<td>Coffee</td>
<td>76,157</td>
</tr>
<tr>
<td>Coppers</td>
<td>74,329</td>
</tr>
<tr>
<td>Cotton</td>
<td>70,089</td>
</tr>
<tr>
<td>Tobacco</td>
<td>277,580</td>
</tr>
<tr>
<td>Total</td>
<td>5,641,510</td>
</tr>
</tbody>
</table>
Great Divide

SNOW never drifts through this mountain pass but it is as truly a continental divide as any in the Andes or the Rockies. The sign is on the Gamoob Road.

First New York Office Award

FIRST AWARD to an employee of the Canal Company’s New York office was made to Miss Willa G. Shilton, Chief of the File Section of the Procurement Division. Photographed with her at the time of the award were L. A. Ferguson, Procurement Officer, left, and E. H. Harms, Manager. Miss Shilton was given an incentive award of $25 for her suggestion for eliminating duplication in the filing system. This decreased the workload in her section and also decreased the number of copies of the purchase orders which were required. The award was presented by Mr. Harms. Other executives at the presentation were Mr. Ferguson, Peter Deitsch, Chief, Finance Department, and Eugene S. P. Martin, Executive Assistant.

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

<table>
<thead>
<tr>
<th>Vessels</th>
<th>Second Quarter, Fiscal Years</th>
<th>1956</th>
<th>1955</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Atlantic to Pacific</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pacific to Atlantic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Total</td>
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<td>Total</td>
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<td></td>
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<tr>
<td></td>
<td>Total</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Vessels: Ocean-going</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small</td>
<td>1,011</td>
<td>98</td>
<td>90</td>
<td>1,111</td>
</tr>
<tr>
<td></td>
<td>98</td>
<td>90</td>
<td>188</td>
<td>226</td>
</tr>
<tr>
<td></td>
<td>Total Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,111</td>
<td>1,071</td>
<td>2,182</td>
<td>2,251</td>
</tr>
<tr>
<td><strong>U. S. Government vessels: ocean-going</strong></td>
<td></td>
<td>99</td>
<td>24</td>
<td>63</td>
</tr>
<tr>
<td>Small</td>
<td>29</td>
<td>58</td>
<td>87</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>Total commercial and U. S. Government</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1,179</td>
<td>1,153</td>
<td>2,332</td>
<td>2,404</td>
</tr>
</tbody>
</table>

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

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

<table>
<thead>
<tr>
<th>Vessels</th>
<th>Second Quarter, Fiscal Years</th>
<th>1956</th>
<th>1955</th>
<th>1938</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>United States Interoastal</td>
<td>162</td>
<td>162</td>
<td>311</td>
</tr>
<tr>
<td></td>
<td>East Coast of U. S. and South America</td>
<td>519</td>
<td>501</td>
<td>124</td>
</tr>
<tr>
<td></td>
<td>East Coast of U. S. and Central America</td>
<td>135</td>
<td>165</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>East Coast of U. S. and Far East</td>
<td>301</td>
<td>280</td>
<td>1.99</td>
</tr>
<tr>
<td></td>
<td>U. S.-Canada East Coast and Australasia</td>
<td>76</td>
<td>46</td>
<td>42</td>
</tr>
<tr>
<td></td>
<td>Europe and West Coast of U. S.-Canada</td>
<td>186</td>
<td>179</td>
<td>252</td>
</tr>
<tr>
<td></td>
<td>Europe and South America</td>
<td>171</td>
<td>145</td>
<td>142</td>
</tr>
<tr>
<td></td>
<td>Europe and Australasia</td>
<td>99</td>
<td>84</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>All other routes</td>
<td>385</td>
<td>433</td>
<td>284</td>
</tr>
<tr>
<td></td>
<td>Total Traffic</td>
<td>1,994</td>
<td>1,995</td>
<td>1,335</td>
</tr>
</tbody>
</table>
St. Lawrence Seaway Officials Appreciate Canal Cooperation

Appreciation for the help received from Canal officials and personnel during their three-day visit to the Canal Zone was expressed publicly last month by officials of the St. Lawrence Seaway. Officials of the 188-mile waterway which will be completed in 1958 said they were particularly interested in the Panama Canal’s handling of piloting and dispatching, and application of tolls.

Since the waterway will have 15 locks, including those of the Welland Canal, and since the locks will all be single-flight, permitting only one-way traffic, dispatching will be of considerable importance.

The St. Lawrence Waterway locks will be considerably smaller than those of the Panama Canal. Their dimensions will be such that transits will be limited to vessels of not more than 765 feet overall length, and 80-foot beam.

The waterway itself will have a minimum channel width of 200 feet and a maximum width, in the American section, of 442 feet. It will have a 27-foot navigable depth.

Unlike the Panama Canal it will be closed to navigation, because of ice, for about four months out of each year.

Spokesmen for the St. Lawrence Waterway group said that they had reached no definite decisions as to some of their operating programs but that what they had seen here would undoubtedly have some effects on their final planning.

“The local people have been very, very cooperative,” L. G. Castle, Administrator of the St. Lawrence Seaway Development Corporation, told local newsmen before the group left the Canal Zone. “We have asked many questions and we have had complete cooperation.”

The St. Lawrence Waterway group included both United States and Canadian representatives. During their visit they watched operations in the marine controllers’ office, inspected the locks, and made a partial transit of the Canal.

Great Open Spaces

SCENES LIKE THIS will be common when the great chambers are empty during the overhaul of Gatun Locks. Started last month, the overhaul will end in May. The picture was taken during the last overhaul at Miraflores Locks.