

PANAMA CANAL
REVIEW

Vol. 3, No. 12

BALBOA HEIGHTS, CANAL ZONE, JULY 3, 1953

5 cents

FUNDAMENTAL PROBLEMS OF CANAL BEING STUDIED BY UNDER SECRETARY JOHNSON ON PRESENT VISIT



DISCUSSIONS ON CANAL matters began as soon as the SS *Cristobal* docked last Monday afternoon. The picture above, left to right shows: Governor Seybold, Michael E. Kalette, Special Consultant to the Secretary of the Army, and Under Secretary of the Army Earl D. Johnson, Chairman of the Panama Canal Company Board of Directors.

Board Chairman Plans To See All Principal Installations In Zone

Problems of such a fundamental nature that their solution will affect Panama Canal operations for many years in the future are being studied by Under Secretary of the Army Earl D. Johnson during his present visit to the Canal Zone.

As Chairman of the Board of Directors of the Panama Canal Company the Under Secretary is one of the key Washington officials in Canal affairs. His present trip is his first to the Isthmus and a busy schedule has been arranged which will permit his personal inspection of the major Canal installations in addition to many conferences for background information on a variety of subjects.

The Under Secretary is accompanied by Mrs. Johnson and their son, Raud E. Johnson. Other members of his party are Michael E. Kalette, consultant to the Under Secretary; Col. John T. O'Neill and Lt. Col. Homer H. Bowman, members of the Under Secretary's personal staff; and Chief Warrant Officer DeBolt G. Weyer.

The party arrived Monday afternoon on the Panama liner *Cristobal* and were welcomed at shipside by Governor and Mrs. Seybold, Army officials, and representatives of the United States Embassy. The group boarded a special Panama Railroad motor car soon after the arrival of the ship for the trip to the Pacific side.

Following their arrival at the Balboa Heights station, Under Secretary Johnson went to the Caribbean Command headquarters at Quarry Heights for an honor guard ceremony. He then began a heavy round of activities which will continue during the coming week beginning with a press conference at the Hotel Tivoli on the afternoon of his arrival.

There are many Canal problems of an immediate nature which will occupy the attention of Mr. Johnson (See page 3)

Long-Range Studies On Canal Investment Will Set Firm Basis For Fiscal Policies

The first phase of a comprehensive and detailed study of the financial status of the Panama Canal and its adjuncts is presently being completed by the Canal administration.

Despite its complex nature and the requirement of positive answers to a multitude of questions, the study is intended to answer only two main questions: How much does the Government have invested in the Canal and how much should ships be charged for its use?

The results of the study, which is being

conducted by the Office of the Comptroller, will have a far-reaching effect and undoubtedly will be used for many years to come in determining basic fiscal policies of the United States Government with respect to the Canal enterprise.

To an extent the study embraces factual, theoretical, and speculative aspects. The factual aspect calls for an accurate evaluation of the physical properties, their economic value, and probable earning capacity. On the speculative side, answers will be sought on future trade trends, future

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JULY FEATURES

- The Power Branch and what it does - page 8.
- Gamboa's doll lady and the little Dutch shoes - page 6.
- He guards prisoners and catches runaways - page 11.
- How water came to Panama - page 4.

Housing Heads List Of Subjects Raised At June Conference

Discussion of commissaries, clubhouses, and housing occupied most of the time of the June Governor-Employee conference, with housing—from point of view of time elapsed—heading the list. Housing matters which were brought up ranged from assignments to types.

The June conference, despite the sultry weather, was one of the liveliest in recent months.

As usual it opened with answers to questions which had been presented at previous meetings and with new announcements made by Governor Seybold. During this part of the conference, the Governor told the employee representatives:

That the "emergency" service sections at Balboa and Cristobal Commissaries would be open for the last time on July 13;

That any changes in the policy of capital evaluation of houses would be reviewed first by him and then by the Board of Directors;

That no decision had yet been reached on the closing of the Gamboa Clubhouse, a subject brought up again later during the conference and discussed more fully;

That a new housing assignment policy had been established under which a limited number of one-bedroom, four-family houses of the 215 type in Diablo and Margarita will be set aside for assignment by seniority to bachelors; to qualify for such an assignment, however, a bachelor must have not less than 15 years service, he said;

That the American Institute of Laundries, an association to which the Canal laundry belongs, had made a favorable report on the type of work being done locally on washable materials.

James P. Boukalis, of the Machinists, commented on the recent order requiring the licensing of all dogs in the Canal Zone and asked that the Canal Zone criminal code be amended to provide for punishment of anyone who injured an animal. Edward A. Doolan, Personnel Director, said that a provision of this sort is under study in the General Counsel's Office for inclusion in future revisions of the Code.

Mrs. B. O. Orton, representing the Gamboa Civic Council, returned to the subject of the Clubhouse there, saying that the Gamboa people considered the proposed closing as unfair. She asked if this unit could not be subsidized by one of the larger clubhouses, Balboa for instance, instead of the Gamboa unit having to be self-supporting.

This led to considerable around-the-table talk, during which Robert C. Daniel of the Railroad Conductors, suggested that the clubhouse operation might be turned over to a concessionaire. Governor Seybold said he doubted that this could be worked out but that certainly the possibility of a Clubhouse concessionaire would be considered.

Several employee representatives brought up the matter of reduced hours at the swimming pools and the Governor, with the comment that this was part of a necessary retrenchment which would primarily affect the adult recreation program, promised to

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July 4th Celebrations Will Be Held Tomorrow On Both Sides Of Isthmus



FOURTH OF JULY, 1919, brought out decorations like this for the little park in front of the Balboa Clubhouse.

Flag raisings, patriotic and athletic programs, and fireworks will be the order of the day tomorrow when the Canal Zone celebrates the Fourth of July.

On the Pacific side, the Independence Day activities will be centered in Balboa as they have been for years. The Atlantic side celebration will take place in Margarita.

The Pacific side program will get under way tonight, with a dance at the American Legion Club near Fort Amador.

Both sides of the Canal Zone will open tomorrow's programs with a parade and flag raising. That at Margarita will end at the flag pole near the Margarita school; the Balboa parade will begin with the flag raising in front of the Balboa Clubhouse and will be followed by the children's parade down the Prado.

For both sides of the Isthmus, the greatest emphasis will be laid on activities for the younger generation—athletic events, rides on jeeps, kiddie trains (made up of the little industrial trucks which ordinarily scurry around the docks), fire

trucks, and, at Margarita, on the Army's amphibious "Ducks."

There will be a swimming meet at the Gatun pool at 9:30 a. m., and one at Balboa at 1:30 p. m.

At 3:30 p. m. there will be patriotic exercises at the Balboa stadium with Lt. Gov. Harry O. Paxson as the day's chief speaker. This will be followed by a massed band concert. The band concert on the Atlantic side will begin at 6 p. m. and will be held near the Margarita school.

Traditional fireworks displays will end Fourth of July activities for both sides. On the Pacific side, Sosa Hill will be the firing spot, as it has been for a number of years.

The Margarita fireworks will be set off from a location near the baseball field. Both fireworks displays are to start at 7:30 p. m.

Emmett Zemer is chairman of the Pacific side July 4 celebration; S. Ross Cunningham heads the Atlantic side committee.

Be Careful—Anopheles Is Biting

The malaria season lasts 12 months of the year on the Isthmus of Panama but the recent increase in the malaria rate among Canal employees emphasizes the fact that this is one of the likeliest times of the year for you to contract this crippling or killing disease.



Generally the peaks in the malaria rate here occur during the early months of the rainy season and at the beginning of the dry season. It is during these periods when stagnant water is likely to remain long enough for the Anopheles mosquitoes to breed. This malaria-bearing mosquito is also especially favored at this time of the year by gentle winds which permit it to fly long distances.

Health authorities carry on a never-ending fight against malaria but they require the help of all residents in the

fight. You can best help them and yourself by observing the following common-sense rules, which are published here along with a picture of "Ann," malaria's famous trademark:

1. Stay within screened houses between early dusk and daylight. Avoid such nighttime activities as beach parties, picnics, hunting, fishing, and other outdoor recreation.

2. Be especially careful when visiting anywhere outside of the sanitized areas.

3. If you must be out of doors after dark, use some good insect repellent.

4. Report defective screens and request immediate repair.

5. Report collections of standing water or defective drains to the proper agency responsible for such work.

6. Consult your physician immediately if you or members of your family develop any symptoms of malaria. Remember that early treatment may save your life and will spare you much suffering.

Basic Changes Adopted In Accounting Methods Of Canal Organization

A revised accounting system designed to simplify procedures and permit a ready identification of direct costs for each activity in the complex Company-Government operations was adopted July 1, the beginning of the new fiscal year.

The new system entails some major changes in accounting policies and procedures. Basically it eliminates the confusing method of applying to individual activities indirect charges over which those concerned with the activities have, in fact, no control.

The stripping of each function to its elemental costs, primarily materials and labor, is expected to increase cost awareness and to provide better accountability for those responsible for individual operations.

The revised accounting system is called "activity accounting" since cost and revenue data will be accumulated by activities. An "activity" is defined in a memorandum to Bureau Directors, on the new system, as the work or operation of a single organizational unit relating to a single function or purpose. Except for job order work, it represents the lowest practicable unit for accounting purposes.

One account will be maintained for each activity and every item of income or cost will be carried to and remain in that particular account. Several activity accounts will generally be required to determine unit costs. Where costs are transferred between activities, the distribution credit will be carried in a separate account so as to retain the record of the total costs incurred by an activity.

"Activity Accounting" is not new. This or similar accounting procedures are widely used in private enterprise and in many other U. S. Government agencies. The system is expected to facilitate accounting work in the Canal organization because of the great variety of operations and types of services.

The newly adopted system will require an almost complete recomputation of the Company's internal rates for transferring costs between service divisions. This, however, is not expected to result in any material changes in the total cost as far as the ultimate consumer is concerned.

The rate recomputation is required since service costs will be reduced at divisional levels by the discontinuance of allocations for general and administrative expenses. When these expenses are added at the end, however, the result will be the same but the charge for general corporate expenses will appear higher because they will be combined into a single element.

The plan has been under consideration and study now for several months. The principal features were outlined last December in a memorandum from Lindsay H. Noble, Comptroller, to the various Bureau Directors. Since then, members of the Accounting Systems Staff with the assistance and advice of accountants on loan from the Accounting System Division of the General Accounting Office have been engaged in working out the detailed

Under Secretary Of Army To Have Full Schedule Here



DEPARTMENT OF THE ARMY
OFFICE OF THE UNDER SECRETARY
WASHINGTON, D. C.

23 June 1953

Governor John S. Seybold

Balboa Heights, C. Z.

Dear Governor Seybold:

In response to inquiries from Congress and other interested agencies, Secretary of the Army Robert T. Stevens has directed that I conduct a thorough review of military service and Panama Canal Company activities, with a view toward making such recommendations as will reduce any unnecessary costs in the Caribbean area. My present trip is an integral part of this review process. Moreover, it will satisfy a long-standing desire to see the great engineering marvel, and it will give me a better understanding of the many problems affecting the operation and administration of the Canal Zone.

The role of the Panama Canal in our nation's welfare and its importance in international affairs are no less today than at any time in its history. I hope that my present visit will provide me with a comprehensive understanding of the many facets of its operation as well as the personal problems which affect the welfare of the employees and their families who are responsible for its successful operation.

I would like to assure all employees that I consider their personal problems of major importance in the continued efficient operation of the waterway and its necessary adjuncts.

Sincerely yours,


Earl D. Johnson
Under Secretary of the Army

(Continued from page 1)

during his 10-day visit. Except at the close of the construction period, there has been no time in the Canal's history that such a variety of questions of far-reaching importance has arisen at one time.

Foremost among these are plans for increasing the capacity of the Canal; fiscal policies; administrative matters of direct interest to employees, such as the study directed by the Senate Appropriations Committee on compensation and fringe benefits; and the quarters construction program.

Not only are all of the subjects of major importance, each one is of such a nature that a solution at an early date is indicated. Most of these are of an abstract nature which will require the Board Chairman to spend much of his time in conference with officials concerned.

Aside from this Under Secretary Johnson has planned to make a personal inspection of all the principal Canal Company installations. His schedule

application of the principles and accounting requirements of each Bureau.

A detailed description of the procedures and the basic changes involved were contained in another memorandum to Bureau Directors last month from the Comptroller in which July 1 was set as the effective date for the change. In his memorandum, Mr. Noble said that he expects some procedural and operating problems to arise. For this reason he requested that inquiries on general accounting policies and procedures be directed to the Chief of the Accounting Systems Staff; general accounting operations to the Chief Accountant; plant accounting procedures and operations to the Chief of the Plant Inventory and Appraisal Staff; and rate structure and analyses to the Rate Analyst of the Management Staff.

calls for visits to one or more set of Locks; a trip through Gaillard Cut; and inspection of new housing areas, terminal facilities, Clubhouses, Commissaries, Hospitals, and other Canal Zone Government facilities.

The complete schedule of the Under Secretary's activities had not been announced when this edition of THE CANAL REVIEW went to press, and the exact dates of his visits to various installations were still to be set.

Mr. Johnson's service as Chairman of the Board of Directors of the Panama Canal Company began two months ago. He was appointed to the post by Secretary of the Army Robert T. Stevens in April to succeed Karl R. Bendetsen who resigned as Chairman but continued as member of the Board.

The Under Secretary is a native of Hamilton, Ohio, and is a graduate of the University of Wisconsin. In addition to their son who is accompanying them on the present trip, Under Secretary and Mrs. Johnson have two daughters, Susan Lynne and Cynthia Lee.

Mr. Johnson had several years of experience in the financial investment field between the time he was graduated from college and the beginning of World War II. He served during most of the war period as a flying officer with the Ferrying Air Transport Command. He was Deputy Commander of the Ferrying Division at the time the war ended and he was discharged to the Reserve Corps with the rank of Colonel.

He entered Government service in May 1950 when he was appointed Assistant Secretary of the Army. He was appointed to his present post as Under Secretary of the Army early this year after the change of Administration and his appointment to the Board of Directors of the Panama Canal Company followed a few weeks later.

Canal Ends Half Century's Association With Municipal Services In Panama, Colon



WATER for Panama City was first supplied from this reservoir at Rio Grande not far from the present Empire rifle range. The lake has been dry for years, but the tower in the background is still standing and may identify the location for those who drive on the road to Empire, Culebra and Paja.

Termination of the water management contract and the agreement by which the Canal collected garbage in the terminal cities of Panama and Colon and the assumption of responsibility for these services by the Republic of Panama ended almost 50 years of Canal Zone association with the Republic's water and garbage services.

From late 1903 until July 1 of this year, either in connection with the water and sewage systems or from funds derived from the management contract, there were laid in Panama and Colon 46 miles of pipe, varying from 6 inches to 16 inches in diameter, 56 miles of sewer lines and 43 miles of paved streets. In addition

streets were maintained in both terminal cities.

There was no public water supply in the city of Panama and only a limited supply in Colon when the United States took over the French Canal Company's properties in May 1904.

One of the articles of the 1903 treaty provided, among other things, that Panama grant the United States the right "to any works of sanitation such as the collection and disposition of sewage and the distribution of water in the cities of Panama and Colon."

The expense of such works was to be borne by the United States, which was authorized "to impose and collect water rates and sewage rates" sufficient to amortize their cost in a 50-year period. At the end of this period, these properties were to revert to Panama.

Water From Rio Grande

Engineers immediately went to work on the Panama City water system, finally deciding to supply the city from the headwaters of the Rio Grande, about 10 miles from the southern end of Culebra—now Gaillard Cut—where the French Panama Canal Company had formed a reservoir by means of a masonry dam. They decided to raise the dam to a height of 212 feet above mean high tide and to conduct water from this reservoir, by a

16-inch pipe, from the Rio Grande to a million-gallon distributing reservoir in Ancon, from which it would feed into Panama by gravity flow. The water system was designed to supply a population of 30,000 people with 60 gallons apiece daily.

There was some delay in construction of the Ancon reservoir and pending its completion the city was supplied by direct pressure from the Rio Grande pipeline. Water was turned on in Panama City for the first time on July 4, 1905.

The Isthmian Canal Commission report for that year recounts how the Municipal Council held a special session and adopted a resolution of thanks to the government of the Canal Zone. The President, his cabinet, and Canal Zone officials attended a special Mass of thanks in the Cathedral in Panama City.

By the end of 1906, the water system for the capital was completed, except for a few house connections. Where these were still lacking fire hydrants supplied the populace.

Water For Colon

On the Atlantic side, the story was somewhat different. In 1904, that part of Colon which was occupied by officials and employees of the Panama Railroad and by foreign consuls was supplied with water brought by the Railroad Company through a small iron pipe from a small reservoir near Mt. Hope. The rest of the population collected rain water in iron tanks.

In 1906 the Isthmian Canal Commission reported a successful solution to this problem, saying: "Colon and Cristobal now have an abundant supply of pure and wholesome water from a receiving reservoir two miles back from Mt. Hope. This reservoir has a capacity of 508,000,000 gallons. . . . Street hydrants have been placed every 700 feet in Colon to supply the inhabitants with water until house connections are made."

During the quarter ending June 30, 1906, by which time there were 432 consumers in Panama City, a water rate was set at "\$4 silver a quarter." This entitled the consumer to 10,000 gallons of water during the quarter; there was a charge of "40 cents silver" for each additional 1,000 gallons but the

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ASSISTANT DIRECTOR



PAUL H. FRIEDMAN has been appointed Assistant Supply and Service Director. He has been with the Canal organization for the past 12 years, serving until July 1951 in the Storehouse Division, most of the time as Administrative Assistant. He was one of two Canal nominees selected to take part in the second Junior Management Intern program of the Civil Service Commission. Following completion of that special training in July 1951, he was named Assistant to the Supply and Service Director, the position he has held since that time. He is a graduate of New York City College and has done graduate work at Harvard University, George Washington University, and the American University.

Only Two Will Be Drafted In Lowest C. Z. Quota

The lowest draft quota—2—for the Canal Zone since the inception of Selective Service here has been set for July. Selective Service officials said that enough young men have had pre-induction physical examinations so that no one additional will be sent for examination this month.

The low Canal Zone draft quota reflects the overall selective service picture. While no word has yet been received on the Canal Zone quota for August, news dispatches from Washington have reported that the overall draft quota for August will be 23,000, the same as July.

CANAL PRINTER



GILBERT H. FUREY became the new Superintendent of the Printing Plant June 7 following the retirement of the former Superintendent, E. C. Cotton. The new Canal Printer had served as Assistant Printer since December 1946. He was employed as Press Foreman at the Panama Canal Press in 1923 after 10 years experience as a printer in his home town of Washington, D. C., where he served for 4 years in the Government Printing Office.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

On Having Bad Luck

Do You Have Bad Luck?

Many of us still think accidents just happen—that they are due mostly to *bad luck*. When such a person has an accident his thinking is usually as follows: "It was just my hard luck; I have been pushing my luck too long; I was due to have one sooner or later." This kind of thinking is similar to believing that black cats leave an invisible cloud of *bad luck* in their wake from which there is no escape. Nothing can be farther from the truth. *You can avoid having an accident.*

Granted, one or two accidents out of a hundred may be caused by an "Act of God," things we are powerless to prevent, such as earthquakes, tornadoes, and tidal waves; however, nowadays, it is possible to protect yourself even against these. The other 99 accidents can be avoided if you do something about them in person.

It may not be possible for you to guarantee your own safety all the time, because others may do something which involves you in an accident. Yet, even these can be avoided with everybody working together for his own safety.

Think back to some of the accidents you have seen or heard about. Didn't

someone say that the man was careless; that he wasn't watching what he was doing? Why sure, that is just what the usual explanation has been. Someone did something wrong—he did something that could have been done better and more safely. Now what can you do personally to prevent having an accident?

Take a look at the way you work. A lot of people work with you and someone helps you in one way or another. You know that there must be cooperation and teamwork to get a job done. Therefore, teamwork and looking after the other fellow's safety, as well as your own, will also prevent accidents. The following suggestions will give some idea on how to start:

1. Consider safety as much a part of your job as knowing how to do the work.
2. Look for hazards around your job.
3. When you see something that might cause an accident, stop and fix it. What if someone else did leave it? That is no reason for you to walk off and not make it right. Always bend down that nail; pick up those tools; move that pipe out of the way; clean up that broken glass.
4. If you see something you cannot fix or have no time to repair, then tell someone else who can. Let your boss know of all unsafe conditions and hazards before starting the job.
5. Be alert every minute while you are working to protect yourself and others.
6. When you are doing hazardous work, protect yourself properly with goggles, safety hat, safety shoes, face

mask, respirator, or whatever the job requires.

7. See that everybody working with you is protected by proper clothing and safety equipment.

8. Stop whatever you are doing and set up proper safeguards so no one else will be hurt as a result of what you are doing.

9. If you are not sure it is safe for you to proceed, check with your boss to learn the safe way.

10. If you, as the boss, are doubtful call your Safety Inspector.

11. Always find out first how to work safely. NEVER TAKE A CHANCE.

12. Make yourself a good example for others. Be enthusiastic for Safety. Influence others to work safely. Keep your work area clean and orderly.

13. Go cautiously. Trying to work too fast and taking short cuts to save time often results in accidents. Take a few moments to think how to do the job safely. A moment of thought may save hours of delay and days of personal suffering.

14. Cooperate with those who are trying to prevent accidents. They are thinking of your safety.

15. When you are injured, compensation is a poor substitute for the suffering, loss of pay, and the jeopardizing of your family's welfare.

16. If you do have an injury, no matter how small, protect your life and limb by getting immediate first aid and medical treatment.

Safety-mindedness and accident prevention is one part of the job that can be safely taken home. Let this part of your job worry you at home and while you are taking your recreation. *Off the job* accident prevention is equally as important to you and your family as safety on the job.

HONOR ROLL

Bureau Award For
BEST RECORD

MAY

INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

Industrial.....	4
Civil Affairs.....	2
Health.....	2
Community Services.....	1
Engineering and Construction.....	1
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Award For

NO DISABLING INJURIES

MAY

NAVIGATION DIVISION

ELECTRICAL DIVISION

RAILROAD DIVISION

MOTOR TRANSPORTATION DIVISION

GROUPS MAINTENANCE DIVISION

DIVISION OF SANITATION

AWARDS THIS CALENDAR YEAR

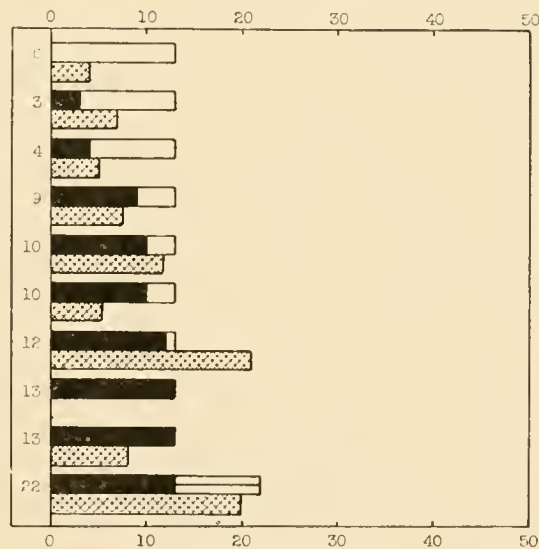
Grounds Maintenance.....	4
Motor Transportation.....	4
Sanitation.....	4
Dredging.....	3
Electrical.....	3
Hospitalization and Clinics.....	3
Clubhouses.....	2
Maintenance.....	2
Railroad.....	2
Storehouses.....	2
Navigation.....	1
Commissary.....	0
Locks.....	0
Terminals.....	0

MAY 1953

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

Industrial Bureau	12
Engineering and Construction Bureau	12
Supply and Service Bureau	12
Health Bureau	12
C. Z. Govt.—Panama Canal Co. (This month)	12
Civil Affairs Bureau	12
Marine Bureau	12
C. Z. Govt.—Panama Canal Co. (Best Year)	12
Community Services Bureau	13
Railroad and Terminals Bureau	22

Number of Disabling Injuries.....27



LEGEND

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

Man-Hours Worked.....2,775,346

Doll-Dressing Hobby Benefits Many Children On The Isthmus



DRESSING DOLLS is a hobby for Mrs. Claude M. Kreger of Gamboa. The Scoten lassie in the foreground, the demure Dutch maid on the fence, and the five Panamanian dolls are only a few of the many she has dressed.

Mrs. Margaret B. Kreger of Gamboa plays with dolls—but only to dress them in fancy finery and then give them away. She has dressed hundreds in the past three years but has only those shown in the accompanying picture to show her handiwork.

About 100 of her finely dressed dolls were given last Christmas to children in an orphanage in Colon and other poor children in Panama. Her niece in Europe has a collection of 80 that Mrs. Kreger has dressed. Many others have been sold and the proceeds given to charitable and community organizations.

Girls State, sponsored by the American Legion, will benefit this year from the proceeds from three of her larger dolls. Mrs. Kreger has been an active member of the American Legion Auxiliary Post 6 at Gamboa for the past 10 years.

Other doll sales have financed sizable gifts for food packages and clothing sent to Czechoslovakia, earthquake victims in Ecuador and a \$100 check last Christmas given to Panama's First Lady as head of the Panama Red Cross for use in the purchase of foodstuffs for the city's poor children.

Dolls dressed by Mrs. Kreger are a cosmopolitan group. The first one she made was a blonde Scotch lassie who wore a kilt, a bonnie feather in her hat, a shawl with a gold buckle, a purse of camel's hair, shoes crocheted in black linen thread with silver buckles crocheted of metallic thread, black chiffon velvet jacket trimmed with gold braid, and lace ruffles for collar and cuffs.

Polleras For Panama

Then there were others dressed in French, Dutch, and Spanish costumes and costumes of other nationalities but probably the greatest number of her dolls wore Panamanian polleras. Mrs. Kreger has also dressed dolls as sweater girls, brides, Easter paraders, and sophisticates in evening clothes.

The fine needlework necessary for the pollera dolls' lacy and ruffled full skirts and other such miniature feminine frills was learned by Mrs. Kreger long before she turned her talents to dressing dolls.

Born in the old Theatre Royal in Kidderminster, Worcester, England, while her American parents were filling an

engagement at the theater, Mrs. Kreger grew up all over the world but received most of her education in French and English convents and in Germany where she was taught needlework of all kinds.

From that time on, she made all her own clothes, including the theatrical costumes she wore when she followed in her parent's footsteps, playing in theaters all over Europe and the United States.

Tailor, Too

Since she married and retired from the stage in 1927, she has also made all the clothing worn by her husband, Claude M. Kreger, Rotary Drill Operator in the Dredging Division.

Mrs. Kreger studied dolls a long time before she tried to dress one, inspecting all that she could find and studying the costumes of many nations as they were shown in pictures and books.

The materials that go into the costumes for the dolls come from many unsuspected sources. The "gold" pollera jewelry worn by one of her dolls was a fancy chain belt once worn by a belle of the Gay Nineties era. Gold braid and beads go into the making of jewelry for pollera dressed dolls. Their "tembleques" are tiny beads, "pearls," and fish scales strung on fine wires. The dolls' shoes are crocheted with fine metallic thread.

All laces and insertions are imported from Holland, France, England, Belgium, and other countries known for their fine beading and laces.

A little Dutch girl among her dolls wears tiny flowered porcelain "wooden" shoes that Mrs. Kreger ran across in a store one day and put away, as she does many such little treasures, for a time she will find a doll to fit them.

Mrs. Kreger started work on her hobby in 1951 when her husband was transferred temporarily to the Atlantic side of the Isthmus, leaving her more freedom from household duties.

Her next doll project, and her most ambitious, will be a United Nations doll family, which she plans to start as soon as she can find the proper dolls. Most of the dolls that she dresses come from Canada, Spain, Italy, and the United States, but male dolls with blond hair, the kind needed for the European and

OUR OUT-OF-DOORS

The Strangler Fig, pictured in the accompanying photograph, does exactly what its name implies.

It begins to grow on other trees when a seed, usually dropped by a bird or in some other fashion, lodges in a crevice or at the base of spreading palm leaves. The fig sends small feeder roots to the ground and continues to grow.

Over a period of years the roots increase in number and encircle the entire trunk of the host plant. As both trees grow, the fig's roots tighten, until all circulation to the original tree is cut off and it dies.

By this time the fig, whose botanical name is *Ficus*, is strong enough to support its own branches. It frequently outlives and overtops the host tree; sometimes the host tree disappears entirely, leaving the giant climber twined around a large, hollow cylinder.

Many species of the Strangler Fig then drop aerial roots to the ground. These form what may be called a new trunk. They continue spreading, killing any trees in their way.



STRANGLER FIGS engulf their hosts. This tree is one of two in a meadow near Ridge Road, Balboa Heights. Another fine specimen is in George Green Park on Madden Road.

It is said that Alexander the Great once camped under such a tree, which was large enough to shelter an army of 7,000 men. About 20 years ago this tree was measured; it was 2,000 feet in circumference and had about 3,000 trunks.

The Strangler Fig is one of over 600 species of *Ficus*. They are scattered throughout the warmer regions of the world. Its best known varieties, internationally, are the edible fig, and the pot plant which is used extensively in the United States and is commonly known as the India Rubber plant.

Best known of the local *Ficus* are the *Ficus retusa*—the Chinese Banyan trees—which line both sides of Roosevelt Avenue in Balboa from the Railroad station to the commissary.

American models in the United Nations group, are difficult to find anywhere, she says.

Mrs. Kreger hopes to complete this project in time to present the United Nations dolls to President Eisenhower before the end of his first term of office.



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

Printed by the Printing Plant
Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President

H. O. PAXSON, Lieutenant Governor

J. RUFUS HARDY, Editor

ELEANOR H. McILHENNY
OLEVA HASTINGS
Editorial Assistants

SUBSCRIPTIONS—\$1.00 a year

SINGLE COPIES—5 cents each

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

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

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

Postal money orders should be made pay-
able to the Treasurer, Panama Canal Com-
pany, and mailed to Editor, THE PANAMA
CANAL REVIEW, Balboa Heights, C. Z.

Applications May Be Filed Between July 13, August 7 For Empire Street Houses

Applications for the 22 houses now
under construction on Empire Street in
Balboa will be accepted by the Housing
Office at Balboa starting July 13 and up
to 4:15 o'clock in the afternoon of
August 7.

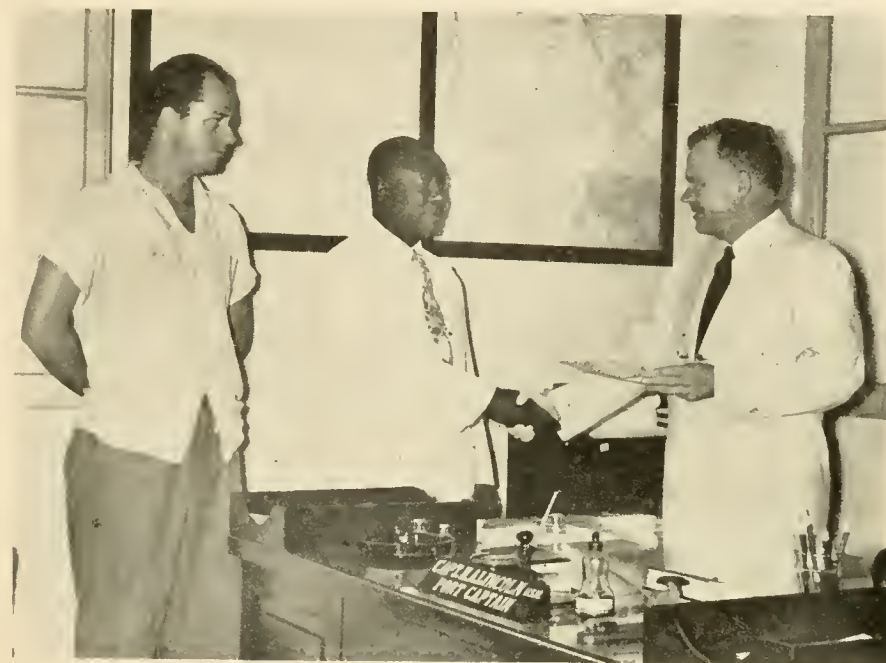
It is expected that the 24 apartments
in the development will be available for
occupancy late in August or early in
September.

There are seven types of houses in the
area, including two new ones, Types 339
and 333, that have not been built in
Canal communities before.

Type 339, designed for large families,
is a two-story four-bedroom duplex of
masonry construction in which all the
bedrooms are located on the second floor.
There are two of them in the Empire
Street area.

Type 333, the other new type in the
development, is a one-family masonry
cottage in which a "modernfold" door
separating two bedrooms makes it pos-
sible to have either two or three bedrooms.
There are seven of these houses.

The other types of houses in the area
are: One 431, a composite type three-
bedroom cottage like those in the San
Juan area of Ancon; six Type 334, one-
family, two-bedroom masonry "patio
house" like those built in the Ancon
Boulevard development; three Type 332,
one-family, two-bedroom masonry cot-



THE THIRD COMMENDATION received by Thomas S. Grant for personal bravery and excellent seamanship is presented to the motorboat operator by Capt. Horatio A. Lincoln, Balboa Port Captain.

A copy of the letter to Thomas Grant also went to Rafael A. Lescano, seaman, left, who assisted in the rescue for which the commendation was given.

At the height of the windstorm which struck the Pacific side of the Isthmus the afternoon of May 27, the two employees rescued two Panamanians from their capsized cayuco which had overturned in the high winds.

The Panamanians, residents of Taboga, had clung to their capsized boat for about an hour before they were picked up in the Canal channel near Flamenco Island.

The motorboat operator and seaman, in the launch *Mackerel*, which had been dispatched before the storm broke to pick up a Panama Canal pilot, also towed to safety a Panamanian schooner in the same vicinity which was drifting toward the shoals.

On two other occasions the launch operator had been highly commended for similar bravery and seamanship. In August 1935, he rescued, under trying conditions, 16 crew members and passengers off the motorboat *B. E. de Obarrio* when it sank after a collision with the *S. S. Cathwood*.

In July 1940, while he was operating the *U. S. Cotina*, he sighted and saved from drowning an American man and woman who had been in the waters of the Canal for about four hours after their sailboat *Riptide* capsized. The launch operator on that occasion was credited with saving their lives by having artificial respiration administered after they were rescued.

"You displayed an utter disregard for your personal safety and you also exhibited quick thinking, good judgment and expert seamanship. I take pleasure in commending you for this excellent performance, which is in keeping with the highest standards of service in the Panama Canal Company," the Port Captain wrote in his letter of commendation.

The launch operator has been employed as seaman and motorboat operator in the Canal organization since 1925.

The small service sections at the Balboa and Cristobal Commissaries which have been open on Mondays when the rest of the Commissaries are closed will be discontinued July 13.

The decision to discontinue the special Monday service was made following a suggestion from an employee representative in the monthly Governor-Employee conference.

It was decided to close the special sections because of a continuing increase in the number of items requested particularly those that cannot be considered "emergency" type purchases, and the change in the Panama Line schedule so that the ships arrive on Monday afternoons.

There are 72 students employed in the Canal organization this summer as student

assistants serving in 20 different Company-Government units.

Fifty of the vacationing students are in U. S.-rate positions and the remainder are on local-rate rolls.

The number of student assistants is considerably lower than last year when there were about 100 students employed during the summer vacation period.

The first of a series of town meetings in Canal communities to organize a civil defense warden service have been held at Gamboa, Santa Cruz, and Chagres. Others are being scheduled by William G. Dolan, Chief of Civil Defense. As a result of the meetings already held, warden organizations have been set up at Gamboa and Santa Cruz, the first in Canal communities.

The Office of the Secretary of the Army announced this month the resignation of

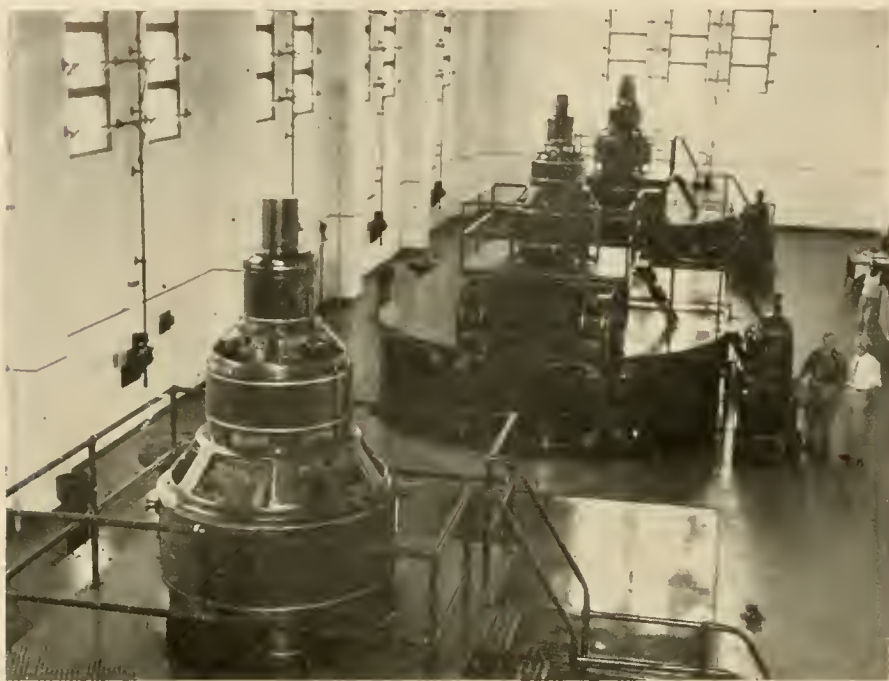


Edward D. McKim, insurance executive of Omaha, as a member of the Board of Directors of the Panama Canal Company. He had served on the Board since early in 1951 and had been a member of the Executive Committee since its formation in Sept. 1951.

tages, also built in the Ancon Boulevard area; two Type 337, one-family, three-bedroom masonry patio type house; and one Type 329, to be assigned to a large family, a one-family, four-bedroom breeze-way type house, also built in the Ancon Boulevard development.

The following weekly rents have been set for the new houses: Type 431, \$20.60; Type 334, \$18.20; Type 332, \$16.35; Type 333, \$18.35; Type 337, \$22.15; Type 329, \$24.45; and Type 339, \$22.80.

Power Branch Keeps Electricity Flowing From Source To Consumer



MACHINES dwarf men at the Madden hydroelectric station, source of the bulk of Canal Zone electric power. Lew Ryan, Madden Chief Operator, in a flowered shirt, talks with Pat Coakley, acting supervisor for the southern district of the Power Branch. In the background is James Sobers, one of the oilers.

One recent Saturday night lights flickered in houses all over the Pacific side of the Canal Zone. Then they dimmed, almost went out.

In the Power Dispatcher's office in the Miraflores Diesel-electric station, an alarm bell rang. At the same time instruments on his switchboard indicated a major disturbance in the normally smooth flow of electric power. Simultaneously, in the Gatun hydroelectric station, identical instruments showed Operator-Dispatcher William Schuster that the Canal Zone's power system had "lost a generating plant," as electricians say.

At Miraflores, Power Dispatcher John S. Skinner, Jr., blew a siren; Daniel J. Sullivan, Diesel engineer on watch, dropped whatever he was doing and started up one of the plant's Diesel units, affectionately known to the men who work there as "rock crushers." Mr. Skinner connected this and other units to the electric lines, as needed, to assure light and power to the locks and the power system's other customers.

At Gatun, Mr. Schuster performed the necessary operations which enabled his plant to pick up additional load.

All over the Pacific side, the lights stopped flickering, slowly gained power and in a matter of seconds were back to full brilliance.

Later the dispatchers learned that something, probably lightning, had knocked out both of the 44,000-volt lines which come from the Madden hydroelectric plant and join the trans-Isthmian 44,000-volt line at Summit. The next day a line crew checked the Madden lines and found them undamaged.

Lightning, Birds Or Animals

At this time of year power failures on the lines anywhere usually mean lightning, but there may be other causes children's kites caught on a high wire, for instance. The section of the transmission line between Gamboa and Fort Davis is a favorite playground for animals, birds,

or snakes. A power failure there may mean that a sloth has slowly climbed a transmission tower and taken a firm and fatal grasp on a high-voltage line. Or a snake may have slithered across a line and put it out of service.

Until the garbage dump at Gatun was moved some time ago, a power failure on the transmission lines north of Gatun usually meant that a buzzard, on the lookout for a tasty morsel in the dump, had chosen the power line for a perch.

During the war, barrage balloons were frequent causes of power failures. If a line went out the dispatcher on duty

usually called the Army and asked if a balloon were loose. Frequently the dispatcher's call was the Army's first information that a balloon had broken from its moorings. The trailing cables would drag across the lines and put them out of service.

Once a runaway balloon, leaking hydrogen from breaks in both ends, caught under wires directly in front of the Miraflores station. The balloon exploded, breaking windows, twisting window frames, and blowing out a heavy metal door at the back of the power station. Herbert F. Paddock, now Acting Chief Dispatcher, was on duty that night. He recalls that no one was seriously hurt.

From Power Supply

While handling emergencies like that of the recent Saturday evening is an important part of the power people's job, it is not by any means all. They, and the plants they operate, are all part of the Power Branch of the Electrical Division. Their main job is to see that the Canal Zone has a steady supply of electric power to operate the locks, light streets and houses and offices, run refrigerators, lathes, washing machines, electric clocks, typewriters, heat bakery ovens, stoves, and dry closets, and do the hundred-and-one things for which electricity is essential.

Power in the Canal Zone is generated by two fluids: Water and oil. Water, in the principal of the old mill wheel, operates the generators at Madden and Gatun hydroelectric plants. Diesel oil, on the principle of the internal combustion engine, runs the six Diesel generating stations. The system's main Diesel plant at Miraflores is manned day and night for emergencies such as that on the



POWER DISPATCHERS seldom cluster in threes but they did for THE REVIEW photographer. Talking on the telephone is Frank Mauldin while Herbert F. Paddock, Acting Chief Dispatcher, center, discusses electrical matters with Pat Coakley, who is presently acting supervisor for the Branch's southern district but whose regular job is Chief Power Dispatcher. Mr. Paddock's usual work is Chief Operator at the Gatun hydroelectric station.

Saturday night we've been talking about. The other Diesel stations, most of them built during the war, are used as standbys and for emergency power supply.

The Madden hydroelectric station is the system's major power producer. Water from Madden Lake flows through great pipes under the station floor, through turbines which turn the generators to make electric power and out, under the station, to the river below the towering dam.

In the station's spotless long, narrow main room, where the temperature is at least 90 degrees all the time, are three big, flat-topped semi-ovals. These house the generators themselves. Atop each housing is a pile of cylindrical shapes, each smaller than the one beneath like a set of child's graduated blocks. These are the "exciters." Each controls the operations of the one beneath.

"Without these little babies and their direct current, the big boy (the generator) below won't produce alternating current," Madden Station's Chief, Lew Ryan explains.

Over Transmission Lines

Madden and Gatun hydroelectric stations generate current at 6,000 volts, a volt being a unit of electrical pressure. Outside the station the voltage is stepped up by means of transformers to the 44,000 volts at which it is transmitted. The generators cannot produce current of such high voltage but it is desirable for more efficient power flow. Over the high voltage lines, suspended on their towers, the electricity is transmitted to the various substations.

Maintenance of the transmission lines is a major problem. They are patrolled twice a month and, in addition, always the day after a power failure. Some sections of the lines are patrolled by car, some by "speeders" on the railroad, others on foot. Sometimes the towers, like Nos. 12 and 13 on the Madden Line, are deep in the Forest Preserve. To reach them linemen have to follow paths through head-high undergrowth.

On these patrols, linemen all too frequently find that someone has made off with equipment for its metal value. Formerly the linemen had been able to store strings of porcelain insulators—a four-insulator unit weighs 81 pounds—at the bases of some of the more isolated towers and thus avoid hauling them in each time there was need of replacement.

But recently these reserve strings have been found smashed, for the slight bit of bronze the insulators contain. Ground wires down the sides of the towers have been cut and removed; not long ago a long section of deenergized 11,000-volt line was stolen.

Through Nerve Center

If the power system can be described anatomically, the generating plants are the heart, the transmission lines and underground cables the veins and arteries, and the office of the chief power dispatcher the nerve center.

From his desk, which happens to be in the Miraflores Diesel station, he has the power system, quite literally, at his fingertips. Red and green lights on a panelled board tell him what is "live," what is deenergized. He knows, and is prepared to do something about it, when there is a failure on a power line anywhere.



CABLE SPLICERS work underground, but do not usually have as much space as this. John C. Francis works on cables in a double manhole while his helper, Stanford E. Allen, stands ready to assist him.

He is not only the power dispatcher but he is also operator of the Miraflores substation in time of trouble, power plant operator for the Miraflores plant, and, by remote control, substation operator at the Balboa, Gamboa, and Summit substations.

Sometimes, according to Acting Chief Dispatcher Herbert Paddock, he is also a question and answer man. Invariably when there is trouble and the dispatcher is in the middle of dealing with it, people call up to tell him what he already knows, that their lights are off. This is especially true if a failure happens during the peak load periods—8 to 11 a. m. weekdays and early evenings over weekends.

As dispatcher he controls the flow of power into the various substations, where it is stepped down by transformers to the 2,200 volts which run through underground cables to the consumers. At the consumer end, in the little block-like transformer houses one sees here and there, the power is again stepped down,

this time to the 220 or 110 volts which is safe for house or office service.

To The User

The amount of current each user consumes is measured by a meter, a watt-hour meter if one must be technical. Reading and testing meters is the job of men like Ernest Berger or Donald Kaan who, between monthly meter readings, work in the electrical instrument repair shop at the Balboa field office.

Meter readers, on their rounds of their 9,000 watt-hour charges, have their troubles. They are followed by mischievous children with a million questions each, set upon by irritable dogs, and cornered by irritated housewives who want to know why their light bills are so high "when Mrs. Jones across the street does twice as much baking and her bill's nothing like mine!"

Processing the meter readings for payroll deduction as well as for cash and intra-agency billing by the Comptroller's Office requires considerable time so the consumer doesn't pay for his light until about six weeks after the meters are read. For instance, charges for current used between February 15 and March 15 this year did not appear on deduction slips until May 4. By that time most consumers had forgotten just what they had used electricity for during the 30-day period covered by the bill.

A change was made recently in billing procedure and deduction slips now show the period in which the current was used. "Electric current to 7 15" will mean that the current was used between June 15 and July 15. The rate is two cents for the first 150 kilowatt hours each month and one cent a kilowatt hour for the next 99,850 kilowatt hours.

Local electric rates compare favorably with those in the United States. The 1952 issue of the Federal Power Commission's report on power rates in cities of more than 2,500 population shows that in Cleveland, Ohio, electricity which would cost a Canal Zone customer \$2 costs a Cleveland customer \$3.35; the Cleveland customer would pay \$10.48 for



METER READING is part of the job of Carl J. Mellander, an apprentice wireman for the Electrical Division. Here he records current consumption at a Diablo house.

the amount of power which costs the Canal Zone user \$6.50.

In Tacoma, Wash., the rates are lower. Electricity for which a Canal Zone user pays \$2 costs \$1.70 and that amount which costs \$6.50 here costs \$5.35 in Tacoma. But in San Antonio, Tex., current for which a Canal Zonian pays \$2 costs \$3.59 and that for which a Zonian pays \$6.50 costs \$10.59.

Irons vs. Lights

Most heating units irons, stoves, toasters, waffle irons, water heaters—use more current per hour than a light or a motor on an electric fan, refrigerator, record changer, or vacuum cleaner. A 1,000-watt iron consumes 1 kilowatt hour of electrical energy as against 0.1 of a kilowatt hour for a 100-watt light, for each hour of operation. However, many heating appliances have heat-regulating thermostats which snap the current on and off as needed.

Incidentally, electricians say, don't heat an iron just to press a blouse. It takes current to heat that iron. Wait until there are half a dozen blouses and do them all at one time. Don't use an oven just to bake potatoes; cook a meat loaf and a pie at the same time. Leaky hot water faucets make a water heater work overtime; youngsters opening and closing refrigerators doors make refrigerator motors work extra and electric bills run up. Maids are generally less careful with electric current than their employers, who have to pay the bills.

People who talk about the "good old days" aren't thinking about electricity. Among the property turned over to the United States by the French Canal Company in 1904 were 10 "electrical machines," book valued at about \$13,000. And historians recount that French forces worked in Culebra Cut at night under electric lights.

But electricity for domestic consumption was something else. In 1905, the only Commission buildings which were electrically lighted were the hospital, the administration building, and a few quarters at Ancon along with some quarters in Colon and Cristobal.

Electricity And Kerosene

People whose houses had electricity paid 75 cents a month apiece for the first 10 lights and 50 cents for each additional light. Those who had no electricity were furnished kerosene free. This led to protests of discrimination and one letter in the old files asserts: "If electrical employees have to pay for their light, kerosene employees ought to pay, too."

After lengthy discussion when some methods of electrical charges were considered and discarded, the Commission decided, toward the end of 1906, that all buildings should be furnished light, water, and fuel without charge.

In 1910 considerable excitement was roused when a neglected electric iron started a fire in Gatun. The damage was slight but the incident sparked off (since this is an electrical story) an investigation that disclosed that 57 electric irons, as well as some toasters, chafing dishes, percolators, etc., were being used on the current which was intended for lighting only. An official estimate showed that the use of these unauthorized appliances was costing the Commission \$103.26 a month!

On March 1, 1910, Colonel Goethals issued a circular that the electric current



MACY'S had full-page ads in New York papers to tell the world about "Scrabble." Locally, it might do what the television we don't have can't to keep the family on the home front.

Scrabble, that has Macy's crowing, is a crossword game with a scoring system that fits the tastes and talents of both young and old.

Macy's copywriters gamboled through the usual gimmicks to tell how much fun Scrabble is. To which the Canal Commissaries could only add: "We sell it for only \$2.50."

Two new pie mixes that come in cans, available soon in the Commissaries, will make the job of filling fruit pies as easy as the pie crust mixes have made the making of pie shells. There will be blueberry and cherry pie mix, both of which have sugar, lemon juice, salt, and stock added to the fruit. The cans are large enough to fill an eight- or nine-inch pie crust and will cost about 38 cents.

NEW NYLON TIES for men will be in the stores soon. They are grenadine weave—rough, almost like monk's cloth—and are in solid colors and small prints. They will cost about \$1.25.

A large stock of maternity dresses and separates that are on order "Pop Coats" are now arriving in the stores.

Among the many pretty styles—including the new polished and embossed cottons—will be white pique "Pop Coats" with "jewel" trimming, which wholesale drygoods people at Mount Hope expect to be especially popular.

INDOOR-OUTDOOR furniture with unusually pleasing lines, tubular steel construction that is as sturdy as it is light in weight and appearance, seats and backs in tomato or emerald green fibre with steel wire reinforcement core in each strand, will be in the stores soon. It is comfortable and will be sold at comfortable prices well below comparable lines.

There will be dinette tables with chairs to match; two-arm lounges and two-arm pull-ups; left and right chairs and armless fillers for sectional combinations; end tables; lamp, or corner tables; cocktail tables; and outdoor loungers.

Prices will range from about \$18.50 for single pieces to \$69.50 for the dinette set.

Fully leather-lined shoes for men—the kind that are built for long wear—are coming to the Commissaries from England. There will be plain toe and straight tip styles in black and brown and, because of the favorable exchange rate, they will cost about \$6.25.

LEMONADE CONCENTRATE, in frozen form, which was unavailable for a short time, is now back in the stores to stay.

Fruits from the United States will be coming into the stores now and for the next few months, when they are in season up north. Cherries, plums, cantaloupes, and watermelons are available, on order, or enroute. Nectarines

was furnished for lighting only and could not be used for power, heating, or cooking. Those who owned electrical appliances could continue to use them only on the condition that they pay for the current consumed, and no other employee was to buy electrical appliances. Practically all the electrically-equipped householders immediately said they would discontinue the use of their appliances.

Today there are approximately 4,400 electric ranges and water heaters in Canal quarters and a large but unknown number of refrigerators, washing ma-

and plums can be expected later as the fruit season progresses.

ORLON SWEATERS for women, shrug styles and slipovers, in three- and two-tone color combinations are expected early in July. They will cost about \$4.

There are new lines of Yardley cosmetics—new to Yardley's and new in the Commissaries—for Cosmetics both men and women. There are shaving cream, brushless shaving cream, bath oil, after-shower powder, and a new perfume and essence of perfume called "Flair."

A KITCHEN SERVANT that will take the tedium out of a multitude of cooking chores is the Griscer all-purpose kitchen cutter that has been ordered for the Commissaries and is expected soon.

It has been so well advertised and so well liked by those who have used it, about the only thing left to tell Commissary customers is that locally it will cost about \$10 complete with four cutters.

They are: The chopper that crums bread, chops nuts and vegetables very fine, crushes ice, rices potatoes; a shredder that shreds coconut, cheese, lemon or orange rind, carrots and other firm vegetables, crumbs crackers, toast, bread, chocolate, cuts nut meats, eggs, onions, etc.; a shoestringer that shoestrings vegetables, soup stock, casserole dishes, cuts fruit and other foods for baking, preserves, salads and candies, etc.; and the slicer (thin) that cuts cabbage, peppers, onions, cucumbers, radishes, carrots for salads, etc., reduces green or wax beans to bits and is fine for potato chips, for instance.

A baby server, a table with an adjustable seat for the baby right in the middle, will be in the Commissaries soon. Also available will be an attachment that makes the same server do service for baby's bath. It is a versatile, safe, and ingenious bit of equipment that is designed to fit the needs of a baby from early infancy to about three years, after which it can continue in service as a game and play table.

BLACK TAFFETA RAINCOATS, expected soon, will be the fanciest rainy season attire seen so far in the Commissaries. They will cost about \$11.

Copper-bottomed, stainless steel Revere cooking ware, unavailable for some time, is coming back to the Commissaries, probably early in July. Included in the lot will be matched mixing bowls with handles for hanging.

"WITWHIP" was given top honors in a ten-page review of kitchen tools in LIFE Magazine as the first really new development in the line of beaters since the conventional egg beater came into existence in 1860.

The new device is operated with one hand, whips at the very bottom of a container, and, for example, will whip one spoonful of cream in a tiny teacup, quickly and without spraying the surroundings. It will be in the Commissaries soon and will cost about \$1.85.

chines, fans, radios, and other equipment. The amount of electric power generated in 1952 was three and one-half times that generated in 1922. All of which means that the increased electrical load in employees quarters, plus the additional load for the various Canal and Armed Forces facilities, has resulted in the use of 350 percent more electricity than was being used 30 years ago.

Which means, in the long run, more and more work for the people of the Power Branch.

Penitentiary Guard For 42 Years Brought 'Em Back If They Escaped

For 42 years Canal Zone convicts have had to reckon with Sidney King, who is credited with bringing back most of the prisoners who have broken out of Canal Zone penitentiaries.

There have been 39 attempted escapes in local penal history but only one convict, No. 643, got away for good. That was back in 1913 and things have changed a lot since then, according to the long-time guard and clerk who remembers all the prison breaks.

No. 643 first made an unsuccessful attempt to break out of the stockade at Mandingo and was shot by the guard who stopped him. Placed in the prison dispensary at Culebra for treatment, he made a rope out of his hospital sheet, swung himself two stories down to the ground and made the one clean getaway in Canal Zone penal history.

Mr. King recalls that the guard at the hospital was dismissed for negligence.

Canal Zone police and penal affairs, he says, "are regulated a lot better today" and many lessons have been learned from local police experience, including the efficacy of thorough training for prison personnel.

Only two escapees on Canal Zone convict records attempted the same thing twice. Both were recaptured on the second try by the long-time prison guard, who, in years past, was ordinarily detailed to ferret out prisoners who were believed to have escaped into Panama.

For the past several years he has served as chief clerk in the office of the penitentiary at Gamboa.

Sawed Out Of Cell

The most audacious of the prisoners who escaped, in Mr. King's opinion, was one who sawed himself out of a dark cell at Gamboa in 1913, together with his cellmate. That was not difficult in the old wooden building that served as the prison at the time.

The prisoners made it through the wire of the prison enclosure and were not missed until the next day when one was recaptured near Summit. There was no trace of the other prisoner until about four days later when he returned to the penitentiary and left a calling card.

On a movie night at the prison, when most of the prison personnel were on duty watching the prisoners as they watched the moving pictures, one of the guards returned to his quarters to find that he had been robbed.

About \$600 in cash, a watch, and some jewelry were missing. The timing of the burglary on a movie night convinced police that it was the escaped convict who had come to call.

Mr. King was detailed to go into Panama to see if the missing prisoner could be found there. He combed the town for several days and finally caught sight of the fugitive at the Panama Railroad station just as he was getting ready to board a train for the Atlantic side.

When he was caught he still had \$500 and the watch and a ticket to Cuba on a boat that was sailing within a few hours from Cristobal.

Detective In Trinidad

Mr. King came to the Isthmus from Trinidad where he had been a detective



SIDNEY KING

on the police force for about 10 years. He had gone there from his native Barbados because he wanted to be a policeman and there were no vacancies on the force at home. When he came to the Canal Zone he had the same thing in mind.

He came to the Isthmus in July 1911 and since he couldn't get a job immediately with the police, he went to work as an orderly at Ancon Hospital. About five months later, he was employed at the Gorgona police station.

There was plenty of activity there in those days according to the long-time guard. The machine shops for the Canal work were located there, there were many nationalities among the Canal "diggers" stationed in the town, plenty of saloons, plenty of business, and plenty to keep Gorgona's 16-man police force busy.

In December 1913, he was transferred to the penitentiary office at Culebra, where prisoners were taken before they

were transferred to a temporary prison at Mandingo. The prison building at Culebra had been abandoned in 1911 when slides on the west bank of Culebra Cut threatened to break back to the prison.

A road was being built at the time from Empire to the Panama boundary at Paja and the temporary prison at Mandingo, built of the trees readily available in the area, was about halfway between the two points. There were a lot of prison breaks in those days, Mr. King recalls, a fact that is not surprising in view of the facilities.

Moved To Gamboa

In 1913 the prison was moved to its present location at Gamboa, where prisoners were housed in a former messhall used by European Canal laborers. The laborers were moved across the Canal to Matachin and prison personnel moved into the quarters that were vacated at Gamboa.

The penitentiary had the most and the least prisoners in 1913, according to Mr. King. There were so many—about 200 at one time—that an extensive program of rehabilitation was instituted by Richard L. Metcalfe, who was in charge of civil administration in the Canal Zone during the last few months of the third and last Isthmian Canal Commission. Many prisoners also were pardoned and the penitentiary population then dropped to its lowest point, totaling about 40.

Police work has been Mr. King's one absorbing interest from the time he was a boy and incidentally provided a hobby he has followed most of his life. When he was on the police force in Trinidad, some of the policemen there made their own shoes because the ones that were generally available were not as good looking as they thought the boots of a policeman should be.

Mr. King learned shoemaking from fellow policemen there and has made all his own shoes since that time. He also has always made all the shoes worn by his wife and two sons, many for police and prison personnel and a large circle of friends.

Dog Registration And Anti-Rabies Inoculation Will Begin About Mid-July In Ten Zone Towns

Registration of dogs for licensing and the mandatory vaccination of the animals against rabies will begin about the middle of July in 10 central locations in the Canal Zone.

The exact dates when vaccinating and registering teams will be in the various locations will be announced within a short time.

As present plans now stand, the teams will work one day in each of the following towns: Old Cristobal, Rainbow City, Margarita, Gatun, and Chagres on the Atlantic side; Balboa (which will also serve residents of Ancon and Diablo Heights), Gamboa, La Boca, Paraiso, and Pedro Miguel on the Pacific side.

Dog owners will register their pets, have them vaccinated against rabies and pay the \$2 license fee at the same time. A recent Executive Regulation issued by Gov. J. S. Seybold requires that all dogs in the Canal Zone have the anti-rabies inoculation and be licensed by August 1.

Working with the veterinarian who will

vaccinate the dogs will be clerks from the License Section who will fill out the necessary forms and issue the dog tags. The tags, of brass with black letters, and the anti-rabies vaccine were ordered some time ago from the United States and will arrive here shortly. The tags are numbered from 1 through 4,000.

After the initial registration period, dog owners may have their pets vaccinated against rabies at the Corozal kennels on the Pacific side or at the Humane Society kennels at Brazos Brook on the Atlantic side. Pacific siders will then take their dogs' vaccination certificates to the License Section in the Civil Affairs Building where the licenses will be issued. Atlantic siders will mail their certificates to the License Section as they do for automobile license plates and the dog license tags will be returned by mail.

Dog licenses will be valid from August 1 of this year to July 31, 1954, and will be renewed annually. Unlicensed animals will be impounded.

Book By Two C. Z. Teachers To Be Published

Probably the greatest thrill in a child's life is learning to read, according to two Canal Zone teachers.

But the child doesn't learn to read the first day as he anticipated; instead, at first he learns whole words and phrases but at a later stage the use of letter sounds is a great aid as he takes his first steps toward exploring the world of books.

Modern education stresses the importance of the phonetic approach to reading and to that field the two teachers, Eunice Monroe and Josephine Withers, have recently made a contribution.

The Gel-Sten Company of Brookfield, Ill., one of the largest U. S. publishers of school duplicating materials, has just bought their book, *Beginning Phonics*. It will be available in time for the coming school year. A second book by Miss Monroe and Miss Withers has recently been submitted to the same publisher.

The two Canal Zone teachers developed their book because they felt there was a lack of good usable material available in this field of teaching. Both were first grade teachers at the time—Miss Withers will be teaching third grade in Diablo next year and Miss Monroe is a first grade teacher.

Comparing notes and exchanging lesson sheets on their work, they found that their ideas for the teaching of this phase of phonics were almost identical. The book developed from these ideas.

Teachers' Evaluation

Before accepting material for publication, Gel-Sten ordinarily has it evaluated by key teachers. When they compiled their manuscript, Miss Monroe and Miss Withers asked a representative group of teachers in the Canal Zone schools to give their evaluation of it. The letters of these teachers accompanied the finished manuscript when it went to the publishers and, Miss Monroe and Miss Withers believe, were in great part responsible for the prompt acceptance of the book.

An interesting sidelight on *Beginning Phonics* is the fact that the pictures for the original manuscript were prepared by Michael McNevin, who is Miss Withers' nephew. He was graduated from Balboa High School a year ago and has just completed his first year at the University of New Mexico. The illustrations play an important part in the book. Michael's pictures will not appear in the finished volume, however, since Gel-Sten has its own artists.

Miss Monroe, who was born in Colorado but now considers California her home, is a graduate of the Colorado State College of Education at Greeley. She taught in Colorado Schools before coming here in 1944. While on leave during the 1949-50 school year she taught first grade in Bellflower, Calif.

Miss Withers, Virginia-born, attended Tulane University and is a graduate of the Pestalozzi-Froebel Teachers' College in Chicago. She taught kindergarten in Tampa, Fla. Before coming to the Canal Zone schools in 1945 she had her own private nursery school in Chicago.

NEW IRON ORE TRADE BOOSTS CANAL TRAFFIC



IRON ORE from new mines was loaded aboard this Panama-registered ship in San Juan, Peru. *Lamyra* was the first ship to transit the Canal destined for Morrisville, Pa., new U. S. Steel Company port.

Cargo tonnage through the Panama Canal was increased by 94,300 tons and tolls by \$60,570 in a six-week period as the result of the recently inaugurated iron ore trade from Peru to the United States.

From the first of May through June 15, 14 ships transited the Canal, either in ballast southbound or carrying an average of slightly over 10,000 tons of the iron ore northbound. Almost all of the ships had transited previously in other services.

The ore is coming from new mines near San Juan, Peru. In its issue of May 4, *Time Magazine* described the new operation:

"At the southern port of San Juan, the freighter *Libertad* took aboard the first 10,000 tons of iron ore from Utah Construction Company's new Marcona mine. Starting work last January, the United States firm had built a 15-mile road, got shovels digging at the open pit and started 60 specially designed 19-ton trucks hauling ore to dockside. By June, hematite ore will be leaving for U. S. East Coast ports at the rate of 2,400,000 tons a year."

First Ship May 16

The *Libertad*, a 5,184-ton freighter operated for the Orion Shipping Company and registered under Panama, was northbound through the Canal May 16. She carried 10,850 tons of iron ore and was headed for Baltimore.

Since May 16, eight other ships have transited northbound carrying loads of iron ore. Four were en route to Mobile, Ala., two to Philadelphia, and two to Morrisville, Pa., the new United States Steel Company port.

The ore carriers in the 6-week period were: the *Vassalis*, *San Roque*, *Giovanni Amendola*, *Maria Parodi*, *Maria de Laranga*, *Lamyra*, *Turmoil*, and *St. Helena*. *Turmoil*, which is of Liberian registry, and *San Roque*, Panamanian-registered, have made round trips for the ore trade between May 1 and June 15.

Southbound between May 30 and June 15 were the *Challenger*, *Andre*, and *Kingsmount*, all destined for San Juan to load ore.

Of the 14 transits, seven ships were under

the Panamanian flag, two were of Italian registry, three were registered with Great Britain and two trips—those of the *Turmoil*—were under the Liberian flag.

Atlantic Side Supervisors Complete Training Course

Twenty-three Atlantic side supervisors received certificates at "graduation" ceremonies last month, concluding a 16-week supervisory training conference series under the joint supervision of the Terminals and Grounds Maintenance Divisions and the Personnel Bureau.

Several other groups have completed similar courses which are designed to teach the supervisors to lead planned conferences, a recent development in solving numerous business and industrial problems.

The final meeting of the Atlantic side supervisors was held in the Red Cross rooms over the Central Labor Office in Cristobal. A. E. Beck, Superintendent of the Terminals Division, spoke briefly. The certificates, together with covering memoranda for the employees' files and group photographs, were distributed by E. B. O'Brien, Assistant Superintendent.

Conferees receiving certificates were: R. D. Armstrong, James A. Brooks, Harry Cain, Joseph Corrigan, Norman E. J. Demers, W. J. Dockery, Gerald R. Fruth, John W. B. Hall, George W. Jones, Jr., John H. Leach, J. H. Michaud, Leonidas H. Morales H., Ray Perkins, Joseph Reardon, Wallace F. Russon, Maxwell S. Sanders, Edward C. Stroop, Peter A. Tortorici, E. B. Turner, Randolph Wikinstad, and Harry Witt, all of the Terminals Division; Gene E. Clinchard and Virgil C. Reed of the Grounds Maintenance Division.

Brodie Burnham, Assistant Training Officer in the Personnel Bureau who served as leader of the conference series, acted as master of ceremonies. Coffee and doughnuts rounded out the program.

NEW ARRIVAL



CAPT. E. J. DUNN, USN, became the new Director of the Industrial Bureau effective June 30. He came to the Canal Zone from California where he served as Repair Superintendent at the Long Beach Naval Shipyard. An engineering duty officer, the new Industrial Bureau Director has also served at the New York Naval Shipyard and before that time had lengthy service at sea. He was born in Farmersville, Tex., and was graduated from the Naval Academy at Annapolis in 1930.

Long-Range Studies On Canal Investment Will Set Firm Basis For Fiscal Policies

(Continued from page 1) monetary values, wage scales, and changes of a varying nature which might affect the revenues and operating costs of the Canal.

First Phase Near End

The investment and depreciation study is being conducted by the Plant Inventory and Appraisal Staff. Other Company units and personnel will assist in specialized phases.

The first phase, now being concluded by the Plant Inventory and Appraisal Staff, is what might be termed a "quick inventory" of the physical properties. Its purpose is to arrive at principal figures, within a narrow margin of error, and a quick review of probable service lives of physical property, which can be used for an investment and depreciation base. A report on this phase of the long-range study is being prepared for consideration of the Board of Directors in its determination on the adequacy of present rates of tolls.

This telescoped phase to provide a close estimate of the value of the Canal and its allied facilities together with its accrued depreciation to date is to be followed by a detailed inventory, cost analysis, and depreciation studies. Aside from the objective of providing a broad foundation for the Government's fiscal policies in operating the Panama Canal, the long-range study will also provide a comprehensive and adequate plant accounting system that should make unnecessary any studies of this nature in the future. It is expected that the plant appraisal program will extend over a period of two to three years.

Consultants Engaged

The consultant services of two of the leading firms in their fields have been engaged to assist in the study and to provide expert and unbiased opinions on its various developments.

Ebaseco Services, Inc., of New York, has been engaged to furnish engineering consulting services in connection with the establishment of estimated service lives of the major plant and equipment and

All Records Are Shattered As Canal Ends Busiest Fiscal Year In Its Entire History

All existing records in the history of the Panama Canal for commercial traffic, tolls, and cargo shipped through the waterway were broken in the fiscal year 1953 which ended June 30.

Figures on the number of transits by ocean-going commercial ships and tolls for any previous year were topped by the end of May, with June totals still to be added to complete the 1953 record.

Although figures on the surging traffic of the past fiscal year were still incomplete when this edition of THE CANAL REVIEW went to press, the number of transits had passed the 7,400 mark, exceeding by 875 the record total set in the previous fiscal year.

Tolls were expected to climb to approximately \$31,900,000, well above the former record total of \$27,128,893 collected in the boom year of 1929.

The amount of cargo shipped through the Canal last year was well above any previous totals for one year. During the first 11 months of the past fiscal year more than 32,830,000 long tons had been moved through the Canal. The former record for any year was 33,610,509 long tons which was established in the fiscal year 1952.

The surge of commercial traffic through the Canal began during the early part of the calendar year 1952 and, for the first time since the Canal was opened to traffic in 1914, a monthly record of more

than 600 transits by large commercial ships was recorded in March 1952. This record was to be broken three times during the following 12-month period.

The record was broken in May 1952 with 622 transits; in October with 673 transits; and again in March of this year with 678 transits.

Aside from the heavy flow of commercial traffic during the past fiscal year, the number of Government-owned vessels in transit was well above that of the previous year. Tolls credits for these vessels amounted to \$3,481,681 during the first 11 months of the past fiscal year, which was approximately \$800,000 higher than figures for a comparable period of the previous fiscal year.

In addition to other new record totals in shipping last year, the daily average number of large ships locked through the Canal was the highest in history. The daily average number of transits for the first 11 months was 23.2, for both commercial and Government vessels, as compared with the previous record of 19.9 transits in the fiscal year 1952.

Although most of the principal trade routes through the Canal showed gains in the past year, the heavy traffic was attributed principally to big gains on those between the east coast of the United States/Canada and Asia; the United States intercoastal; and the east coast of the United States and South America.

Canal Ends Half Century's Association

(Continued from page 4) user's bill was cut by "10 cents silver per 1,000 gallons," if the account was paid within 15 days of the due date. The rate in Colon was higher: "\$9 silver a quarter for 10,000 gallons," and "90 cents silver" for each additional 1,000 gallons. Meters were not installed until the middle of 1907.

Filtration Plants

Filtered water came later. A filtration plant was opened at Mt. Hope February 23, 1914, and the Miraflores Filtration Plant went into service March 14, 1915.

On August 1, 1926, Panama and the United States signed an agreement, whereby the United States was to do street cleaning and garbage collections in Panama and Colon, Panama bearing three-quarters of the cost and the Canal Zone the remaining quarter.

On May 28, 1942, the United States and Panama entered into what is known as a "General Relations Agreement," and under a provision of this the United States, on January 1, 1946, transferred the water and sewage systems to the Republic of Panama. At this date the unamortized value of water and sewerage systems and pavements in the Republic of Panama was \$669,226.38.

Management Contract

On this same day, Panama and The Panama Canal signed a management contract under which the Canal agreed to

possibly other advisory services. The services of Lybrand, Ross Bros. & Montgomery, Certified Public Accountants, of New York, have also been obtained to provide advisory and consulting services on the knotty accounting and financial problems.

In addition to these, the Department of Commerce is providing assistance in

manage the water and sewerage systems and the street paving functions for Panama's account in Panama City and Colon.

All of Colon was included in the management contract but only that part of Panama City between the tip of the city at French Plaza and the old Tumba Muerto Road—close to El Panama Hotel—was in the contract. Panama itself handled water in the suburban areas.

The Republic's share of the garbage collection and street cleaning costs was to be paid from proceeds of the collections for the water and sewerage accounts.

Early last month, the Maintenance Division which maintained the streets and handled the water management contract had eight U. S.-rate and 73 local-rate employees on this work. The Health Bureau, which handled garbage and trash collection, employed four U. S.-rate men and about 700 local-rate employees on this part of their work.

The new arrangement, which went into effect this week, does not affect the New Cristobal-Colon Beach and Fort DeLeseps area, since the 1946 transfer specifically provides that the United States has full responsibility, without cost to Panama, of maintaining and operating water and sewerage systems in these U. S.-occupied areas, as well as maintaining, cleaning and keeping in repair all streets and pavements and collecting all garbage in these sections.

preparing estimates on future Canal traffic trends and economic aspects which affect world shipping. A representative of the Department's maritime division spent a week here late in May to collect statistical data on Canal traffic. This will be augmented by information obtainable from Government sources in Washington and sources elsewhere.

PROMOTIONS AND TRANSFERS

May 15 through June 15

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

ADMINISTRATIVE BRANCH

George Vieto, from Clerk-Typist to Passenger Traffic Clerk.

Robert E. Dolan, from Checker, Locks Overhaul, to File Clerk, Record Section.

CIVIL AFFAIRS BUREAU

Carl R. Meissner, from Checker, Locks Overhaul, to Life Guard, Division of Schools.

Reed E. Hopkins, Jr., from Lock Overhaul Foreman to Fireman, Fire Division.

Joseph B. Clemmons, Jr., from Estates Administrator to Assistant Chief and Deputy Public Administrator, Customs and Immigration Division.

Earl F. Unruh, from Post Office Inspector to Assistant Chief and Post Office Inspector, Postal Services.

Mrs. Jean A. Violette, from Clerk-Typist, Physical Education and Recreation Branch, to Typist, Schools Division.

Ruth C. Crozier, Mrs. Elsie D. Naughton, from Elementary School Teacher to Elementary School Principal, Schools Division.

John N. Gorham, from Student Assistant to Recreation Assistant, Physical Education and Recreation Branch.

Mrs. Margaret B. Zeimetz, Clerk-Stenographer, from Commissary Division to Police Division.

Grady O. Gailey, from Automobile Serviceman and Heavy Truck Driver, Motor Transportation Division, to Fireman, Fire Division.

Culver M. Call, from Guard, Atlantic Locks, to Postal Clerk.

OFFICE OF THE COMPTROLLER

Donald M. Luke, from Systems Accountant, Cost Accounts Branch to Assistant Chief, Divisional Accounts Branch.

Ralph F. Schnell, from Organization and Methods Examiner to Analytical Statistician, Management Staff.

Mrs. Flor E. Martin, Mrs. Jewell F. Story, from Clerk-Typist, License Section to Typist, Cost Accounts Branch.

Mrs. Chevillette R. Dougherty, from Typist, Cost Accounts Branch, to Clerk-Typist, Plant Inventory and Appraisal Staff.

Genevieve F. Quinn, Accounting Clerk, from Agents Accounts Branch to Cost Accounts Branch.

Mrs. Eldermæe A. Duff, Accounting Clerk, from Cost Accounts Branch to Agents Accounts Branch.

Mrs. Patricia E. LeBrun, from Typist, Cost Accounts Branch, to Clerk-Stenographer, Claims Branch.

Patricia G. Neckar, from Clerk-Typist, Division of Storehouses, to Typist, Cost Accounts Branch.

Mrs. Evelyn R. Reynolds, from Typist, Cost Accounts Branch, to Clerk-Typist, Payroll Branch.

Mrs. Elizabeth Sudron, from Payroll Clerk, Payroll Branch, to Claims Examiner, Claims Branch.

Mrs. Dema M. McCord, Card Punch Operator, from Tabulating Machine Branch to Payroll Branch.

Edward H. Appin, from Clerk-Typist to Tabulating Machine Operator, Payroll Branch.

Joyce T. Clarke, from Card Punch Operator to Time, Leave and Payroll Clerk, Payroll Branch.

Mrs. Ida H. Fuller, from Payroll Clerk to Time, Leave, and Payroll Clerk, Payroll Branch.

Mrs. Daisy M. Tettenburn, from Clerk-Typist to Time, Leave, and Payroll Clerk, Payroll Branch.

Mrs. Mary E. Becker, from Payroll Supervisor to Accounting Clerk, Payroll Branch.

John H. Morales, from Payroll Clerk to Supervisory Accountant, Payroll Branch.

Helen N. Minor, from Payroll Clerk to

Time, Leave, and Payroll Clerk, Payroll Branch.

ENGINEERING AND CONSTRUCTION BUREAU

James G. F. Trimble, from Construction Inspector, Contract and Inspection Division, to Wireman, Electrical Division.

Joseph A. Howland, from Lock Operator-Wireman, Pacific Locks, to Power-house Operator, Electrical Division.

Robert C. Heppner, from Lock Operator-Wireman, Pacific Locks, to Wireman, Electrical Division.

Leo Chester, from Foreman, Lock Overhaul, to Filtration Plant Operator, Maintenance Division.

Mrs. Jessie G. Harris, Clerk-Stenographer, from Marine Bureau to Maintenance Division.

Mrs. Neva M. Short, from Clerk-Typist to Accounting Clerk, Electrical Division.

Mrs. Marian M. Langford, from Substitute Teacher, Schools Division, to Clerk Typist, Electrical Division.

HEALTH BUREAU

Mrs. Ruth H. Powell, from Clerk-Typist, Aids to Navigation, to Storekeeper (Checker), Gorgas Hospital.

Mrs. Ana L. Alvarez, from Clerk-Typist, Board of Health Laboratory, to Dictating Machine Transcriber, Gorgas Hospital.

INDUSTRIAL BUREAU

John Van der Heyden, from Principal Foreman, Locks Overhaul, to Shipwright, Industrial Bureau.

Arthur E. Rizzalla, from Helper, Locks Overhaul, to Guard, Industrial Bureau.

MARINE BUREAU

Alfred T. Veit, from Chief Towboat Engineer to Senior Chief Towboat Engineer, Dredging Division.

Charles O. Peters, Jr., from Foreman, Locks Overhaul, to Ferry Ramp Operator.

Daniel A. Marsicano, from Rigger, Locks Overhaul, to Pump Operator, Dredging Division.

Howard J. Schwartzman, Ben F. Smith, from Pilot-in-Training, to Probationary Pilot.

Vernon C. Whitehead, from Probationary Pilot to Qualified Pilot.

James T. Campbell, from Helper, Locks Overhaul, to Signalman, Navigation Division.

David Vinokur, from Ferry Ramp Operator, to Pump Operator, Pipeline Suction Dredge.

Max J. Karton, from File Clerk, Administrative Branch, to Guard, Locks Division.

PERSONNEL BUREAU

John H. Terry, from Appointment Clerk, to Supervisory Personnel Assistant, Personnel Records Division.

Helen L. Dudak, from Appointment Clerk to Supervisory Appointment Clerk, Personnel Records Division.

Mrs. Kathyleen R. Miller, from Personnel Clerk-Typist to Supervisory Appointment Clerk, Personnel Records Division.

Mrs. Dorothy K. Gadberry, Clerk-Typist, from Division of Storehouses, to Personnel Records Division.

RAILROAD AND TERMINALS BUREAU

Edward S. Weil, from Foreman, Locks Overhaul, to Gauger and Cribtender Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Harold R. Bodell, from Steam Locomotive Crane Operator, Pacific Locks Overhaul, to Storekeeper (Shipping), Commissary Division.

Charles Hair, from Signalman, Navigation Division, to Commissary Assistant.

Ralph N. Stewart, from Storekeeper to Supervisory Accounting Clerk, Commissary Division.

Gilbert H. Furey, from Assistant Printer to Superintendent of Printing, Printing Plant.

ANNIVERSARIES

Employees who observed important anniversaries during the month of June are listed alphabetically below. The number of years includes all Government service with the Canal or other agencies. Those with continuous service with the Canal are indicated with (*).

35 YEARS

***Eugene C. Lombard**, Executive Secretary.

30 YEARS

***Ulrich W. Hughes**, Leader, Electrical Instrument Repairman, Electrical Division.

Walter E. Zimmerman, Lock Operator, Atlantic Locks.

25 YEARS

Walter J. Allen, File Supervisor, Administrative Branch.

Harry B. Friedland, Clerk, Lighthouse Subdivision.

Elmer J. Hack, Clerk, Administrative Branch.

Max R. Hart, Safety Inspector, Supply and Service Bureau.

Edward W. Hatchett, Teacher, Balboa High School.

***Albert J. Joyce**, Wireman, Electrical Division.

James H. Rheney, Repair Shop Foreman, Railroad and Terminals Bureau.

***J. Bartley Smith**, Electrical Engineer, Electrical Division.

Mabel A. Sneider, Operating Room Nurse, Gorgas Hospital.

Claude W. Wade, Steward, Clubhouse Division.

20 YEARS

Edwin M. McGinnis, Supervising Estimating Engineer, Engineering Division.

Robert M. Turner, Maintenance Mechanic, Maintenance Division.

William S. Walston, Mate, Pipeline Suction Dredge, Dredging Division.

Leonard Wolford, Marine Traffic Controller, Navigation Division.

15 YEARS

Leland Brooks, Towboat Master, Navigation Division.

Alwyn DeLeon, Claims Examiner, Comptroller's Office.

Henry P. Kilcorse, Towboat Master, Dredging Division.

***William E. LeBrun**, Administrative Assistant, Internal Security Branch.

Morgan J. Neabry, Wireman, Electrical Division.

Jack E. Scott, Carman, Railroad Division.

Irene S. Walling, Clerk-Stenographer, Police Division.

Margaret F. Wiggin, Clerk-Stenographer, Comptroller's Office.

JULY SAILINGS

From Cristobal

<i>Cristobal</i>	July 3
<i>Ancon</i>	July 10
<i>Panama</i>	July 17
<i>Cristobal</i>	July 24
<i>Ancon</i>	July 31

From New York

<i>Panama</i>	July 7
<i>Cristobal</i>	July 14
<i>Ancon</i>	July 21
<i>Panama</i>	July 28

(Northbound, the ships are in Haiti from 7 a. m. to noon Sunday; southbound, the Haiti stop is Saturday from 7 a. m. to 4 p. m.)

RETIREMENTS IN JUNE

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

Ernest C. Cotton, Ohio; Superintendent, Printing Plant; 42 years, 3 months, 11 days; Address uncertain.

Mal L. Dodson, Delaware; Foreman,

Premium-Grade Gasoline Will Go On Sale July 10

Premium-grade gasoline will go on sale about July 10 in all Canal retail gasoline stations except those at Gatun and Pedro Miguel, according to the Supply and Service Bureau. The highest gasoline will retail at two cents above the present price of motor-grade gasoline.

A contract for 62,000 barrels—2,604,000 gallons—of the premium-grade gasoline was awarded early last month to the Texas Company. This is a six-month supply. The first gasoline purchased under the contract will arrive in Cristobal about July 6, and the tanker is expected to discharge in Balboa two days later.

Minor alterations are being made at the tank farms and service stations for handling of the high-test gasoline.

Eligibility Card Rules Changed Effective July 1

The Central Labor Office Wednesday began issuance of eligibility cards to applicants who had not served with U. S. Government agencies or contractors since January 1, 1946.

The change in regulations provides an opportunity to seek employment to young people, never employed in the Canal Zone, and to older persons who have not worked in the Zone since 1946.

Since May 1951 and until this change eligibility cards were issued only to former employees with service after 1946 and to others with special qualifications.

Electrical Division; 33 years, 11 months, 27 days; probably Florida.

Eric E. Forsman, Alabama; Storekeeper, Terminals Division; 36 years, 11 months, 1 day; Mobile, Ala.

Alfred B. Fox, Missouri; Gauger, Storehouses Division; 24 years, 9 months, 16 days; Arraijan, Panama.

Harry O. Granberry, Mississippi; Administrative Assistant, Hotel Washington; 24 years, 10 months, 15 days; St. Petersburg, Fla.

Leon F. Hallert, Massachusetts; Supply Requirements Assistant, Storehouses Division; 39 years, 3 months, 17 days; Dorchester, Mass.

George F. Herman, Pennsylvania; Ferry Ramp Operator, Dredging Division; 26 years, 1 month, 26 days; Florida.

Frederick B. Hill, South Carolina; Policeman, Cristobal; 29 years, 8 months, 13 days; Lake City, South Carolina, for present.

Charles S. Hollander, New York; Administrative Assistant, Maintenance Division; 24 years, 11 months, 11 days; Jacksonville, Fla.

John J. Kennedy, New York; Foreman, Maintenance Division; 13 years, 3 months, 24 days; Vermont.

Robert H. McCoy, Pennsylvania; Clerk, Payroll Branch; 21 years, 10 months, 25 days; Danville, Pa.

Dr. Herbert L. Phillips, Alabama; District Physician, Pedro Miguel; 24 years, 5 days; Memphis, Tenn.

Mrs. Ethel M. Pitman, Pennsylvania; Dictating Machine Transcriber, Gorgas Hospital; 4 years, 5 months, 6 days; Mobile, Ala.

August T. Schmidt, New York; Administrative Assistant, Supply and Service Bureau; 29 years, 9 months, 16 days; North Carolina.

John W. Towery, Kentucky; Claims Examiner, Fiscal Division; 28 years, 6 months, 25 days; California.

Bert G. Tydeman, Tennessee; Control House Operator, Gatun; 27 years, 5 months, 20 days; Allentown, Pa.

Extra-Curricular Recreation Activities To Be Curtailed Because Of Budget Cut

Some curtailment of adult recreation and summer and weekend activities for both adults and children will be necessary this fiscal year because of a \$100,000 cut in the School Division budget.

The cut was made in the budget that was submitted to Congress last January. Congressional action on the Civil Functions Bill, which contains Canal Zone Government appropriations, had no effect on this particular sum.

Much study preceded the decision to make the cut in the recreation field. It was decided that any cut should be made in extracurricular rather than curricular activities.

In order to stay within its new budget, the Division of Schools will have to eliminate, reduce, or modify a number of activities which have been traditional.

Adult groups—such as the Twilight Baseball League—which have been obtaining recreation equipment from the Schools Division will now have to supply their own equipment. The Ancon playshed will no longer be staffed, although it will be used as a rainy-day playground for the Ancon elementary school. Adult groups, such as square dancers, who have been using the playshed may continue to do so by arrangement with the school principal.

The gymnasium at Chagres, local-rate section of Gatun, and the Chagres playground will be closed. Residents of Chagres will use the facilities at Rainbow City, where there are a swimming pool and some playing fields.

Clerical help and part-time recreation

assistants who have been on duty at Balboa and Cristobal gymnasiums have been eliminated. The gymnasiums will be still available for evening use, but adults who have been using them as recreation centers will be without the refereeing or coaching which has been given in some cases.

The retrenchment will affect after-school recreation and swimming for school children. All gymnasiums will be closed Sundays as at present plus one week-day but pools will remain open six days a week. Directors of Physical Education should be consulted in the various towns for schedules of operations.

The Schools Physical Education program will not be curtailed; the activities to be reduced will be after-school and weekend swimming competitions or school basketball, volleyball, and similar leagues which have required the use of school facilities or supervision.

Part of the planning for the reduced expenditures extends into next summer when that portion of the Summer Recreation Program which is sponsored by the schools will have to be modified. This summer's program will continue, as a whole, without major change.

The curtailment of funds limits the number of people employed. Reduction of force notices have already gone out to 39 recreation assistants and clerks in the Physical Education and Recreation Branch. Of these, 16 were on the U.S.-rate, 23 on local-rate rolls—many of them part-time and WAE employees.

Housing Heads List of Subjects Raised at June Conference

(Continued from page 2)

look further into the matter.

The possibility of retaining some 12-family houses as low-rental quarters was brought up by Rufus Lovelady, of the AFGE, but the Governor said that this would not be a solution to the expressed desire for lower rental houses. He said considerable thought had gone into this problem but that as yet no satisfactory solution had been reached for a type of house which would be somewhere between the 12-family accommodations and houses such as those being built at Corozal.

He said he believed that employees would not be happy in what he called "quasi houses," and pointed out that in the United States people tend to seek neighborhoods of their economic levels but that there are no such neighborhoods here. The whole matter of low-cost housing, he said, is still in the talking stage.

Sam Roe of the Pacific Civic Council raised the question of the method of quarters assignments, which is still under study, and Carl Nix of the Gatun council reported—as another representative had during the May conference—that employees with long service were taking low-cost houses, leaving higher-rent houses the only ones available for new employees with lower salaries.

The Governor reported that he had made a personal, after-hour check on commissary prices, as of May this year

and May a year ago. The results, he said, showed that the commissaries are holding the price line.

A study is projected for the future, he said, to compare the fixed costs of operating the Commissary Division with those of United States stores.

In answer to a question from Mr. Boukalis as to whether the Panama Line stop in Haiti had been "satisfactory" from the point of view of the Board of Directors, the Governor said that the Haiti layover was being made on a trial basis and that he thought it likely the trial period of six months or so would be extended in order to make a better appraisal of the situation.

Mr. Lovelady asked about the program for Under Secretary of the Army Earl Johnson and whether he would be available to meet with employee groups. Governor Seybold said he was certain any statements submitted by employee groups would be acceptable to the Under Secretary but that he did not know the schedule at that time, nor what time, if any, would be available for conferences.

Attending the conference were: The Governor, Mr. Doolan and Norman Johnson, Employee Relations officer, for the administration; and for the employees:

Sherman Brooks, Mrs. Orton, Carl Nix, and Sam Roe, Jr., for the Civic Councils; Walter Wagner, E. J. Husted, Mr. Lovelady, Carl F. Maedl, Mr. Boukalis, John R. Townsend, Sam Gargiel, Central Labor Union and affiliates; H. C. Simpson, Marine Engineers; Mr. Daniel, Conductors; Fred H. Hodges, Railroad Engineers; and R. F. Hesch, Pacific Locks Employees.



PICTURES OF THE MONTH

IT WAS JUNE! and while their elders worried about the 25 percent differential big things came to the Canal Zone young people.

Sober-eyed, and a little scared, some 380 of them donned caps and gowns to receive the diplomas which opened up for them a new life. A week or so later, the first contingent of students came down a Panama Line gangway to spend their vacations from States schools and colleges.

Meantime, Sunday drivers enjoyed cruising along Balboa's Empire Street, sidewalk-superintending the new houses, and hundreds of harried housewives found the one-night-a-week opening of half a dozen commissaries helpful and pleasant.

But the subject uppermost in everyone's mind was the differential what Congress had done and what Congress was going to do. On June 22, 300 men and women heard their representatives, Mrs. Margaret Rennie and Mrs. Frances Longmore, report what they had done in Washington to help in the fight to keep the differential.

