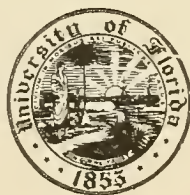


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PANAMA CANAL
REVIEW



Vol. 12, No. 7
February 2, 1962

Coming and Going

986.3005

W. P. LEBER
Vice President and Acting Governor

WILL AREY
Panama Canal Information Officer



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MEMBERS OF THE BOARD OF DIRECTORS of the Panama Canal Company, general officers, and official visitors are shown in the Board Room at Balboa Heights as they prepared for the official Board meeting on January 20. Clockwise around the room from the foreground are: J. Kenneth Mansfield; Under Secretary of State George W. Ball; Company Stockholder and Secretary of the Army Elvis J. Stahr, jr., Chairman of the Board and Under Secretary of the Army Stephen Ailes; Company Secretary W. M. Whitman; Under Secretary of Commerce Clarence D. Martin, Jr.; Dr. Charles J. Zinn; Walter J. Pearson; Comptroller Philip L. Steers, Jr.; Governor Carter; Deputy Under Secretary of the Army for International Affairs Howard E. Hangerud; Governor-designate Robert J. Fleming, Jr.; Vice President W. P. Leber; Executive Planning Staff Chief John D. Hollen; John W. Martyn; and C. Owen Smith. Board members unable to attend the meeting were Secretary of the Navy Fred Korth, Howard C. Petersen, and C. Robert Mitchell.

THE ANNUAL MEETING of the Board of Directors of the Panama Canal Company on the Isthmus was a highlight of local events during January, as retiring Gov. W. A. Carter prepared to turn his duties over to Maj. Gen. Robert J. Fleming, Jr., nominated by President Kennedy to become the fourteenth Governor of the Canal Zone. Our cover picture of the two men was taken aboard a car of the Panama Railroad as the Governor (on the right) and the visiting Governor-designate traveled to Cristobal to meet members of the Board of Directors as they arrived aboard the *Cristobal* from New Orleans.

During a formal meeting at Balboa Heights, the Board unanimously approved a resolution commending retiring Governor Carter for his fine performance as Governor of the Canal Zone since July 1, 1960. It also authorized the Governor to expedite purchase and installation of gas turbines to meet growing power demands.

In a statement to the press after the meeting, Secretary of the Army Elvis J. Stahr, jr., Stockholder of the Com-

pany, said of Governor Carter: "During his term of office, he has accelerated the waterway improvement program and has developed engineering procedures that will greatly reduce vessel delays during future locks overhaul periods. And, perhaps as important as anything else he has done, as President Kennedy said . . . in accepting his resignation, he has contributed greatly to the spirit of friendly cooperation that exists between the Governments of the United States and Panama. In my opinion, General Carter has turned in an excellent record as Governor of the Canal Zone and President of the Panama Canal Company."

Stockholder Stahr also told the newsmen, "Our Board of Directors represents a broad cross-section of U.S. industry and Government. As I sat with them in the Board meeting . . . at Balboa Heights, I was impressed with their intense interest in Canal problems and their knowledge of the operation."

Introducing . . .



Governor Robert J. Fleming, Jr.



. . . and his lady



THE NEW GOVERNOR of the Canal Zone, Maj. Gen. Robert J. Fleming, Jr., was short on statements and long on questions last month as he visited the Isthmus for the annual meeting of the Board of Directors in the Zone—and brevity of comment and inquisitiveness seem to be basic characteristics of the man named by President Kennedy to succeed retiring Gov. W. A. Carter.

Governor Fleming likes to see firsthand what is going on in his organization; likes for people to get to the point quickly and not spend too much time in explanations; believes the only adequate foreign policy for the United States “is the one we can derive from the preamble to the Declaration of Independence—‘We hold these truths to be self-evident, that all men are created equal;’” believes American representatives should be able to speak the language of the country where they’re stationed; and delights in making cryptic observations and comments.

An avid golfer (he shoots in the 85-95 range), Governor Fleming says he likes to spend some time “digging divots,” but also enjoys aviation and photography, particularly taking and showing 8 mm. movies. He has let a youthful



Governor Fleming's daughters, Mrs. Benjamin B. Beasley, at left, and Miss Eleanor A. Fleming.

enthusiasm for polo wane since the days when he learned the game on Army Cavalry posts where his father was stationed. A former smoker, the new Governor now describes himself as "a reformed nicotinic with a missionary zeal."

A 1928 graduate of the Military Academy at West Point, Governor Fleming had been to the Canal Zone only once before last month—"I was a customer on a ship."

Although he likes and enjoys the lighthearted, almost laconic comment, Governor Fleming also likes to talk seriously about the things in which he believes and the activities in which he is involved. In his assignment as Southwestern Division Engineer for the U.S. Army Corps of Engineers, with headquarters in Dallas, he has spent considerable time filling speaking engagements in that area, usually discussing the civil works construction program, which includes projects costing approximately \$1.8 billion.

The 54-year-old Governor, who was born in Fort Robinson, Nebr., on January 13, 1907, has definite viewpoints about his work and is not averse to voicing them. Although much of his service has involved the management of great amounts of supplies, machines, and tools, Governor Fleming once commented:

"The most important tool we have is people. Unlike machines, people can't

be neglected. Unlike supplies, they can't be stockpiled in depots or put into deep freezers until needed. Nobody has to think about the morale of a 2½-ton truck or a can of beans. But you do have to think about people. Practically all of my time and all of my effort is spent on problems involving people. I can get other officers to think about the truck and the can of beans. I think about people."

During an assignment in France, where he was stationed for a number of years and was awarded the French Legion of Honor for his efforts in the field of foreign service, Governor Fleming once asked subordinates, "What are your problems here?" Then he answered his own question: "I'm sure I don't know all of them. Any time any commander thinks he knows all about his problems, he is fat, dumb, and happy—waiting for the roof to fall in."

The Dallas Morning News, editorially commending General Fleming on his service in Dallas, concluded with this observation:

"He is boning up on his Spanish because, as he explains, he likes to speak the language of the people where he is assigned. He succeeded admirably in that regard here in the Southwest."

Governor Fleming, who speaks fluent French, was brushing up on Spanish, a language he once spoke, within days after receiving word of his appointment

to the Canal Zone. To a newspaper reporter, he quipped, "I'll be speaking Spanish in 6 months. I'll make myself learn it, because I think it's important for American representatives to be able to speak the language of the country where they're stationed."

The 5½-foot, 135-pound Governor, who says he chose the Engineers over his father's field of Cavalry because he decided "the horse wasn't here to stay," was in Europe from January 1944 to May 1947, supervising the construction program for the U.S. Army of Occupation after the war ended. Earlier in World War II, he had served in the Central Pacific area.

From 1947 to 1950 he was in the Office of the Chief of Engineers in Washington, first as Chief, Engineer Organization and Training Division, and then as Assistant Chief of Engineers for Military Operations. From 1950 to 1951 he was a student at the National War College in Washington and from 1951 to 1954 was Engineer, Army Field Forces, Fort Monroe, Va. During 1954 he was District Engineer at Philadelphia, then served until April 1957 as Division Engineer, New England Division, before returning to Europe for a 3-year stay in France. He has been stationed at Dallas since November 1960.

Married to the former Eleanor Marion Canby of Denver, Colo., Governor Fleming, like both his immediate predecessors, is the father of two daughters. One, Mrs. Benjamin B. Beasley, is the wife of an Army lieutenant recently assigned to Germany and is the mother of four small children. The younger daughter, Eleanor A. Fleming, is a student at Bucknell University in Lewisburg, Pa., but is expected to be with her parents in the Zone during vacations.

Welcoming his assignment to Zone duties, Governor Fleming told a Dallas newspaper reporter, "I'm delighted at the . . . assignment." If past performance is any indication, Governor Fleming can be expected to renew the open-door policy he and his family maintained in France, where they threw themselves into the life of the French community, participating in local activities and playing host to local residents for both formal and informal occasions.

And Mrs. Fleming, who is credited by the new Governor with learning the French language in 6 months, probably will try to repeat the feat with Spanish. First, however, she will have to arrange the furnishings in "the house on the hill" which has been the official residence of every Canal Zone Governor since it was moved to its present location from the long-abandoned construction era townsite of Culebra.

and . . .

Farewell

. . . to



Governor Carter attended and lent support to fairs in Panama . . .

Governor Carter

THE FAST-STEPPING, quick-thinking, normally soft-spoken professional soldier-engineer who assumed the top administrative post in the Panama Canal Company Canal Zone Government

19 months ago, left that post late last month to take a position as senior engineering consultant for the Inter-American Development Bank.

During the 19 months that he served

as Governor of the Canal Zone, Maj. Gen. W. A. Carter established a solid record of constructive and progressive achievement which earned him plaudits from Zonians, Panamanians, and high officials of both the United States and Panama, including President Kennedy.

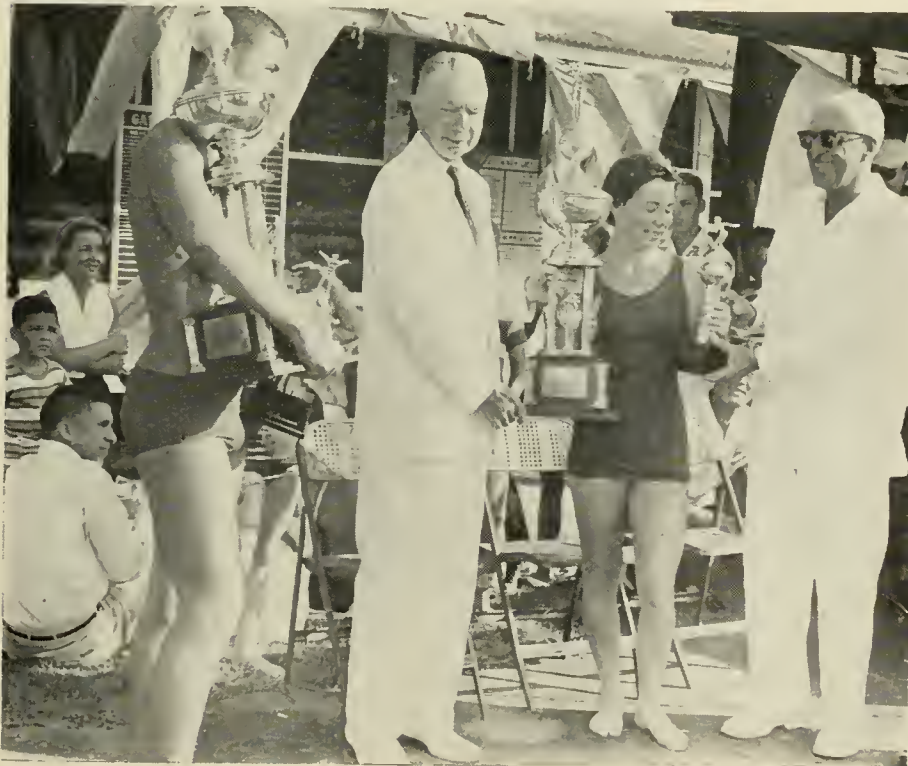
Assuming his Canal Zone duties during a tense period of Panama-Zone relations, Governor Carter took early and effective action to restore the climate of friendliness and cooperation which have characterized both official and unofficial life on the Isthmus since arrival of U.S. construction forces in 1904. Whenever possible, he demonstrated by friendly acts and gestures that he sincerely desired and sought the friendship of the Panamanian people.

The retiring Governor's success in securing that friendship was indicated by a public tribute and presentation of a gold medal to him by a group of Panamanian citizens at Balboa Heights on the morning of January 25. And as Governor Carter observed about his new job during that ceremony:

"In my new position, I will better understand Latin America and her people because of the experience and knowledge I have obtained here. And I find more than a spark of joy in the thought that in connection with my new job I will be in this area quite often in the years ahead."

Performing his multitudinous duties

. . . and community activities in the Canal Zone.





Conducted President Chiari on tour of lock overhaul work . . .

with a heavy reliance on careful staff work, Governor Carter took a personal interest in virtually all facets of the Canal's operation, from the question of establishing low-cost bus shelters for school children to the multi-million dollar waterway improvement projects.

Meeting frequently with labor representatives of Canal employees, the retiring Governor took a personal interest in seeing that problems submitted by them were investigated and solutions sought. He continued the past encouragement given to Civic Councils in the several Zone communities and urged the Councils to take an even more active role in community events and activities.

Just as he earned the gratitude and trust of employees and their organizations, Governor Carter also earned the respect and appreciation of Civic Council representatives who dealt with him frequently. This appreciation was indicated by the Civic Council representative who told the Governor last month, "We are sorry to see you leave us. We on the Atlantic side are beginning to feel that we are no longer stepchildren."

Not limiting his efforts to official decisions, the pipe-smoking Governor became a frequent visitor to festivals, fairs, swimming meets, official and unofficial functions, and many other events in both the Zone and Panama, frequently traveling into the Interior of the Republic for such occasions.

He urged, guided, and approved the development of programs designed to improve the living conditions of dis-

ability relief retirees of the Canal organization, including the establishment of a group health insurance program, visiting nurse and part-time doctor services for their benefit.

Interesting himself in the Canal Zone facilities provided by the Company, Government for Zone residents and employees, the Governor established improved utilization of those facilities by extending their use to all Zone residents employed by the Canal organization and by continuing the construction program designed to provide better, more adequate housing.

He also pursued the implementation of the presidential 9-point program of benefits for Panama, including the construction of a new 30-inch water line to make more water available for Panama City. He also instigated the purchase of the *Las Cruces*, a 200-passenger launch for Canal sightseeing, thus providing a major assist to the Republic of Panama in developing its tourist trade.

Making himself readily available to newsmen, the Governor frequently explained his viewpoints about the Canal, its operation, maintenance, and improvement, thus increasing understanding of the waterway and its importance to Panama, the Western Hemisphere, and the whole Free World.

To help answer the increasing number of requests for information about the Canal and the Canal Zone, he paved the way for production of the documentary film described on the next page.

Although concerned himself with many of the human relationships involved in operation and maintenance of the Canal, the retiring Governor also took an active role in dealing with the engineering problems and plans for improving the waterway.

This included the speeding of work on widening Gaillard Cut from 300 to 500 feet, ordering studies aimed at modifying lock overhaul procedures to reduce lock lane outages during future overhauls, development of plans for lighting the entrance channels to the waterway to improve nighttime use of the Canal, and ordering comprehensive studies of the Canal's present and future water requirements.

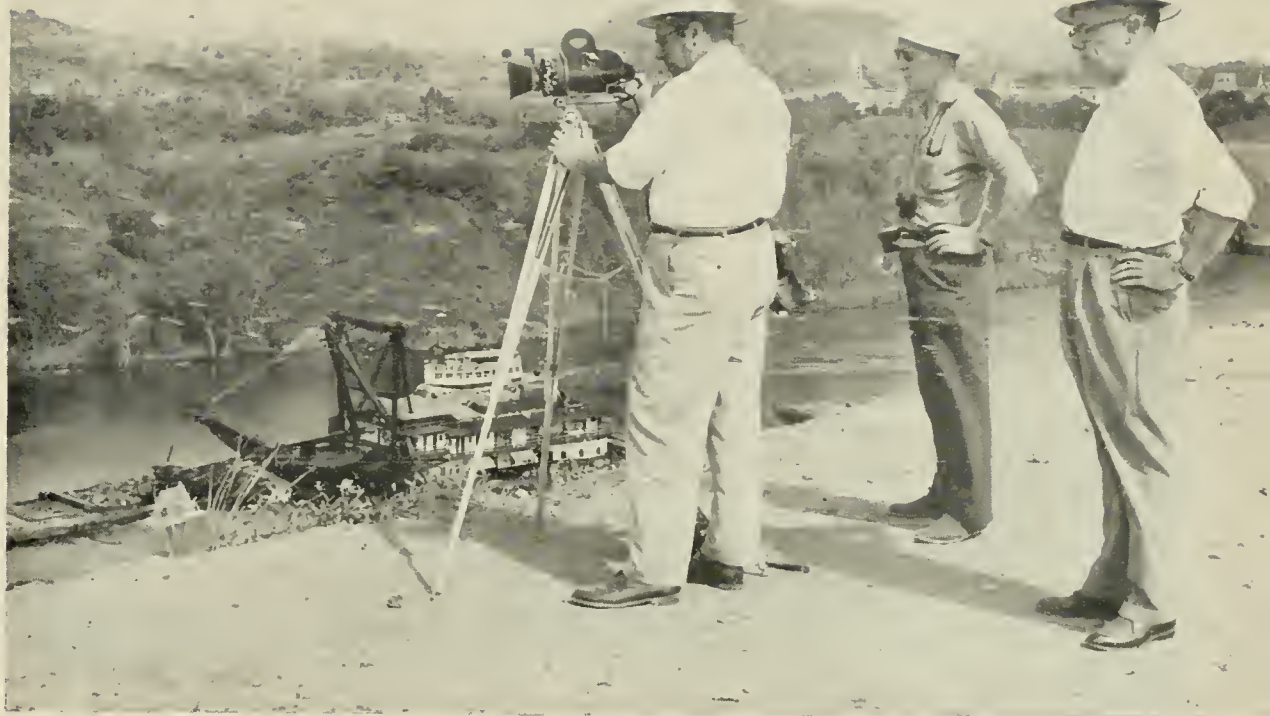
With a sense of the historic and an appreciation for the engineering achievements of leading figures during the construction era, Governor Carter ordered three new tugs delivered to the Canal during his administration named in honor of John F. Wallace, John F. Stevens, and George W. Goethals, the successive Chief Engineers in construction of the waterway.

On January 25, just 1 week less than 19 months after arriving on the Isthmus to assume his duties as Governor of the Canal Zone and President of the Panama Canal Company, the retiring Governor left the Isthmus to return to the United States and his new duties, which continue to be in the engineering and administrative field in which he has proved himself so capable.

. . . and
speeded task of
widening
Gaillard Cut.



Harold Fischer
adjusts camera
to shoot
Cut-widening
scene, as Bay State
Film President
Morton H. Read,
far right, and
A. Herbert Wells
watch.



Filming the Waterway

Movie will tell story of construction, operation, maintenance, and improvement.

CAMERAS have been whirring on the Isthmus the past few weeks as a photographic crew of the Bay State Film Productions, Inc., of Springfield, Mass., started production work on a documentary film about the Panama Canal and the Isthmus.

The 16 mm. sound movie, in color, will have both English and Spanish sound tracks and will take about 30 minutes showing time to tell the mechanics of the Canal enterprise, as well as the basic procedure in transiting ships from one ocean to another.

The film, a number of copies of which will be available for showing on a loan basis, will be aimed at presenting a complete and accurate story of the construction, operation, maintenance, and improvement of the waterway. The first film of its kind ever produced under auspices of the Canal organization, it will be used for more effective personnel recruitment and orientation, as well as for informational uses outside the Canal organization.

Shortly after the first of the year, representatives of Bay State Film Productions, Inc., arrived to start production work on the film. The group, headed by Morton H. Read, president of the film firm, included Harold M. Fischer, production manager and the cameraman who shot "Assignment in America," and

A. Herbert Wells, assistant production manager. Edward R. Knowlton, script writer, had made several trips to the Canal Zone and worked closely with the Panama Canal Information Office, prior to the start of the actual shooting.

The film will examine all aspects of the Panama Canal operation in an educational account of the Canal construction, its purpose, use, and importance to the United States and the world. It will picture the economic, military, and

Carlos Montalban



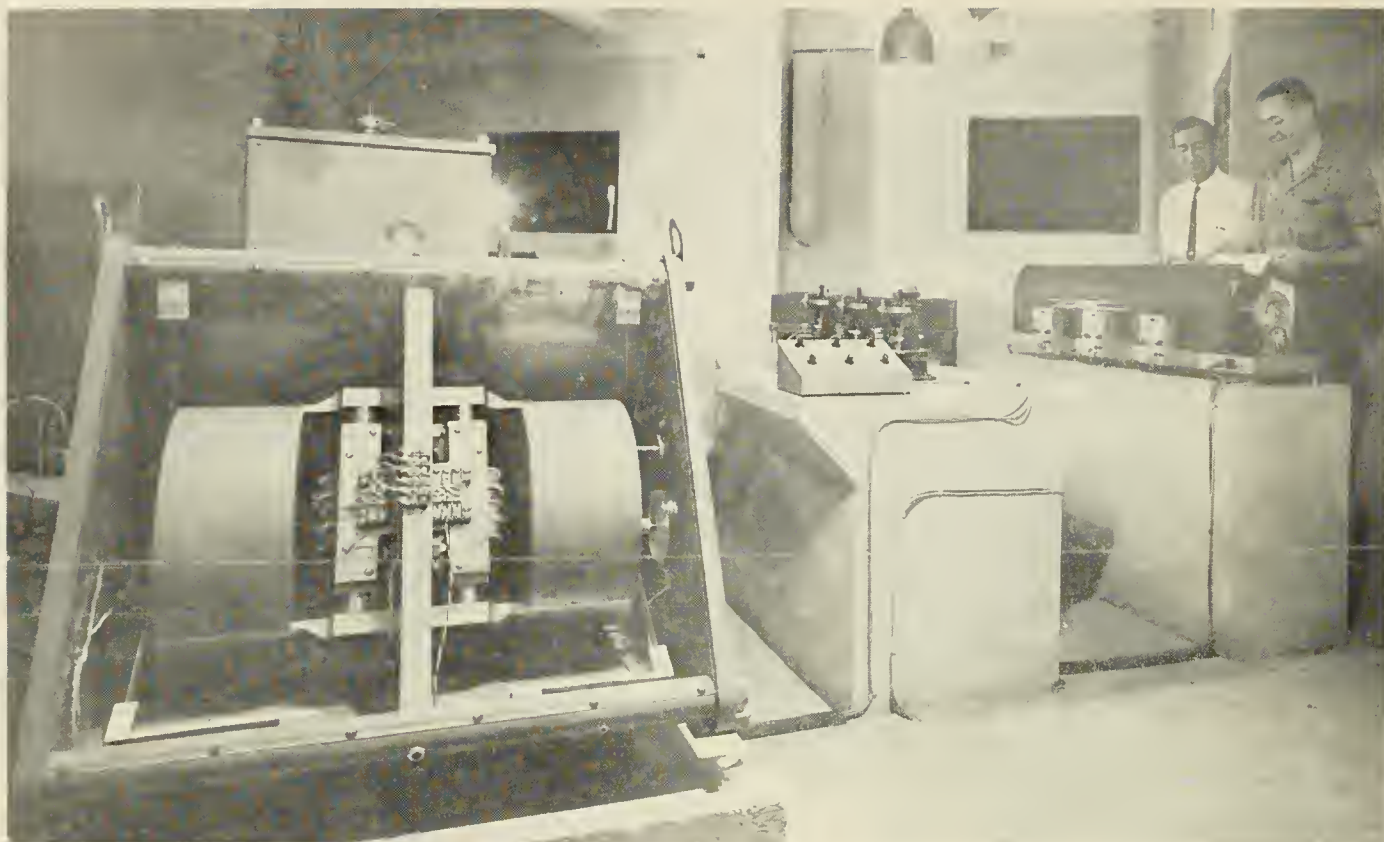
moral reason for the United States' management and operation of the Canal, while showing what the Panama Canal and the United States are doing here. The film also will deal with the friendly relationships between the Canal Zone and Panama.

The filmed story of the 50-mile long international waterway connecting the Atlantic and Pacific Oceans starts with the efforts and failures of the two French companies, and moves through the historical and geographical background to a photographic actual transit.

While virtually all the scenes will be filmed on the Isthmus, the sequences of the documentary will be completed in the Springfield, Mass., laboratory of the film company, and sound effects and dialogue will be dubbed in.

Actors George Gaynes and Luis Van Rooten, both of whom speak fluent Spanish, will share the dialogue. The narrator will be Carlos Montalban, who has been active for many years in the American theater, radio, and television as actor, director, and producer.

Filming of the documentary was approved by the Panama Canal Company Board of Directors, at the request of Governor Carter. The contract with Bay State Film Productions was signed in May 1961. It is expected that the film will be completed in about 6 months.



Chief Hydrographer W. H. Esslinger and Robert D. Munson of Coast and Geodetic Survey with seismological instruments at Balboa Heights.

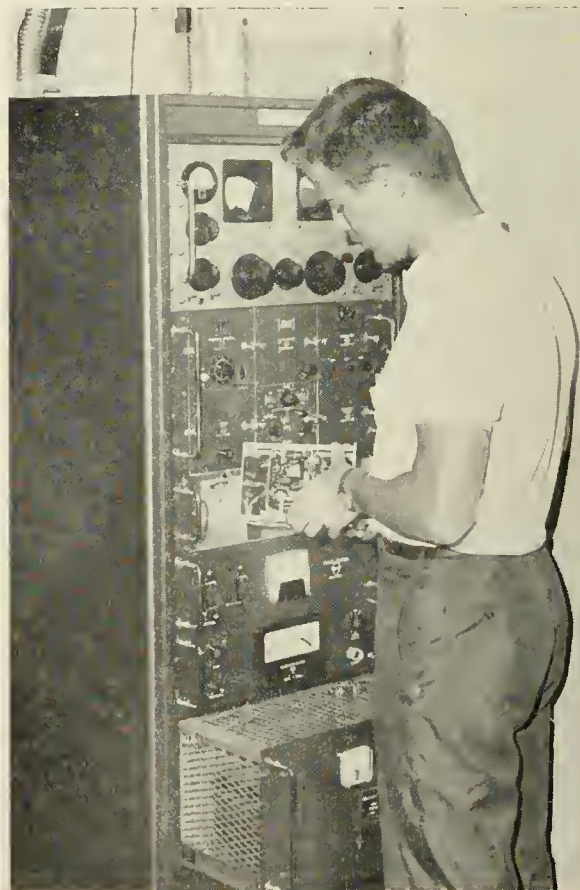
CATCHING the SHAKES

G. C. Burrell with the newly-installed time-control mechanism.

A SMALL ROOM in one corner of the basement of the Administration Building at Balboa Heights long has been the source of local information about earthquakes which occur in this part of the world. Now, with installation of new and more sensitive equipment completed, that room is ready to become part of a global earthquake recording network spanning 6 continents and including a total of 125 stations in 65 nations and islands by the end of this year.

Robert D. Munson of the U.S. Coast and Geodetic Survey and George C. Burrell of Texas Instruments, Inc., left the Isthmus in January after spending approximately 2½ months installing the new equipment and training representatives of the Canal's Meteorological and Hydrographic Branch in its operation and maintenance.

When installation of all of the 125 stations is completed late this year or early next, the Balboa Heights station will be one link in a system which includes stations at such widely scattered points as the South Pole, on Guadaleanal, in South Africa, Ecuador,



Turkey, Peru, New Britain, and 25 different locations in the United States.

Not only is the equipment in the new stations to be far more sensitive than that previously in use, but an ultra-accurate radio time signal will keep the time recording devices of all the stations within a few fractions of a second of each other. The Summit Radio Station operated in the Canal Zone by the U.S. Navy is to be used for transmitting the time signals to some of the seismograph installations, including the one at Balboa Heights.

The immediate information available locally about earthquakes occurring within a 1,000-mile radius of Balboa Heights is not expected to be much more extensive or accurate than in the past, but Chief Hydrographer W. H. Esslinger says it will make it somewhat easier for him to provide the information.

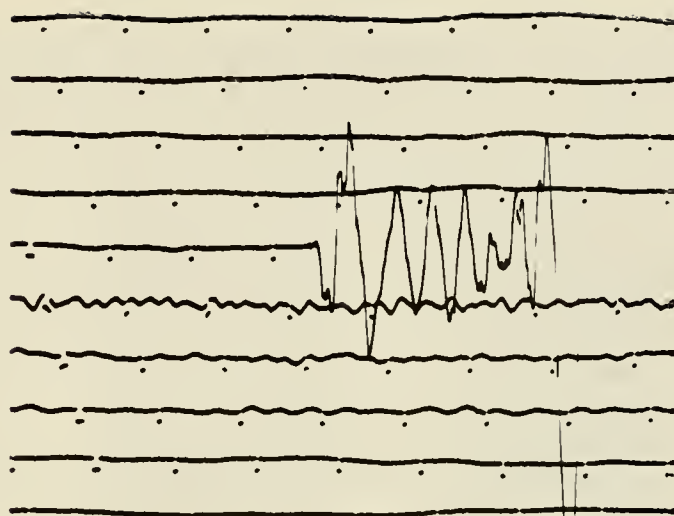
Most of the improved value to be derived from the Balboa Heights station will be in the correlation of information from the other stations which are part of the network. As the U.S. Coast and Geodetic Survey representatives explained it, most present stations differ from one another to a greater or lesser degree. The differences from station to station have made it virtually impossible to relate, correlate, and evaluate all the information coming from them to the Geophysics Section of the Coast and Geodetic Survey Office in Washington.

With all the 125 new installations to be identical, even to the point of the time registered on the recording sheets, the Geophysics Section personnel will be able to correlate information from all the stations and evaluate it much more thoroughly, with consequent increases in scientific knowledge about the earth.

As explained by Capt. R. A. Earle, Chief of the Geophysics Section of the Coast and Geodetic Survey's Office of Physical Sciences, "The extremely practical results hoped for from the system are earthquake warnings and seismic ocean warnings. If we know when significant disturbances occur under the sea, we can predict destructive ocean waves." This, of course, could serve to provide coastal residents with warnings of impending tidal waves and thus help protect them. Eventually, Captain Earle, said, "We hope to be able to predict to some degree of accuracy dangerous earth shocks."

If and when that day arrives, the information collected in that basement room at Balboa Heights will have played its part, just as it and a predecessor station established in the Zone in 1908 have contributed for the past half-century to the knowledge of earthquakes and seismologic disturbances gathered by scientists.

The sharp jagged lines marked the beginning of an earthquake, while the wavy lines below them were recorded as the effects were dying down about an hour later.



Here's How It's Done

"I KNOW a seismograph records vibrations caused by an earthquake, but how does it work?"

In a sense, this query raises much the same problem posed by Archimedes when he made his remark about "Give me a place to stand, and I can move the earth." The problem, in other words, is giving the main working part of a seismograph "a place to stand" where it will not be unduly affected by minor vibrations, but can "see" any major vibrations transmitted through the earth by shaking in response to them and transmitting its movements to a separate and also partially "neutralized" device which records them.

Because there isn't any practical "place to stand" except the earth, all seismographs represent a compromise with the ideal, achieving part of the desired goal through use of a pendulum designed to utilize the inertia of matter to capture, measure, magnify, and record seismic vibrations.

Through this design, it is possible to create an instrument in which the pendulum is relatively unaffected by minor vibrations such as those created by human footfalls, but reacts in a predictable manner under the impact of seismic vibrations emanating from an earthquake.

When the pendulum quivers from the tremors of a temblor, its movement is recorded via a beam of light directed onto a piece of photographic paper. The effects are shown on the accompanying sample from a recording sheet taken from the Balboa Heights seismograph after it recorded an earthquake which

occurred last month in the Dominican Republic.

During periods when there are no earth vibrations, the light beam records a straight line on the photographic paper which slowly revolves in front of it. The wavy lines on the accompanying sample are typical of those created by earthquakes. Irregular lines are created by vibrations such as those made by a train passing below the Administration Building, by dynamite blasts on the Cut-widening project, or by other vibrations of sufficient severity to be recorded by the instruments. The trained seismologist has no difficulty distinguishing the movements caused by an earthquake from those caused by other sources.

By using several seismographic instruments placed in proper geographical relationship to the earth, the various vibrations emanating from an earthquake are recorded simultaneously. Using the recordings from the several different machines, the seismologist then is able to determine the direction from which the vibrations came, the distance they have traveled before reaching the seismograph, and the severity of the earthquake at its point of origin. By comparing data from a number of different locations, much more extensive information can be accumulated.

John Milne, father of modern seismology, once defined seismology, as "the eye through which one may view the innards of the earth." The new equipment now operating at Balboa Heights will serve as a better "eye" than that formerly in use here, giving scientists a better look at the "innards of the earth" than ever before.

Tale of Strange Cat

A FORMER Zonian and onetime fireman on the old *Ancon* has written what he believes to be the first book ever published about a mysterious and pugnacious member of the cat family which Mexican legend, history, and present-day belief ascribes to remote mountain districts of that country.

Robert E. Marshall, now a resident of Phoenix, Ariz., and a brother to David B. Marshall of Margarita, has been an ardent student and hunter of the wild members of the cat family ever since his days on the Isthmus.

In the preface to his book *The Onza*, Marshall says:

"The research that has resulted in *The Onza* has been sustained only secondarily by a desire to make known the unknown; the primary motivation can be ascribed more accurately to an interest in the *Felidae*, or cat family, that dates back nearly 30 years, to the day in the jungle along Panama's great Chagres River that I sat on a stump and stared into the huge golden eyes of a big black jaguar. I had been sitting for more than 2 hours on that stump. . . .

"Where el tigre came from I do not know. . . . He suddenly appeared close by as if by magic, one forefoot half raised for the next soft step, his head half turned my way in surprise. How long we stared into each other's eyes before I remembered the 25-35 Savage carbine I had with me, I do not know. It lay across my lap, pointed in the general direction of the beast. I held the rifle straight out at the black brute and pulled the trigger. The report shattered the spell. I jumped to the ground, the hunter once more, but the beautiful cat was gone forever. . . .

"I was in my middle teens at the time of this experience, and it made a deep impression on me. In the years that have gone by since, my interest in the big cats has grown steadily and I must own to an inordinate fascination for these beasts."

The onza, though unrecognized by zoologists, is known to natives over a wide area of Mexico's great Sierra Madre Occidental as a terrible cat the size of the puma, or mountain lion. Existence of the animal first came to Mr. Marshall's attention through a picture and brief explanation which he saw in an old copy of the *Arizona Wildlife-Sportsman* in the spring of 1954.

From the description given, Mr. Marshall was sure the animal was not any commonly known member of the cat family, which he had studied for so long. Many hours and days of library and museum research followed, with Mr. Marshall sifting hundreds of scraps of information in search of the truth. Several trips to Mexico were included in his study and, finally, in 1957, he took a year's leave of absence from his job as a senior design draftsman with Motorola, Inc., in Phoenix, to pursue the chase for information about the elusive animal. His book is the story of the search.

The 47-year-old author's Isthmian background dates to 1916, when his parents brought him to the Canal Zone as a 2-year-old baby. During 2 years on the Isthmus his brother, David, was born. The family left the Zone in 1918, but returned in 1929 and the two brothers attended school in Cristobal. In 1933 and 1934, the future author of *The Onza* worked for the Army Signal Corps as a motorboat operator on Gatun Lake. He then signed on as a fireman for the old *Buenaventura* for 5 months, later joining the *Ancon* for 9 months, at the end of which time he left the ship in New York. That was in May 1936 and he has not visited the Zone since, but is planning to do so within the next couple of years. His mother, Mrs. Irene Houston Marshall, also lives in Phoenix.



Robert E. Marshall, ex-Zonian turned author, in hunting attire.

Jim Reeves Honored

THE ATOMIC Energy Commission's Distinguished Service Award has been presented to James (Jim) E. Reeves, formerly of Diablo Heights during assignment to the Panama Canal on design of the third locks now of Albuquerque, assistant manager for field operation in the commission's Albuquerque operations office.

Mr. Reeves and his family first resided in the Canal Zone from 1938 to 1942. A few years later he returned as a consultant on sea-level canal studies and, more recently, he has been a member of the Canal Zone Governor's advisory board on planning work for the proposed 24-hour outage locks overhaul project. He visited the Canal Zone late in 1960 in relation to the latter project.

The Atomic Energy Commission's award to Mr. Reeves was based primarily on his achievements in leadership and in management of field test programs basic to military and to peacetime applications of nuclear explosives during the period 1954-1960.

Mr. Reeves is a native of Atkinson, Ill., attending school there and in Davenport, Iowa, before going to the University of Iowa. After graduation, he served in the Army Corps of Engineers and, among his assignments, worked on development of the Mississippi River 9-foot channel, 1930-1938; the Panama Canal, design of the third locks, 1938-1942; report on Isthmian sea-level canal, 1946-1948; Greek rehabilitation projects, 1949; and flood control, navigation, and military construction in the Pacific Northwest and Alaska, 1949-1952.

Since July 1954, he has been assistant manager for Field Operations (formerly Test Operations) in the Albuquerque organization, responsible for planning, organizing, coordinating, and controlling operations at Nevada Test Site; for planning, organizing, and coordinating AEC scientific and support phases of Eniwetok Proving Grounds Operations; for planning, organizing, coordinating, executing, and controlling Plowshare field projects; and for planning, organizing, and conducting site selection activities under the seismic improvement program. He has served, additionally, as Manager, Nevada Test Site organization.

Mr. Reeves, a member of the American Society of Civil Engineers, is married and the father of three children, Ann, Joe, and Tommy.



David J. Markun receives file from Secretary Grayce L. Nadeau during meeting with Florencio Arosemena F., and Theodore P. Daly.

LEGAL GUIDES

Office of General Counsel serves Company/Government as private attorneys serve individual clients.

"SEND THIS to the General Counsel to have the legal aspects checked, please."

The man speaking was Marine Bureau Director Richard G. Jack, but it could have been any of his fellow bureau directors or other top executives of the Company/Government in need of official legal advice or guidance.

Captain Jack wanted a legal review made of a proposed regulation about private skindiving in the Panama Canal channel, but the questions submitted to the Office of the General Counsel are by no means limited to matters directly associated with the waterway and its operation.

During a single day recently, the office was called upon to (1) argue a motion in a case pending against the Company in the Canal Zone District Court; (2) draft a proposed regulation governing home-leave travel allowances; (3) review the provisions of a contract

on which the Engineering and Construction Bureau was preparing to seek bids; (4) recommend a course of action involving a financial claim against the Company which had been presented to the Claims Branch; (5) advise whether an employee's damage claim against the Company was legally allowable; and (6) represent the Company at an evening marine-accident investigation held by the Canal Zone Board of Inspectors in regard to a ship mishap which occurred that day in the Canal.

These requests are fairly typical of the varied matters which come to the Office of the General Counsel for legal review. They all are dealt with on the top floor of the Administration Building at Balboa Heights, where the legal experts have their offices.

David J. Markun, a 39-year-old Minnesotan, who has been employed by the Canal organization since October 1948, is General Counsel, having been

appointed to that position on April 1, 1960. His chief associate is Theodore P. Daly, Assistant General Counsel, a 36-year-old New Yorker. A graduate of St. John's University in Brooklyn, Mr. Daly joined the Canal organization in January 1957 as admiralty trial attorney, having previously been associated with an admiralty law firm in New York City. He was named to his present position in April 1960.

Mr. Markun received his law degree in 1948 from the University of Minnesota Law School, where he served as law clerk in his senior year to Justice F. T. Gallagher of the Minnesota Supreme Court.

Fulltime attorney members of the office staff, in addition to Mr. Markun and Mr. Daly, are: John A. Cooper, Dwight A. McKabney, W. Allen Sanders, Whitney E. Smith, and Walter T. Williams. Florencio Arosemena F., son of a former Panama president and

a practicing attorney in the Republic for more than 40 years, is employed by the office on a retainer basis to represent the Company in litigation in Panama and to advise on questions of Panamanian law which arise from time to time. Having been associated with the Panama Canal Company and its predecessor, the Panama Railroad Company, since 1920, Mr. Arosemena is the "dean" of the legal staff.

The General Counsel is the official legal adviser of the Governor President and other Company Government officials and, contrary to the belief held by an occasional employee facing personal legal problems, attorneys on his staff are not authorized to practice privately and, therefore, cannot advise the occasional employee who seeks such legal guidance.

In addition to providing official legal advice and representing the Company in the Courts and before administrative boards, the General Counsel also prepares legislative proposals for submission to Congress, drafts a wide variety of Canal Zone regulations having the force and effect of law, and studies bills introduced in Congress which might affect operations of the Panama Canal Company or Canal Zone Government, then alert the officials concerned.

Preparation of a bill to revise the Canal Zone Code has been the most significant work in the field of proposed legislation during the past 2 years. The revision, prepared under Congressional authority to revise and codify the Code, was introduced in the House on June 5, 1961. The revision was prepared by a firm of law revisers under the Governor's general direction, with the aid of an advisory committee on which Markun served as chairman and Sanders as secretary. A brief listing of proposed changes of general interest included in

John A. Cooper
indicates section of
contract under
discussion
with
Whitney E. Smith



the proposed new Code is contained elsewhere with this article.

A major change in the Code would be to adopt Stateside Federal improvements designed to streamline legal administration by providing for use of the Federal Rules of Procedure, both civil and criminal, developed since 1948 and prescribed by the U.S. Supreme Court. The Rules are designed to facilitate introduction and discovery of evidence.

Under the new rules, evidence in the hands of the opposing parties must be disclosed on demand. This tends to eliminate surprise as a factor in a civil suit. Also, the Rules encourage pre-trial settlements. In the Canal Zone, the District Court has had pre-trial conferences in major civil cases for a number of years, as a matter of Court-ordered practice.

Legislation prepared by the office

during recent months, in addition to the work done on revising the Canal Zone Code, has included the measure which recently was enacted to prevent garnishment of wages owed to Company employees.

A pending bill (H.R. 9351) in the present Congress would provide for issuing certificates of U.S. citizenship in the Canal Zone to certain persons born in the Canal Zone or the Republic of Panama who are U.S. citizens at birth under U.S. law. At the present time the certificates of citizenship must be obtained at a U.S. Immigration Office and before an immigration officer in the United States. The proposed bill would authorize an immigration officer to come to the Canal Zone periodically to issue certificates here.

One of the major and more absorbing tasks of the Office of the General Counsel is to defend the Company in the Canal Zone District Court in suits arising out of accidents to vessels in the Panama Canal. The trial of these cases is assigned to one attorney, but any or all of the legal staff may be called upon to contribute to the solution of the complex and diverse legal problems which these suits involve. Mr. Daly's background makes him the specialist in these cases. His principal assistant, until his recent resignation, was Paul Dunn.

The Company became suable in vessel-accident cases in 1951 by Act of Congress. Prior to 1951, the Canal authorities were not suable for injuries to vessels except for accidents occurring in the "locks."

When a vessel goes aground in the

Proposed Changes in Code

Maximum fine for driving while intoxicated increased from \$100 to \$500, and the maximum term of imprisonment increased from 30 to 90 days.

New sections provide that whoever operates a motor vehicle shall be deemed to have given consent to a chemical test or tests to determine the alcoholic content of his blood. Anyone refusing to permit the testing may have his license or permit to drive revoked for 1 year.

A new section requires that local regulations which specify criminal penalties and are not published in the Federal Register, such as traffic regulations, must be published in one or more of the daily newspapers having a general

circulation in the Canal Zone before becoming effective.

The Governor is given authority to issue fishing and swimming regulations which have the force and effect of law and could carry a penalty of a fine of not more than \$100 or imprisonment for not more than 30 days, or both.

Procedure is modernized for hospitalization of the mentally ill and for determination of the mental competency of defendants in criminal actions.

Probation procedure is improved and parole is authorized, along with authority for appointment of a probation and parole officer.

Canal or strikes one of the rocky banks of Gaillard Cut, the resulting damages are usually substantial, running typically from \$100,000 to \$500,000. It is often difficult to determine just why a vessel leaves her ordered course, or "takes a sheer." Many vessels are inclined to become balky when they get into confined waters. Complicating the picture is the fact that, although Canal personnel have control of the navigation of the vessel and issue the necessary orders, it is the ship's crew and equipment which are called upon to execute the orders.

Fortunately, the General Counsel's staff has on call willing and able experts in the Company Government to provide advice and to offer testimony on the many technical questions that arise in the defense of these suits. Experts in the fields of piloting, towing, steering gears, propulsion engines, ship design, meteorology and hydrology, handwriting and document analysis, are called upon in almost every case. The Company has been absolved of blame in five of the six vessel-accident cases which have been tried to date in the District Court.

Because of the diverse activities of the Company Government each staff attorney must be competent to handle a wide variety of legal problems, but each tends to have one or more specialties in which he is regarded as the office expert.

Mr. Cooper, 43-year-old Chicagoan, who was with the Department of Justice in Washington before joining the Canal organization in 1954, specializes in contracts, reviewing all major con-



Mrs. Marion Mallory hands additional law book to W. A. Sanders as he prepares to give dictation to Mrs. Thora Mahoney about a proposed regulation referred to him for legal evaluation.

tract proposals and participating in discussions relative to any major change orders after contracts have been signed.

Dwight McKabney, 40-year-old Illinois native, who served with the Canal organization in two previous tours with the Personnel Bureau, Electrical Division, and the Office of the Comptroller, before returning as an attorney in 1954, handles most wage and personnel matters, including litigation in those fields.

W. Allen Sanders, 28-year-old Alabamian, who joined the Canal organization in 1957 through the Justice Department Honor Program, which was limited to

law school graduates who ranked in the top 10 percent of their law school graduating class, has major responsibility in the field of legislation and in drafting various regulations.

The two most recent additions to the staff are Whitney E. Smith, 46-year-old native of Utica, N.Y., and Walter T. Williams, 26-year old Indianan. Mr. Smith, who had served as real estate officer for the Panama Area Engineer, Army Corps of Engineers, before joining the Canal organization in December 1960, handles a variety of general legal matters including contracts and procurement. Mr. Williams, who was an attorney-examiner in the Division of Corporate Finance of the Securities and Exchange Commission, joined the Canal enterprise in September 1961 and is assigned general legal matters covering many areas.

Much of the effort of the General Counsel and his staff is directed toward the end that the Comptroller General in his annual audits of the Panama Canal Company and the Canal Zone Government will give both agencies clean bills of health in finding all of their activities to have been conducted in conformity with law.

In a broader sense, however, the office serves as part of the staff "team" that assists the Governor/President in making his day-to-day decisions in administering the two Canal agencies. In most respects the Office of General Counsel serves its "client" in much the same manner as individual attorneys serve their private clients—advising them, defending them, and seeking to enforce legal rights through judicial process.



Dwight A. McKabney holds door for Walter T. Williams as they enter Mr. Markun's office for a meeting.

Keeping the Record Straight

Isthmian Historical Society is interested in the past, while retaining interest in today's events . . all part of local lore.



Loron B. Burnham, onetime president of Society, interviews Miss Aminta Meléndez and R. D. Prescott about Panama revolution.

WHETHER it's ascertaining the origin of place names in Panama and the Zone, studying the Zone's educational system during the construction era, discussing landmarks in Panama, or any one of dozens of other historical subjects dealing with the Isthmus, there's a good chance it has been discussed by the Isthmian Historical Society.

This organization, founded early in 1954 as the Isthmus prepared for the Goethals Memorial Dedication program, has interests extending back to the days when Columbus anchored off the Atlantic shoreline and also up to yesterday evening's headlines. Any historical error about the Isthmus which is made public soon results in some member of the Society calling attention to it and "keeping the record straight."

A recent instance of this penchant for historical accuracy concerned the resignation of Governor Carter. When the Governor's plans were announced early in January, newspaper articles stated he was the first Governor of the Zone ever to resign. Society member and amateur historian Fred de V. Sill, a retired Canal engineer, soon was passing along the word that a number of Governors had resigned before their terms expired, including Col. George W. Goethals, Chief Engineer during construction of the waterway, and first Governor of the Zone.

"It's not too important, perhaps," Fred said with a smile, "but I like to see the record kept straight when it's possible to do so."

Mrs. Amy McCormack, one of the leading organizers and first president of the Society, explains the founding of the organization in this way:

"I read in the paper that there

were 200 'oldtimers' on the Isthmus and approximately that number were expected to arrive from the United States to attend the (Goethals Memorial Dedication) ceremony. . . . I also had read an article by C. R. Vosburg . . . in the *Star & Herald*, in which the writer deplored the fact that there was no Historical Society. . . . I called a meeting of all interested persons for what I hoped would be the beginning of such a society."

The meeting called by Mrs. McCormack was held on April 7, 1954, and regular meetings of the organization have been held continuously since that time, usually one each month. The meetings have included discussions on a wide variety of subjects: Operations of YMCAs in the Zone during the construction era, the history of what now is Gorgas Hospital, the events of November 3 and 4, 1903, which led to Panama's independence from Colombia, interviews with employees of the construction era, and other subjects.

The meetings are open to the general public. They usually are held in the ballroom of the Tivoli Guest House and the dollar a year dues paid by each member are used to pay for a microphone for speakers and other program participants. The main objects of the Society, as of similar organizations, are to stimulate a greater love for history, to learn more about local history, and to preserve what is learned for those who may be interested in later years. To achieve the latter goal, a file of pictures, recordings, transcriptions, and clippings have been preserved by the Society and scrapbooks of each year's activities are on file with the Canal Zone Library.

Among those who have participated in the programs presented by the Society are "Dr. Ricardo J. Alfaro, three times President of Panama and now a jurist on the International Court of Justice at The Hague; Juan Antonio Justo, former archivist of Panama; A. V. McGeachy, Editor Emeritus of the *Star & Herald*; Eugene Lombard, former Executive Secretary of the Panama Canal; Miss Aminta Meléndez, heroine of Panamanian independence, who carried a message across the Isthmus on the Panama Railroad advising Panama City leaders of the revolution that a detachment of Colombian troops would be detained in Colon; Richard D. Prescott, railroad telegrapher who read messages sent and received between the two sides of the Isthmus during the revolution; John Easter Minter, author of *The Chagres*; and many others.

Those who have served as president of the Society, in addition to Mrs. McCormack, are the Reverend Mainert J. Peterson, Otis Myers, Donald Musselman, Loron B. Burnham, Cornelius S. McCormack, and Charles R. Bowen, who now is serving. Until this year, when he finally accepted the post of president, Dean Roger C. Hackett of the Canal Zone Junior College served several years as vice president.

Even though he is preparing to leave the Isthmus soon, Dean Hackett still is active in directing work on a major current project of the Society—determining the origin and meaning of the names of Isthmian provinces, rivers, cities, towns, mountains, lakes, streets, and other place names. Other members pursue their fields of interest, developing new insights into the rich history of the Isthmus and keeping the record straight.



Dean Roger C. Hackett, president of Isthmian Historical Society, and Juan Ehrman, Panama businessman and fellow Society member, examine flags of Panama and United States along Zone portion of parade route for Panama's Flag Day festivities in November 1961.

Mrs. Amy McCormack, first president of Society, with former Canal Executive Secretary Eugene Lombard, left, and jurist and former Panama President Dr. Ricardo J. Alfaro, both honorary members.



Massive Orion Hunter barely fit between walls of 100-foot wide locks as she transited waterway under able guidance of 3 Canal pilots.

“Congratulations and Well Done”

A “WELL DONE” for officials and employees of the Panama Canal Company in connection with the January transit of the huge supertanker *Orion Hunter* was received by Governor Carter from the owners of the vessel a few days after the transit.

The cable, sent to the Governor from the Orion Shipping & Trading Co. offices in New York, said, “Owners of the *Orion Hunter* express their appreciation and profound thanks to the Panama Canal Company, its officers, and employees for directing the successful and expeditious transit of the *Orion Hunter* on January 4. Congratulations and well done,” the message concluded.

The *Orion Hunter*, largest commercial vessel ever to transit the Canal, except for the old German passenger liner *Bremen*, made the southbound trip last month on her maiden voyage from the east coast to Long Beach, Calif.

The ship measures 860 feet in length, has a 104-foot beam, and a tropical fresh-water draft of 45 feet and 9½ inches. With a Panama Canal net tonnage of 33,829 tons, the *Orion Hunter* paid \$30,446.10 in tolls, the highest ever collected from a commercial vessel.

The supertanker arrived at Cristobal January 4 and, with three Panama Canal pilots aboard, started the southbound transit at 6:40 a.m. The ship made the trip without incident and left Miraflores Locks shortly after 3 p.m. The entire transit of Canal waters took 11 hours and 11 minutes. United Fruit Co. served as agent for the ship at the Canal.



General Wilson at Gorgas Hospital project with Engineering and Construction Bureau Director Matthew C. Harrison, far left, Canal engineers, and others in tour party.

Chief of Engineers Visits Isthmus

FOR MANY YEARS, the U.S. Army Corps of Engineers has played a major role in the engineering achievement represented by the Panama Canal, with every Governor of the Canal Zone having been selected from the officers of the Corps. Many other high officials of the waterway also are drawn from the Corps.

It was appropriate, therefore, that the Chief of Engineers, Lt. Gen. Walter K. Wilson, Jr., should visit the Canal Zone to view current improvement projects. General Wilson arrived on the Isthmus January 9 for a 3-day stay which included visits to the Thatcher Ferry Bridge project, the Gorgas Hospital construction project, and the La Boca housing area.

The Canal Zone Post, Society of American Military Engineers, honored General Wilson with a dinner dance at the Fort Amador Officers' Open Mess and heard a brief talk by the visitor. General Wilson was accompanied to the Isthmus by Brig. Gen. H. A. Morris, Division Engineer of the South Atlantic Division, Corps of Engineers, Atlanta; C. P. Lindner and L. M. Stephenson of the South Atlantic Division office; Col. Julian Sollohub, District Engineer, Jacksonville, Fla., and J. J. Koperski, F. E. Biehn, and E. C. Brown of that office.

During his stay on the Isthmus, General Wilson was a guest of Governor Carter.

Worth

Studying at Company Expense

THE TUITION Refund Program sponsored by the Canal organization to enable Company Government employees to receive refunds of their tuition for off-duty studies that will help them in their work, has been extended to cover employees off the Isthmus, as well as those living and working on the Isthmus.

Thus, regular employees in New Orleans, Washington, and Tokyo now may take night courses and correspondence study under Company Government sponsorship.

The Tuition Refund Program, although less than 18 months old, has proved very popular among Isthmian employees. Records of the Personnel Bureau's Employee Development Staff show that 66 employees have completed 95 courses and received a total of \$2,681 in refunds, or an average of about \$28 per course.

Of the courses, 4 were taken by correspondence, while the remaining 91 have been night classes in the Canal Zone Junior College and local facilities of Florida State University. Of the 66 employees participating, 20 non-U.S. citizens have completed 29 courses and 46 U.S. citizens have completed 66.

Approximately one-third of the participants took more than one course. Fourteen took two; four studied three, one employee took four courses, and one took five. The five-course champion is James L. Rinehart of the Industrial Division, who has been going to Florida State University night classes almost continuously, studying Spanish and organization and management.

As of December 31, 1961, 15 courses were being studied.

Company Government employees are good students. Employee Development Staff records show that of the 95 courses completed, 50 final grades of A were achieved; 31 B's were scored; and 14 showed final grades of C.

Any employee may apply to his bureau director for Tuition Refund Program sponsorship if he believes a course of off-duty study—either night classes or by correspondence—will help him in his work. To qualify for the program, the employee's bureau director and the Personnel Director both must certify that the proposed study is directly related to the present work of the employee and will contribute to more effective job performance.

Application must be made on Form 984, "Agreement for Tuition Refund." The signatures of the two directors must

Knowing

be obtained in advance of the first instructional session of a resident class or before the employee orders a correspondence course or signs a contract or pays any money for it.

If these requirements are met, refund of full tuition and registration fees, together with laboratory fees, if any, may be made after the employee completes the course satisfactorily and provides proof of grade and payment of the original fees. Satisfactory completion in most schools is represented by a final grade of A, B, or C.

Carnival Flag Flying

THE BLUE-AND-WHITE Carnival flag is flying in the Canal Zone, symbolic of the festivities planned for the celebration of the Carnival of the Americas on March 3, 4, 5, and 6.

Among those participating in the Carnival flag raising in Balboa on January 19 were Governor Carter, Governor-designate Robert J. Fleming, Jr., Panama Canal Company Board Chairman Stephen Ailes, and a distinguished company of Carnival queens, the Carnival Junta, and musicians.

Special Fund Drive

FEBRUARY 12 through April 2 is the period set for on-the-job solicitation of funds for National Health Agencies and International Voluntary Agencies in the Canal Zone, it has been jointly announced by the civilian and military organizations of the Federal Government in the Zone.

No goal has been established for any participating agency or for the group, the announcement said, and each agency seeking funds through the campaign is to supply its own campaign material. The Keymen of the Governor's Council for Voluntary Giving will conduct the campaign within the Company Government.

Too Big, Too Big

LAUNCHING of the largest merchant ship ever built in the United States has added another vessel to the growing list of those unable to transit the Isthmian waterway. The tanker *Manhattan*, christened in the Bethlehem Steel Co.'s East Boston yard on January 10, is 940 feet long and has a beam of 132 feet, 22 feet more than the width of the Panama Canal locks. With a deep loaded draft of 49 feet, she will be unable to go through the Suez Canal with a full cargo, but will be able to use that waterway when only partially loaded.



New Locomotives Tested at Gatun

THE OLD and the new Panama Canal towing locomotives are shown standing end-to-end on the east wall of Gatun Locks as tests were begun on the first six of the new Japanese-built machines received during January by the Panama Canal Company. Checking the new "mules" through their paces are two representatives of Mitsubishi Shiji Kaisha, Ltd., of Tokyo. Keisaku Sugi and Mitsuo Kubota came to the Isthmus from Tokyo and will remain here during the testing period.

The first three of the six machines were shipped here aboard the *Pioneer Myth* and unloaded directly onto the

east wall return tracks at Gatun Locks. The second three arrived here aboard the *Pioneer Main* 2 weeks later and were set up on the center wall at Gatun.

While the engineers and Japanese inspectors prepared the new locomotives for their task of towing ships through the locks, a training program was started for all those who will have anything to do with operating and maintaining the new "mules." Robert Blair, wireman lock operator, and Felix Karpinski, machinist lock operator, who received instruction on the maintenance and operation of the machines in Japan, are taking part in this program.

New Port Captain on Duty

THE NEW CAPTAIN of the Port of Cristobal, Capt. E. D. Ring, USN., arrived on the Isthmus during January and assumed his new duties.

A native of Passport, Ill., Captain Ring has been a U.S. Navy officer since 1941. He is a veteran of World War II, with service in both the Atlantic and Pacific Theaters and came to the Isthmus from the Atlantic Fleet, where he had been on duty as Commander of Destroyer Division 162.

The new port captain is a graduate of Illinois State Normal University and completed naval officers training at Northwestern University. In addition to his duties as port captain he also will serve as a member of the Board of Local Inspectors.





SAFETY

The Quick and The Dead

THERE IS an all-important difference between the quick and the dead, and very often what makes the difference is a seat belt. The findings of Cornell University's Automotive Crash Injury Research confirm this. Two groups of accidents were compared.

In the group without belts, the frequency of serious injury was high, while among those with seat belts it was low. The study shows that people with seat belts are 35 to 60 percent safer than people without seat belts.

What does this mean in terms of human life? Cornell University scientists estimate that seat belts, if widely used by the motoring public, could save 5,000 lives each year merely by holding people inside the car in case of an accident.

To assist in bringing these facts to the attention of employees and their families, the Safety Branch of the Company/Government has arranged for local showing to the general public a motion picture made by the University of Southern California of actual test crashes using dummy passengers wired up to sensitive electronic recording devices to indicate injuries sustained or avoided, depending upon whether or not the dummy passengers were held in the cars by safety belts. The first showing of the film was at the Balboa Theater over the January 13-15 weekend. It will be shown elsewhere as facilities and opportunities permit.

At present, all Motor Transportation Division sedans regularly assigned to transisthmian travel are equipped with seat belts, as are all Police Division patrol cars. Since the installation in these vehicles, several instances have been reported in which injury to passengers has been avoided because seat belts held passengers in place during sudden crash stops.

In cooperation with the Supply and Community Service Bureau and the Motor Transportation Division, arrangements have been made to make seat belts in various colors available for purchase at retail stores and, if desired, installed by Motor Transportation Division at minimum cost both for purchase and installation.



LOVING CARE IS NEEDED when you're driving, too!

There are so many ways to express your love for a child—amuse him, caress him, understand him, protect him from hurt and harm.

Because drivers kill and cripple more children than any disease, a car is potentially one of the most dangerous places your child can ever be. So protect him whenever he is in the car—with a seat belt.

If every car owner in America had seat belts in

his car—and used them—we could reduce severe injuries by one-third, deaths by 5,000 a year!

It's terribly important to drive with loving care, always. And to support strict law enforcement in your town, for where laws are strictly enforced, accidents and deaths go down. But for a parent, it's *most important of all* to protect your loved ones—and yourself—by relying on seat belts.



Published to save lives, in cooperation with The Advertising Council and the National Safety Council



ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
DECEMBER



FIRST AID
CASES

'61 259 '60 250



DISABLING
INJURIES

'61 4 '60 11



DAYS
LOST

'61 410 '60 262

ALL UNITS

YEAR TO DATE

3547(397) 2909 131(4) 142 13299(58) 15291

() Locks Overhaul injuries included in total

ANNIVERSARIES

(On the basis of total Federal Service)

ADMINISTRATIVE BRANCH

Samuel A. Muir
Laborer Cleaner

SUPPLY AND COMMUNITY SERVICE BUREAU

John C. DeYoung
Inspector, Gas Plant Products
George P. Hinds
Retail Store Supervisor
Ivan S. Brown
Meat Cutter
Fitz O. Jordan
Laborer Cleaner

MARINE BUREAU

Enrique E. Dudley
Clerk
Edgar R. Lawrence
Leader Boatman

OFFICE OF THE COMPTROLLER

Florence M. Peterson
Accounting Assistant

ENGINEERING AND CONSTRUCTION BUREAU

Lucas Landecho
Surveying Aid
Bertram M. Ramsey
Clerk
Daniel Orozco
Toolroom Attendant

TRANSPORTATION AND TERMINALS BUREAU

James A. Brooks
Supervisory Cargo Officer

INTERNAL SECURITY OFFICE

Frank Wilder
Security Specialist

SAFETY BRANCH

Warren H. Smith
Chief

EXECUTIVE PLANNING STAFF

Thelma H. Bull
Statistical Assistant

ADMINISTRATIVE BRANCH

George G. Graffman
Passenger Traffic Clerk
Sylvia McKay
Bindery Worker

CIVIL AFFAIRS BUREAU

Frank Koenig
Window Clerk
Clara O. Wattle
Teacher, Junior High, Latin
American Schools

ENGINEERING AND CONSTRUCTION BUREAU

Howard B. Harrison
Lead Foreman, Barge
Maintenance
Tomás A. Molleda
Civil Engineering Draftsman
Jack W. Rocker
Floating Crane Engineer
Alfred T. Marsh
Electrician
Vicente Acosta
Wharfbuilder
Manuel González
Heavy Laborer
Silvestre Avilés
Boatman
Walter Sinceler
General Helper
Jesús Argueta
Seaman
Simon B. Jones
Electrician
E. A. Jorgensen
Clerk Typist
Jacinto Sánchez
Floating Plant Oiler

HEALTH BUREAU

Agnes C. Meade
Clerk
Theophilus N. Shaw
Cook

A. M. McCormack
Dental Laboratory
Technician
Federico Murray
Medical Technician
José Bermúdez
Pharmacy Helper
Eric W. McDonald
Medical Aid, Orthopedics
George M. Williamson
Patient Food Service Attendant
Teresa Lawrence
Cook

MARINE BUREAU

Harry T. Lacy
Master, Towboat or Ferry
James W. Johnson
Launch Operator
Clyde W. Archer
Deckhand
Robert J. Roy
Lock Operator Machinist
Bernabé Garay
Launch Operator
Arcadio Buendía
Helper Lock Operator
John M. Graves
Lock Operator Machinist
Alvin Hall
Deckhand
C. A. J. Sinclair
Launch Dispatcher

OFFICE OF THE COMPTROLLER

Edward J. Lucas
Accountant
Adelaide M. Seldon
Accounting Assistant
A. B. Hendricks
Systems Accountant
Rolando Nisbeth
Bookkeeping Machine
Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Norman N. Bonnick
Lead Foreman, Grounds
Oswald A. Smith
Stock Control Clerk
Buster Brown
Dry Cleaning Presser
Eliza W. Robinson
Counter Attendant
Gifford Holmes
Stockman

Harold Johnson
Clerk
Ruth Williams
Sales Section, Retail Store
Zacarias Garibaldi
Heavy Laborer
Fredrico B. Jones
Dry Cleaning Presser
Wilford N. Mitchell
Cook
Olive Archer
Counter Attendant
Geraldine L. Watson
Storekeeping Clerk
Verona M. Pascal
Utility Worker
Teodoro Luna
Gardener
George S. McCullough
Lead Foreman
Maintenance
Calvin A. Waterman
Clerk
Gregoria Básquez
Counter Attendant
Richard Hogan
Cook
Gladys M. Duncan
Sales Clerk
Elwood C. Bissett
Supervisory Merchandise
Management Officer
Jorge Lugardo
Laborer Cleaner
Marcus J. Williams
Storekeeping Clerk

TRANSPORTATION AND TERMINALS BUREAU

M. L. Canavaggio
Cargo Control Clerk
Kenneth E. Licorish
Automotive Equipment
Serviceman
Pedro Aguilar
Truck Driver
Jorge Campbell
Helper Automotive Machinist
William H. Foster
Clerk
Edwin Paul Carson
Clerk
Julio H. Ortega
Heavy Laborer
Leroy P. Marsh
Liquid Fuels Dispatcher

PROMOTIONS AND TRANSFERS

December 5 through January 5

EMPLOYEES who were promoted or transferred between December 10 and January 10 are listed below. Within-grade promotions and job reclassifications are not listed.

OFFICE OF GENERAL COUNSEL

Grayce L. Nadeau, from Legal Clerk, Stenography, to Legal Clerical Assistant, Stenography.
Thora S. Mahoney, from Clerk-Stenographer, to Legal Clerical Assistant.

ADMINISTRATIVE BRANCH

Stanley J. Crossman, from Printing and Publications Clerk, to Hand Compositor, Printing Plant, Mount Hope.

CIVIL AFFAIRS BUREAU

Lew C. Ilfzinger, from Window Clerk, to Clerk-in-Charge, Window Services, Cristobal, Postal Division.

Police Division

Russel T. Billison, Alexander R. Geddie, Ralph C. Stone, from Police Private to Police Sergeant.
Paul V. Rozmeski, from Guard, Locks Division, to Police Private.
Walton S. Wilson, from Sales Clerk, Supply Division, to Police Private.

Division of Schools

Helen M. Adams, from Substitute Teacher, to Elementary and Secondary School Teacher.
Ruth H. Amedee, from Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

OFFICE OF THE COMPTROLLER

Stanley E. Hall, from Clerk Checker, Terminals Division, to Mail and File Clerk, General Audit Division.

ENGINEERING AND CONSTRUCTION BUREAU

Víctor M. López, from Mechanical Engineering Draftsman to General Engineering Draftsman, Engineering Division.
Shirley K. Finlason, from Supervisory Clerk, Stenography, to Clerical Assistant, Contract and Inspection Division.

Dredging Division

Norval E. McGregor, from Dipper Dredge Engineer, to Chief Engineer, Towboat or Ferry.
George W. Thompson, Jr., from Dipper Dredge Engineer, to Salvage Towboat Engineer.
George A. McArthur, from Mechanical Engineer, to General Mechanical Engineer.
Ricardo A. Honeywell, from Mess Attendant, to Clerk.
Gladstone C. Bellamy, from Seaman, to Floating Plant Oiler.
Inés Alben, from Debris Control Winchman, to Debris Control Leader.
DaCosta Mahon, from Floating Plant Fireman, to Floating Plant Water Tender.
Walford N. Warren, from Floating Plant Wiper, to Floating Plant Water Tender.
Alfred Worrell, from Floating Plant Wiper, to Floating Plant Fireman.
William H. Fergus, from Seaman, to Floating Plant-Boom Oiler.
Edward Shuffler, from Launch Seaman, to Launch Operator.
Joseph N. Goddard, from Seaman, to Leader Seaman.
Santiago López, from Floating Plant-Boom Oiler, to Leader Seaman.

Narciso Gómez, from Boatman, to Launch Seaman.

Venancio Aráuz, from Boatman, to Seaman.
George W. Lambert, from Heavy Laborer, to Seaman.

Juan S. Diaz, from General Helper, to Navigational Aid Worker.

Sotero García, from Laborer, to Boatman.

Julián Martínez, from Grounds Maintenance Equipment Operator, Community Services Division, to Boatman.

Ernesto F. Scott, from Utility Worker, Supply Division, to Mess Attendant.

Delfín Saavedra, from Railroad Trackman, Railroad Division, to Heavy Laborer.

Electrical Division

Carl R. Newhard, from Lead Foreman Central Office Repairman, to Communications Management Officer.

Theodore J. Wilber, from Supervisory Administrative Services Assistant, to Administrative Services Assistant.

Glenn H. Burdick, from Office Services Supervisor, to Supervisory Administrative Services Assistant.

Joseph F. Green, Domingo D. Hinds, Paul W. Kramer, Jr., Earl H. Turner, from Marine Machinist, Industrial Division, to Shift Engineer, Mechanical.

Jack Saltzman, from Electrician, to Electrical Test Operator-Foreman.

Walter E. Blenman, from Nursing Assistant, Gorgas Hospital, to Meteorological Aid.

William Powell, Henry J. Wallace, from Helper Machinist, Industrial Division, to Helper Maintenance Machinist.

George Griffith, from Heavy Laborer, to Helper Electrician.

Maintenance Division

Robert B. Grier, from Lock Operator Machinist, Locks Division, to Maintenance Machinist.

Guillermo C. Morales, Rupert L. White, Maintenance Painter, from Industrial Division.

Luis Cuentas, from General Helper, to Cement Finisher.

Carlos Cedeño, from Laborer, Community Services Division, to Heavy Laborer.

HEALTH BUREAU

Gorgas Hospital

Maxine M. Ince, Shirley C. Truitt, Sue W. Warner, from Staff Nurse, to Staff Nurse, Medicine and Surgery.

Carlos Ramírez, from Laboratory Helper, to Autopsy Assistant.

Pablo E. Pérez, from Hospital Laborer, to Laboratory Helper.

Corozal Hospital

Marva L. Carter, from Sales Clerk, Supply Division, to Nursing Assistant, Psychiatry.

Leroy A. Alleyne, from Laborer, Supply Division, to Nursing Assistant, Psychiatry.

Constance E. Skeete, from Clerk, to Nursing Assistant, Psychiatry.

Louis E. Sprauve, from Clerk Checker, Terminals Division, to Nursing Assistant, Psychiatry.

Joseph Rochester, from Nursing Assistant, Psychiatry, to Occupational Therapy Assistant.

Enrique R. Richards, from Nursing Assistant, Psychiatry, to Recreation Assistant.

Palo Seco Leprosarium

John R. Thomson, from Office Services Clerk, to Hospital Administrative Officer.

Marie V. Weber, from Staff Nurse, Leprosy, to Nurse Supervisor, Leprosy.

Victor Smith, from Laborer Cleaner, Supply Division, to Nursing Assistant, Leprosy.

Jerome A. Phillips, from Laborer Cleaner, Supply Division, to Kitchen Attendant.

MARINE BUREAU

Norman J. Clarke, from Laborer Cleaner, to Helper Shipwright, Industrial Division.

Beresford F. Baxter, Alfred E. Bowen, Lincoln B. Boyce, Larry L. Dick, Wilfred E. Lindo, Adrington R. Morrison, Sebastián R. Navarro, Ruben A. Padmore, Edgar U. Petit, Elton H. Sealey, Edgar E. Taylor, from Teletypist, to Marine Traffic Clerk, Navigation Division.

Locks Division

June A. Stevenson, from Clerk-Typist, to Typing Secretary, Office of the Chief.

Magin L. Navarrete, from Helper Lock Operator, to Leader Boatman.

John E. Winklosky II, from Signalman, to Guard.

SUPPLY AND COMMUNITY SERVICE BUREAU

Supply Division

Lucille Abernathy, from Retail Store Supervisor, to Commissary Store Department Manager.

William D. McGowin, from Retail Store Supervisor, to Commissary Store Department Manager.

Louis H. Schmidt, Jr., from Lead Foreman Service Station Attendant, to Retail Store Supervisor.

Magdalena L. Bushell, from Timekeeper, to General Personnel Clerk.

Albert A. Roach, from Sales Clerk, to Sales Section Head.

Albert DaCosta, from Service Station Operator, to Sales Section Head.

Francisco Brito, from Stockman, to Leader High Lift Truck Operator.

Ruperto Jemmott, from Timekeeper, to Clerk.

Constance V. Dudley, from Counter Attendant, to Sales Clerk.

Marion Wason, from Utility Worker, to Retail Store Sales Checker.

Rupert Ranger, from Food Services Sales Checker, to Storekeeping Clerk.

Verona C. Jackman, from Counter Attendant, to Food Service Sales Checker.

Francis A. Cadogan, from Utility Worker, to Counter Attendant.

George S. Goode, from Utility Worker, to Truck Driver.

Irvin V. DeSousa, Vincent George, from Pinsetter, to Utility Worker.

Victoria B. De Cervinio, from Laborer Cleaner, to Utility Worker.

Jorge A. Hinds, from Waiter, to Food Service Sales Checker.

Walton J. Davy, from Meat Cutter Assistant, to Meat Cutter.

Lester L. Ferraro, from Pinsetter, to Package Boy.

Community Services Division

Elda M. Mendoza, from Clerk-Typist, to Clerk.

Luther E. Gray, from Laborer Cleaner, to Heavy Laborer.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

Gilbert A. Sollas, from Supervisory Cargo

Assistant, to Supervisory Clerical Assistant.

Carmen F. Ender, from Bill-of-Lading Clerk, to Cargo Clerk.

Wilmoth L. Raymond, from Ship Worker, to Winchman.

Alexander A. Cox, from Ship Worker, to High Lift Truck Operator.

Dionisio Almengor, Andrés Jiménez, Narciso Kelly, Nollerto Marín, Feliciano Mercado, Ramón M. Reyes, Luis Riascos, from Dock Worker, to High Lift Truck Operator.

Samuel Bryan, from Helper Liquid Fuels Wharfman, to Dock Worker.

Juvenal Arias, from Laborer Cleaner, to Dock Worker.

Luis H. Núñez, from Ship Worker, to Helper Liquid Fuel Wharfman.

Robert J. Arthur, from Ship Worker, to Winchman.

Orman B. Inmiss, Francisco Delgado, from Dock Worker, to Heavy Laborer.

Railroad Division

Margaret M. Martin, from Clerk-Stenographer, to Secretary, Stenography.

Nathan A. Thompson, from Deckhand, Navigation Division, to Brakeman.

Motor Transportation Division

Evans N. Morrison, from Accounting Clerk, to Timekeeper.

Hilarius B. Wilson, Jr., from Utility Worker, Supply Division, to Automotive Equipment Serviceman.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Whitney E. Smith, General Attorney, Office of the General Counsel.

Edvard H. Halsall, Chief, Locks Security Branch, Office of the Chief, Locks Division.

Paul Kowalchik, Structural Engineer, Engineering Division.

Cornelius J. O'Sullivan, Assistant Commissary Store Manager, Supply Division.

Robert H. Adams, Supervisory Storage Officer, Supply Division.

G. Leroy Koontz, Administrative Services Assistant, Police Division.

Robert M. Blakely, Jr., Hospital Administrative Officer, Corozal Hospital.

William J. Barrett, Dental Laboratory Technician, Gorgas Hospital.

Evelyn S. Barrett, Margaret E. Orvis, Accounting Clerk, Typing, Contract and Inspection Division.

Gertrude J. Connard, Peter Neblett, Prince A. Spencer, Retail Store Supervisor, Supply Division.

Frank R. Brown, Statistical Draftsman, Accounting Division.

Eric R. Townsend, Bookkeeping Machine Operator, Accounting Division.

John E. Hogan, Clerk-Typist, Railroad Division.

James N. Miller, Supervisory Clerk, Supply Division.

Horace D. Cooper, Sales Section Head, Supply Division.

Fitzroy O. Best, Cargo Clerk, Terminals Division.

Vincent Steele, Clerk, Railroad Division.

Agnes B. Whittingham, Clerk, Supply Division.

Margaret Mussa, Germaine I. Punnett, Clerk-Typist, Supply Division.

Dorothy C. Bushell, Clive A. Courtenay, Cathaline P. Thompson, Nursing Assistant, Psychiatry, Corozal Hospital.

Anthony Jordan, Sales Clerk, Supply Division.

CANAL HISTORY

50 Years Ago

THE NEED for an Isthmian waterway was highlighted in February 1912 by an announcement that the Canal organization was going to send the tug *Reliance* and three 600-cubic yard barges from the Atlantic side to Balboa —by way of the Strait of Magellan. The 10,500-mile trip started from Colon on February 11, was expected to take until about June 20, and to cost approximately \$15,000.

The area to be occupied by the channel for the Canal through Miraflores Lake was being cleared of brush and excavation of the channel had been started. Total excavation for the channel between Pedro Miguel and Miraflores Locks was expected to be approximately 800,000 cubic yards, with much of it to be used for backfilling at the locks.

While work was just getting underway on the channel between the two Pacific-side sets of locks, it was reported that excavation in the Cut through the Continental Divide was approximately 84 percent complete, with an estimated 14,525,000 cubic yards still to be removed, including 4,300,000 resulting from slides. Total excavation from the entire Canal, through February was 163,182,086 cubic yards, leaving 32,141,293 cubic yards to be excavated to complete the waterway.

25 Years Ago

NET INCOME of \$1,127,340 was earned by the Panama Railroad during fiscal year 1936, it was revealed in February 1937 by President Roosevelt, who quoted figures from the 87th Annual Report of the Board of Directors of the Railroad.

About the same time, Gov. Clarence S. Ridley announced that an amendment to the Canal Zone Code, which would affirm the authority of the President of the United States to make regulations prescribing conditions of employment for Panama Canal service, would be included in the legislative program of the Canal administration. The amendment would, at the same time, protect the 40-hour week on the Canal Zone and give the President authority over matters pertaining to transportation, medical care, and commutation of leave.

10 Years Ago

RATE INCREASES designed to place designated commercial activities of the Panama Canal Company on a break-even basis were announced 10 years ago at Balboa Heights. Main effects were on such general services as marine bunkering, stevedoring, and the handling of cargo over the piers. A 2-cent increase on gasoline and cigarettes, a 50-cent increase on residence telephones, and a 10-percent raise in Tivoli room rates also were announced. The charges for care of grounds around employees' quarters were discontinued, however.

Fluoridation of the Canal Zone water supply, which provides water for all of the Canal Zone as well as Colon and Panama City and its suburbs, was started in February 1952 as a partial control of dental decay. The chemical was introduced into the water at the Water and Laboratories Branch filtration plants at Miraflores and Mount Hope.

One Year Ago

A CONTRACT for installation of air conditioning in four Panama Canal office buildings in Ancon and construction of a central chilled water plant to service the buildings was awarded to the W. B. Uhlhorn Construction Co. of Harlingen, Tex., on a low base bid of \$224,500.

The Canal Zone joined in the "Carnival of Friendship" during the month, with parade routes in the Zone on both sides of the Isthmus bedecked with Carnival flags and gaily colored balloons on light standards.

RETIREMENTS

RETIREMENT certificates were presented through January 5 to the following employees whose names were not listed in the retirement list published in the January issue.

Osmond Green, Linehandler, Atlantic Branch, Locks Division; 18 years, 3 months, 14 days.

Amy LeCount, Seamstress, Corozal Hospital, Health Bureau; 33 years, 4 months, 25 days.

Manuel Pérez, Shipworker, Cristobal Branch, Terminals Division; 18 years, 3 months, 12 days.

Newton S. Walker, Painter, Maintenance Division; 29 years, 1 month, 25 days.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Second Quarter, Fiscal Year		
	1962	1961	Avg. No. Transits 1951-55
United States intercoastal-----	118	126	162
East coast of United States and South America-----	618	636	427
East coast of United States and Central America-----	88	81	143
East coast of United States and Far East-----	621	493	257
United States/Canada east coast and Australasia-----	68	58	55
Europe and west coast of United States/Canada-----	234	193	160
Europe and South America-----	272	279	116
Europe and Australasia-----	92	96	80
All other routes-----	653	676	374
Total traffic-----	2,764	2,638	1,774

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1962	1961	Avg. No. Transits 1951-55	1962	1961	Average Tolls 1951-55
July-----	931	941	557	\$4,776	\$4,680	\$2,432
August-----	934	912	554	4,749	4,585	2,403
September-----	892	847	570	4,523	4,172	2,431
October-----	935	913	607	4,646	4,495	2,559
November-----	891	859	568	4,443	4,309	2,361
December-----	938	868	599	4,870	4,385	2,545
January-----			580			2,444
February-----			559			2,349
March-----			632			2,657
April-----			608			2,588
May-----			629			2,672
June-----			599			2,528
Six-month total-----	5,521	5,340	3,455	\$28,007	\$26,617	\$14,731
Total for year-----			6,562			\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Second Quarter, Fiscal Year					
	1962		1961		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian-----	15	56,391	4	46,064	---	---
British-----	316	1,915,980	298	2,045,350	301	1,874,647
Chilean-----	38	286,785	27	239,005	11	66,740
Chinese-----	21	171,820	14	72,872	6	38,938
Colombian-----	69	110,841	63	124,192	38	46,028
Danish-----	84	372,067	91	256,511	58	213,240
Ecuadoran-----	13	16,367	12	17,963	36	24,934
French-----	33	236,800	25	145,710	33	147,569
German-----	261	764,020	285	774,997	44	92,509
Greek-----	197	1,828,709	138	1,347,252	26	219,932
Honduran-----	22	27,757	49	52,680	96	120,854
Israeli-----	18	103,985	15	21,681	---	---
Italian-----	59	354,089	44	243,038	36	185,937
Japanese-----	211	1,204,759	210	1,234,903	67	406,764
Liberian-----	208	1,688,347	248	2,086,921	43	260,602
Netherlands-----	135	741,115	104	603,706	32	151,485
Norwegian-----	366	2,590,858	302	1,785,554	193	747,864
Panamanian-----	106	491,125	92	490,618	115	604,619
Peruvian-----	28	169,320	23	87,415	7	13,512
Philippine-----	21	109,732	10	62,131	---	---
Swedish-----	85	440,441	73	342,571	43	175,551
United States-----	426	2,560,797	451	2,991,414	539	3,225,627
All others-----	32	174,170	60	199,730	50	179,772
Total-----	2,764	16,416,275	2,638	15,272,278	1,774	8,797,124

New Zealand Ships to Miami

PASSENGER vessels of the New Zealand Shipping Co. which operate between Great Britain and New Zealand on a monthly basis, by way of the Panama Canal, will include a stop at Miami on their homeward voyages beginning in February.

Norton, Lilly & Co., local agents for theh vessels, announced that in addition to Miami, the ships will call at Kingston and Bermuda on their return trip to England. On the voyage to New Zealand, the ships will call at Curacao, Panama, and Tahiti.

The New Zealand Shipping Co. also has announced the purchase of the former Cunard liner *Parthia*. The ship is being remodeled and renamed the *Remuera*. It will sail from London June 1, 1962, on her maiden voyage to New Zealand and will arrive at the Canal about mid-June. The ship is being adapted to carry 350 passengers in one class and is being air-conditioned throughout. When it goes into service, the *Rangitata* and the *Rangitiki* are to be withdrawn.

More Cruise Liners

TWO MORE U.S. flag passenger liners have been diverted to the Caribbean cruise trade during the winter months and will call at Cristobal early this year. They are the American Export Line vessels *Independence* and *Atlantic*, both of which are slated for cruises to the West Indies out of New York between January and April.

The *Independence* will be the first of the two vessels calling here. It will arrive on February 10 and remain in port from about 8 a.m. to 7:30 p.m. The *Atlantic*, which will stay in port about the same period of time, is scheduled to dock at Cristobal on April 8. Both vessels will be visiting the Canal for the first time, normally being on the United States/Mediterranean run. Boyd Bros. act as agent for the line here and Panama Tours will conduct the local tourist excursion for passengers on the two ships.

Boyd Bros. also report that the Caribbean Cruise liner *Ariadne* will call at Cristobal four times this year on Caribbean cruises out of Miami. She docked here on January 11, and will return on February 8, March 8, and April 15. After leaving the Canal, the vessel is scheduled to call at the San Blas Islands.

Two New Banana Carriers

TWO NEW CARRIERS have been added to the fleet of small freighters that make regular trips through the Canal with bananas from Guayaquil, Ecuador, to U.S. ports. They are the

Israeli-flag ships *Har Ramon* and *Har Gilead*, owned by Cargo Ships El-Yam, Ltd., of Haifa and operated by the Maritime Overseas Corp. of New York.

The *Har Ramon* passed northbound through the Canal for the first time in October with a full load of Ecuadoran bananas and has made several trips since. The *Har Gilead* started her run about a month later. They average two to three trips through the Canal each month.

The ships are 5,800 deadweight tons, have a speed of 19 knots and a bale capacity of 250,000 cubic feet. C. B. Fenton & Co. is agent for the operating company.

Southbound Miami Service

A STOP at Miami for cargo is being made by four ships of the Flota Mercante Grancolombiana S. A. which operate between Canadian and eastern U.S. ports and the west coast of South America.

According to Wilford & McKay, local agents for the line, the first ship on the new direct conference service from Miami to South America passed through the Canal on New Year's Day. The Norwegian flagship *Sygm*, which started the service, will be followed at approximately monthly intervals by the *Hong Kong Clipper*, the *Strom Gunhild*, and another cargo vessel being chartered by Grancolombiana.

After leaving the Canal southbound, the ships call at Buenaventura, Guayaquil, and Callao. On the northbound voyage, the vessels will skip Miami and call at Wilmington, Norfolk, Boston, and Canadian ports.

Powerful Tug

ONE OF the most powerful ocean-going tugs flying the U.S. flag, the *M. Moran*, arrived in Pusan, Korea, on Christmas day, with the 30,000-kilowatt floating generating plant *Resistance* in tow, according to word received by Panama Agencies, agents for the tug at the Canal.

The big tug made the Canal transit October 11 and started on her long journey to Korea shortly afterward. She is expected to return to the U.S. east coast by way of the Panama Canal within the next few months.

The voyage to Korea with the generating plant was the maiden voyage for the *M. Moran*, which was built last year by the Gulfport Shipbuilding Corp. With a light running potential of 11,000 nautical miles and a bollard pull of 95,000 pounds and a high maneuverability, the tug is suitable for harbor service as well as being capable of handling towing assignments anywhere in the world.

CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

	Second Quarter, Fiscal Year				
	1962			1961	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,426	1,338	2,764	2,638	1,774
Small	79	49	128	179	267
Total commercial	1,505	1,387	2,892	2,817	2,041
U.S. Government vessels: **					
Ocean-going	25	18	43	52	148
Small	18	34	52	78	71
Total Government	43	52	95	130	219
Total commercial and U.S. Government	1,548	1,439	2,987	2,947	2,260

* Vessels under 300 net tons or 500 displacement tons.

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

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Second Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Ores, various	1,932,940	2,127,370	1,033,433
Lumber	770,143	893,939	880,696
Petroleum and products (excludes asphalt)	523,315	697,777	149,132
Wheat	407,950	450,257	439,626
Sugar	476,042	436,591	205,431
Canned food products	241,010	273,900	327,338
Nitrate of soda	221,011	23,379	327,635
Barley	243,189	248,307	23,873
Bananas	282,305	254,697	199,495
Metals, various	288,566	262,232	184,663
Food products in refrigeration (except fresh fruit)	161,645	146,532	125,660
Coffee	89,389	125,284	55,757
Fertilizers, unclassified	189,044	112,617	3,238
Iron and steel manufactures	94,200	134,063	47,896
Pulpwood and products	114,560	131,340	46,525
All others	1,248,273	1,082,312	739,984
Total	7,283,582	7,400,597	4,790,382

Atlantic to Pacific

Commodity	Second Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Petroleum and products (excludes asphalt)	2,201,928	2,590,055	901,706
Coal and coke	1,657,415	1,231,248	594,946
Metal, scrap	1,067,321	550,850	14,645
Iron and steel manufactures	412,248	327,614	14,645
Phosphates	410,623	343,457	181,170
Sugar	435,733	83,607	133,683
Soybeans	374,596	409,192	128,551
Sulphur	107,767	104,143	89,389
Ammonium compounds	119,425	68,957	40,918
Paper and paper products	100,993	107,307	97,333
Ores, various	205,717	77,322	17,259
Machinery	99,754	92,602	74,768
Corn	120,832	72,717	31,270
Chemicals unclassified	155,971	122,714	44,132
Wheat	192,659	88,044	26,711
All others	1,469,711	1,534,032	1,615,615
Total	9,132,693	7,800,871	4,006,741

SHIPPING

THE CONTINUING Japanese industrial boom remained a major factor in the record movement of cargo which passed through the Panama Canal to the Far East during the first 6 months of the 1962 fiscal year, just as it has for the past several years.

Official statistics compiled by the Canal enterprise show that the movement of such items as scrap iron, coal, and phosphates to feed the expanding Japanese industrial machine were at a record level in the 6-month period beginning July 1, 1961. At the same time, cargo movements to the east coast of United States increased, reversing the drop in these movements which occurred during the recent business recession.

Trade to the Far East accounted for more than one-third of all cargo being carried through the waterway during the half-year period, with a record high of 41.2 percent of all Canal cargo being credited to that area during the month of July. The average amount of cargo moving to and from Asia since July was 36.7 percent of all shipments through the waterway. Scrap iron shipments, which have been climbing steadily for several years, increased by more than a million long tons during the July-through-December period, compared with the similar period of 1960.

Meanwhile, trade with the west coast of South America was on an upward trend at the end of the 6-month period, after showing a decline in the preceding fiscal year. Cargo movements through the Canal from western South America during December 1961 came to 127,000 long tons more than during December 1960.

The increase in cargo movements from the west coast of South America, long a major source of Canal traffic, occurred despite a drop in the traditionally large shipments of iron ore from Peru and Chile, which normally account for a major part of this business.

Sodium nitrate from Chile and fish meal from Peru are two major commodities which have helped push the South American west coast cargo movements upward, despite the drop in ore shipments. Although Peru during recent years has become one of the leading producers of fish meal, the Chilean nitrate trade has suffered since the last war because of the production in former purchasing countries of cheap synthetic fertilizers. Fish meal, meanwhile, has moved into prominence as its use as a

TRANSITS BY OCEAN-GOING VESSELS IN DECEMBER

	1960	1961
Commercial.....	868	938
U.S. Government.....	16	8
Free transits.....	6	7
Total.....	890	953

TOLLS *

Commercial....	\$4,388,109	\$4,871,708
U.S. Government.....	82,155	28,487
Total....	\$4,470,264	\$4,900,195

CARGO**

Commercial....	5,046,493	5,901,604
U.S. Government.....	79,716	20,914
Total....	5,126,209	5,922,518

* Includes tolls on all vessels, ocean-going and small.
** Cargo figures are in long tons.

food product for animals has increased in many parts of the world.

The gradual increase in the size of ocean-going vessels using the Panama Canal has been a major factor involved in planning the future of the waterway for the past 10 years—and statistics for December 1961 show that the average size of ships still is increasing. During that final month of 1961, the average Panama Canal net tonnage of ships using the waterway was 5,921 tons, the

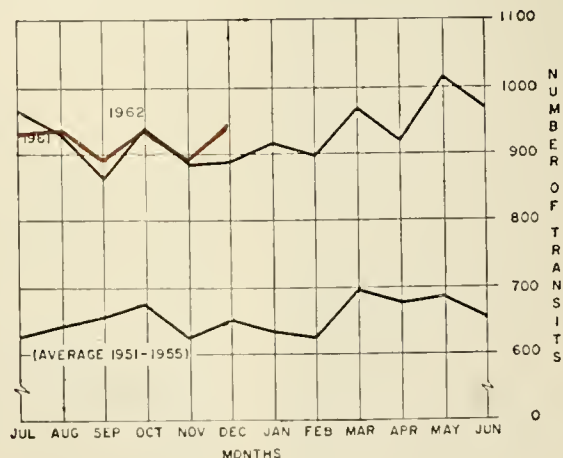
highest monthly average in the 47-year history of the Canal.

This average net tonnage was a sizable increase over the 5,770 net ton average of December 1960 and the 5,672 net ton average recorded in December 1959. The worldwide trend toward construction of larger ships was not limited to ore carriers and tankers, but also extended to other commercial ships and passenger vessels.

Between 1938 and 1961, Canal statistics show, the size of ore ships using the waterway increased from an average of 4,822 Panama Canal net tons to 8,087. During the same span of time, tankers climbed from an average of 5,834 to 9,492 net tons, commercial cargo ships from 4,722 to 5,088 net tons, and commercial passenger ships from 6,542 to 8,095 net tons.

During the month of December, when the big ships were setting a new record for average size, ore ships transiting the waterway averaged 9,356 Panama Canal net tons, cargo ships averaged 5,360, and commercial passenger vessels averaged 8,361. The average size of tankers declined during the month, however, falling to 9,114 net tons from the average net tonnage of 9,492 chalked up by all tankers using the waterway during the year.

OCEAN-GOING TRANSITS THROUGH PANAMA CANAL



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LATIN AMERICA

