

PANAMA CANAL
REVIEW

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5 cents

ALL MAJOR UNITS TO BE AFFECTED BY CHANGES REQUIRED NEXT YEAR BY NEW TREATY PROVISIONS

At Vacation's End



SUMMER VACATION is almost over and Canal Zone families are returning to the Isthmus in droves. The last few Panama Line ships have been filled to the gunwales with school children and their families and this week the "Teacher's Special" arrived from New York. Here is a typical Zone family on the pier in Cristobal during customs inspection. They evidently did some shopping in Haiti.

Uniform Force Reduction Rules Adopted By Canal Organization

Retention registers are being prepared by the Personnel Bureau for each occupational group of employees, or those in jobs which are considered interchangeable, throughout the Canal organization as a result of the adoption of uniform force reduction regulations for all employees.

Heretofore, non-citizen employees have been accorded "bumping" and "retreat" rights only within the bureau in which they were employed. The new regulations eliminate any citizenship differences within job categories.

The only difference in the application of force reduction procedures now for employees on United States pay scales and those paid at locality rates is in the areas of competition. For U. S.-rate employees, the area of competition will be the entire Company-Government.

Two areas have been established for employees on locality wage scales at the urgent request of labor union representatives. One area will be the southern district up to and including Gamboa, and the other will be the northern district, or Gamboa to Cristobal.

The establishment of the entire Canal Zone as a single area for this group was considered by employee groups to be impractical because of the large number of employees who live outside the Canal Zone and might not be able to transfer their residence from one side of the Isthmus to the other. This also complies with the Civil Service Commission rule that the competitive area should be a commuting area.

Another change under the uniform force reduction procedures affecting employees in the locality group will be the counting of all Federal Government service in computing length of service for reduction purposes. Until now these employees have used only the total of their Company-Government service.

For many employees who will be affected by forthcoming force reductions, the terms "bumping" and "retreat rights" will come into common usage. Neither is probably well understood by the majority of employees.

Essentially "bumping" rights mean simply that an employee may displace another in the same occu- (See page 15)

A complete realignment of Commissary and Service Center operations will be required at the end of December when the 1955 Treaty commitments relating to purchase privileges become effective.

Under the Treaty, the commissary-purchase and free-entry privileges will be limited to residents of the Canal Zone and United States citizen employees outside the Zone, this being one of the several provisions requested by the Republic of Panama.

This clause of the international agreement will have the most pronounced effect on the greatest number of individuals of any single provision of the new Treaty.

Because of the major force reduction which will be required in the Canal organization and the uniform force reduction procedures adopted for employees in all categories, it is expected that every major unit of the organization will be affected by the personnel changes required. A more detailed explanation of the force-reduction policy and procedures is given elsewhere in this issue of THE REVIEW.

Reduction One Of Largest

The force reduction required by the withdrawal of purchase privileges will be one of the largest, numerically, ever to be made in the permanent Canal organization. Large-scale reductions were made at the close of the construction period and again at the end of World War II. In both of the instances, however, the majority were contract workers brought to the Isthmus for designated periods.

The two Canal units to be most directly affected are the Commissary and Service Center Divisions, since their customers include not only all Company-Government employees but several thousand employees of the Armed Forces and other U. S. Government agencies, and a lesser number of retired employees residing on the Isthmus.

Studies on the adjustments which will be required in these two divisions as well as others which will be (See page 13)

"REVIEW" SUBSCRIPTIONS OFFERED FOR AWAY-AT-COLLEGE ZONIANS

Special subscriptions to "The Panama Canal Review" for students attending college in the United States are again available. The subscriptions cover the issues from October through May. The cost is 50 cents for the eight issues. This special rate applies to college students only. Cash, or money order, made payable to the Treasurer, Panama Canal Company, should be sent to the

EDITOR, THE PANAMA CANAL REVIEW
Balboa Heights, C. Z.

OLD FRIEND RETURNS



BACK TO the Canal Zone where he had served for several years came Maj. Gen. Charles G. Holle, former Assistant Engineer of Maintenance and later the Canal's No. 2 man, now acting head of the Army Engineers. General Holle was a member of the party which accompanied the Assistant Secretary of the Army here last month. One morning he toured the Administration Building greeting his old friends and former colleagues.

MAJOR ROBERT STOKES NEW ROTC COMMANDANT

Members of the Junior ROTC organization in Balboa and Cristobal High schools have a new commandant this year. And this year, for the first time since the departure of Maj. Wayne L. Bart in June 1952, ROTC activities will be under the direction of a Major.

The new officer is Maj. Robert N. Stokes. He is a graduate of the Army Infantry School and has done advanced work there. He has also attended a number of other service schools, among them the Food Service School and the Armed Forces Information School. He is married and the father of three children.

Major Stokes was born in Cleveland, Ohio. During World War II, he served in the Italian campaign and more recently fought in the Korean action. He is entitled to wear the Bronze Star with Oak Leaf Cluster, the Purple Heart, and the Combat Infantryman's Badge.

The arrival of the new commandant brings the staff of the Canal Zone Junior ROTC unit to nine. In the headquarters are Major Stokes, whose title is Professor of Military Science and Tactics, and his two assistants, Master Sergeant James Kollars, who is the ROTC Sergeant Major, and Sergeant First Class William Stone, who is Supply Sergeant.

At Balboa High School the ROTC unit is headed by Capt. Christopher Wheeler, as Assistant Professor of Military Science and Tactics. His assistants, who serve as instructors, are Master Sergeant Jack Wallace and Master Sergeant James Powers. Sergeant Wallace arrived here last fall, and Sergeant Powers in March.

Head of the Cristobal High School unit, also with the title of Assistant Professor of Military Science and Tactics, is Lt. Luke Callaway. His sergeant-instructors are M. Sgt. Robert Gardiner and Sgt. Charles E. Finnegan.

Civil Defense Week Observance Planned For September 9-15

If Canal Zonians, young and old, are not well-informed by the end of next week about Civil Defense local and national—it will not be the fault of either the local or national organizations.

Next week, from Sunday, September 9, through the following Saturday, will be observed here and throughout the United States as National Civil Defense Week.

Its purpose is to indoctrinate everyone to the urgent need for developing a Civil Defense which would insure survival under the most devastating attack an enemy could launch.

Zonians will see Civil Defense just about everywhere they turn, will hear about it on their radios, and watch Civil Defense programs on their television sets. Commissary windows will advertise Civil Defense with displays of materials for Civil Defense rescue operations.

Canal Zone school children will bring home comic books in which Mr. Civil Defense tells how his organization can help a city or town in time of fire or flood or some other natural disaster.

For older readers there will be bulletins by the thousand which will be distributed by a corps of volunteers in every town. Sample titles: *Fire-fighting for Householders*; *Facts About Fallout*; *Emergency Sanitation at Home*; *Civil Defense Household First Aid Kit*; and *Six Steps To Survival*.

Zonians will undoubtedly be doubly Civil Defense conscious, since the observance of Civil Defense Week comes right on the heels of the August 13 alert. That exercise involved the explosion of a simulated nuclear weapon over Gatun Locks.

According to a report from Philip L. Dade, Chief of the Civil Defense Unit, the public in general responded well to the sirens, acting quickly, calmly, and quietly. Traffic control and observance was good. Few household employees either took or sought shelter, Mr. Dade

TRY-OUT



PACIFIC-SIDERS may have seen Zone police officer A. S. Zon on the Ancon beat attired in this snappy new blue uniform. It is one of two which will be tried out in actual use before a final selection is made. The cap and trousers are dark blue, the shirt a light blue. The shoulder patch is new, and each star indicates five years of service.

added, and these should be given further instruction by their employers.

Members of the volunteer corps responded splendidly to the alert, Mr. Dade reported. When the siren sounded, 230 women volunteers checked in, ready for duty, even though August is a vacation-month and many of the Civil Defense volunteers are away from the Isthmus.

These volunteers monitored the exercises in their towns and sent in written reports on public understanding of and response to the signals.

The number of first-aid workers, however, was "disappointingly low, and indicates a need for a more intensive drive in this most important phase of the volunteer service," he said.

They've Given—Have You?



A PINT of blood from every man in this maintenance gang at Corozal Hospital has gone into the Canal Zone Blood Bank, and the group is justifiably proud of the 100 percent record. Left to right, standing, they are F. Gutierrez T., Jesus M. Moreno P., Bartolomeo Aquillar, Phra A. Ashby, Arcelio Smith, Jose Ines Aquino, Ernesto Pomare, and seated, Thomas Orozco, Jr.

Conversion Of Madden Dam Hydro Station Advertised In Power Conversion Project

Bids for the conversion of the Madden Dam Hydroelectric Station—as part of the changeover to 60-cycle current—were advertised last week, while those for the construction of the new Summit substation will be advertised later this month.

The contract for the work at the Madden Dam Station calls for the installation of a new control board, general conversion of the station, and the furnishing of new transformers, together with other changes required to facilitate the future installation of remote-control operation.

It does not include the conversion of the generators themselves. The contract for that work has already been let to the General Electric Company.

Meanwhile, other work in the power conversion program is proceeding.

At Margarita, where the conversion of the first household equipment is underway, a total of 77 apartments had been converted to 60 cycles by the end of August.

This part of the program has been de-

layed due to non-delivery of the numerous parts necessary to convert the large variety of makes and models of domestic equipment.

Switchgear and transformers for the conversion of the Gatun Hydroelectric Station have now arrived and are being installed. They had been delayed by the recent Westinghouse strike.

According to the present schedule, the first generator at the Gatun Hydroelectric Station will be in operation about the end of this month.

Midway across the Isthmus, Bilton Inc., has started the installation of the new aluminum transmission line conductors on the power line between Madden Dam and Summit.

Conversion of the central area of the Canal Zone—Gamboa, Summit, and Paraiso—will be started in two to three months. Some material for this part of the project is now arriving and being stored. The contract for the central area conversion is held by L. R. Sommer.

NEW SCHOOL DOCTOR



Dr. HOWARD C. PRITHAM, above, has been appointed as the Canal Zone Schools' new doctor. Formerly with the Atlantic Medical Clinics, he will maintain his headquarters on the Atlantic side but will spend most of his time circulating among the 21 schools in the Canal Zone system. He was born in Maine and has been a Zonian since 1949.

ZONIANS GOT TOGETHER IN AUGUST

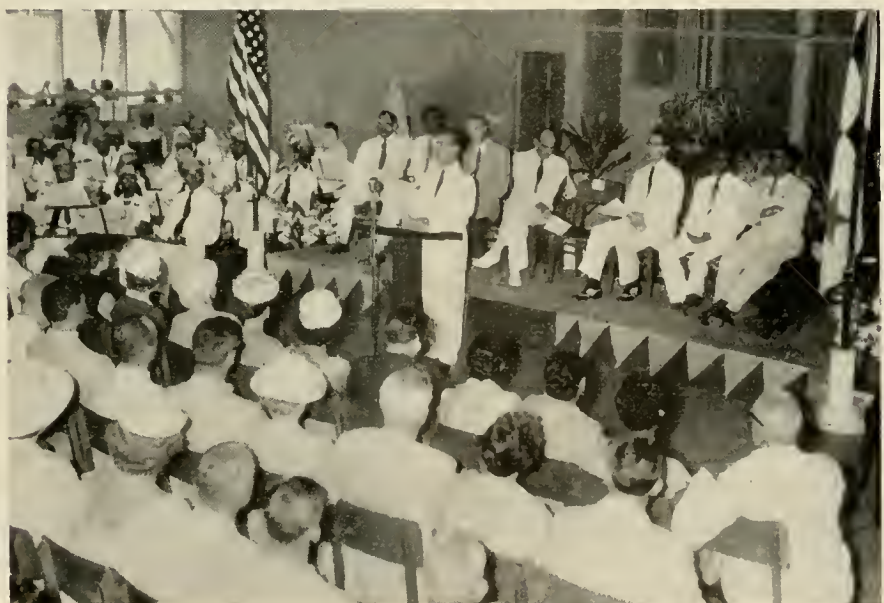


Community meetings were the order of the day last month in the Canal Zone. Pictured here are two of the meetings, the Paraiso town meeting on August 22, and the Congress of Civic Councils' welcome for Governor W. E. Potter at the Rainbow City Gymnasium on August 26.

Facing the camera in the large picture are representatives of the Latin American community civic councils, with Governor Potter, Lt. Gov. H. W. Schull, Jr., and W. G. Arey, Jr., Public Information Officer. This meeting was the first of the "town meetings" suggested by the Governor. Later in the month a second town meeting, for the Civic Council representatives from the U. S.-rate towns, was held at Margarita. Each of the meetings drew an audience of about 150 Zonians.

The two-column picture at the right shows Governor Potter addressing an audience which filled the Rainbow City gymnasium during the program arranged by the Congress of Civic Councils.

At the two other August meetings, Mayor Raymond Tucker of St. Louis



spoke to a small group on civic problems and the Rev. Theodore Hesburgh, Pres-

ident of Notre Dame, talked to an audience of over 250 on educational problems.

Commissary Violators Face Stiff Punishment



AN OBLIGING CUSTOMER poses with Inspector Fred Middleton to show how he questions buyers in the Canal Zone commissaries to see whether they are entitled to make purchases in the Canal Zone stores.

The battered chiva had been making the rounds of the Pacific side local-rate commissaries all morning—even as far out as Gamboa—to the great interest of a pair of the Canal Zone's contraband control inspectors. At every stop, someone in the chiva would disembark, disappear into the commissary and reappear carrying several bulky bags. Between stops, activity inside the chiva indicated to the watching inspectors that the packages were being consolidated.

By the time the chiva neared Pedro Miguel, on the return trip, the inspectors thought they had seen enough to warrant a closer inspection of the chiva and its contents and asked the police to stop it. When they brought it to a halt, its half-dozen male passengers scattered behind a screen of tall grass beside the road.

In the bottom of the chiva they had left 800 pounds of potatoes in eight great burlap sacks. The driver, or so he said, was completely surprised to find the sacks were there, and had had no idea that anything of the sort was going on.

The great potato haul, according to a long-time contraband control inspector, was the biggest single item of foodstuffs seized in the many years during which the Canal Zone had been assisting Panama by preventing unauthorized purchasers from buying in Canal Zone commissaries and authorized buyers from illegally supplying their friends and relatives in the Republic with commissary merchandise.

Today the six men whose job is keeping an eye out for contraband from the Canal Zone into Panama are classed officially as Customs Inspectors and work in the Customs Division of the Civil Affairs Bureau. But they are no less vigilant than they were when they were in a separate unit—first in the Inspection Bureau of the Comptroller's Office, as the

independent Contraband Control Section in the Civil Affairs Bureau, and later attached to the Office of the Executive Secretary.

The contraband inspectors and their bosses hope that some day they will be able to reduce even further or put a complete stop to the unauthorized buying in the Canal Zone and the smuggling of contraband goods or gasoline across the invisible line which divides the Canal Zone from Panama.

Meantime the inspectors who, during the past fiscal year, investigated a total of 1,327 cases of commissary purchase violation and commissary trespass, believe they are putting a considerable crimp into contraband.



GASOLINE privilege cards are checked at the Balboa gasoline station by Inspector Joseph Corrigan.

It doesn't take too long for word to get around that Joe Doakes was fired for repeated violations of commissary regulations—and last year there were four such discharges in the Company-Government organization.

The figures on the administrative actions taken during the past fiscal year against employee-violators are enough to open the eyes of any employee who thinks he might "just take a chance."

All Company-Government privileges were canceled for five employees; gasoline and commissary privileges were canceled for 13 others. Four employees were suspended without pay for between one and 10-day periods. Commissary privileges were withdrawn from 21 employees, and suspended for between one and six months for 32 others. Gasoline and commissary privileges were suspended for between two and three months for another eight. Written warnings were issued to 63 offenders.

And non-employees, gambling on not meeting an inspector in the commissaries or service centers, should have a second thought. Last year 688 men and women lost that gamble and were arrested for trespassing. Their fines totaled a little over \$7,000.

The contraband inspectors have a rough, tough job. Their duties involve not only a day-by-day check in the retail commissaries but also a periodic survey of purchases made at the Canal Zone gasoline stations.

Every one of them has been assaulted at least once. Their clothes have been torn by irate violators who resented being questioned or by friends of the offender, who were doing some second-hand resenting. One inspector was even hit over the head with a bag which contained two cans of tomatoes.

The present type of contraband control in the Canal Zone was an aftermath of the 1936 Treaty between the United States and Panama. Before 1941 Panama had maintained a corps of inspectors who watched unauthorized persons leave the commissaries, followed them into Panama and there confiscated their purchases and saw to it that they were fined. These inspectors received half of the fines as their pay.

One of the first steps toward improving contraband control was the appointment of a representative from Panama and one from the Canal Zone to provide a regular and continuing opportunity to confer on the contraband question, as contemplated under the 1936 Treaty. The Executive Secretary has been the Canal Zone representative since the beginning of this cooperative effort.

A specialized staff of contraband control inspectors was instituted by the Canal Zone administration in 1941. It started out with six men, later expanded to ten, and is now back to six. The first head of the unit was Philip L. Dade, now Chief of Civil Defense.

The inspectors had not been long on the job before they found that they were hampered by the lack of legal punishment for those who tried to buy in the commissaries without authority. At the suggestion of Mr. Dade, the commissaries were "posted," and unauthorized entry into them was considered a trespass.

After a period of several months, during which the inspectors

(See page 13)

Merrily They Roll Along, Roll Along. And, Strangely Enough, They Really Do!

One day not long ago a wrecking truck pulled up to the Balboa home of Mr. and Mrs. Russell M. Jones. When it left, it was towing to its last resting place one of the most ancient automobiles in the Canal Zone.

The car was a 1926 Pierce-Arrow sedan which Mr. Jones, a Lockmaster at Miraflores, had purchased in 1938 from James Tennien who, in turn, had bought it in 1932 from a Vermont patriarch. The old car had provided satisfactory run-about-town service until fairly recently when Mr. Jones could no longer find parts for it.

The death sentence for the Pierce-Arrow was passed several months ago when thieves broke into the garage of the Jones' home and stole both back wheels and tires, the old automobile's carburetor, distributor, and other irreplaceable parts.

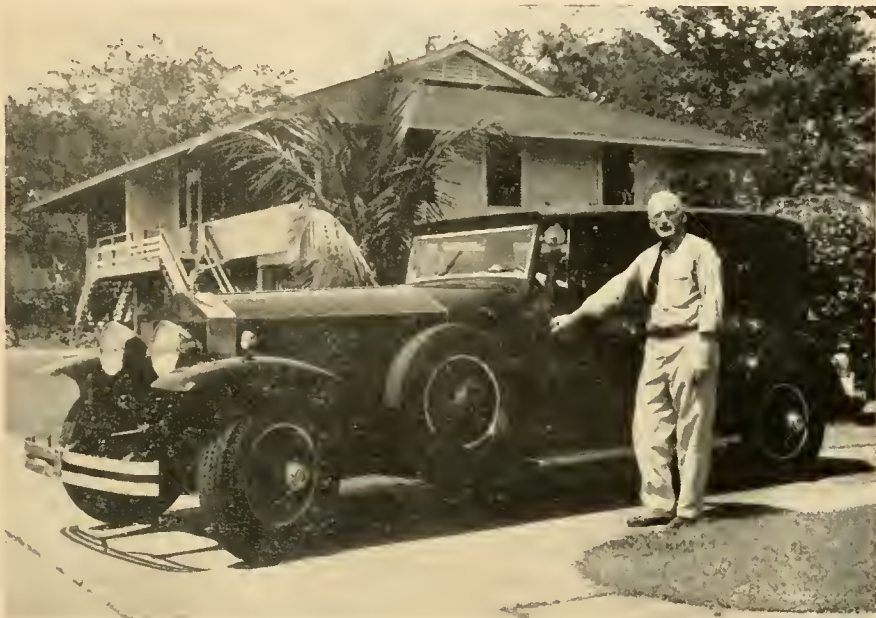
As far as old-car fanciers in the Canal Zone know, the 1926 Pierce-Arrow and a 1926 Dodge Victory-6 owned by Darnley C. Hall were the oldest cars licensed in the Canal Zone. The old Dodge is still running but its owner—for many years a motorcycle messenger for the Maintenance Division, famous for his big hats—is now retired and living in Panama City where the car is licensed.

Despite the departure of these two antiques from the Canal Zone, there are still a number of automobiles licensed in the Zone which come close to the antique category. Two of the most venerable automobiles are as different as day and night, although both are of 1929 vintage.

One is a Rolls-Royce Phantom I, owned by G. M. Sylvester of Balboa, and the other is a Model A Ford coupe, which is licensed to Mrs. Frank J. Aspesi, who lives in Diablo Heights.

Mr. Sylvester's love for Rolls-Royces dates back to the days when, as a boy, he worked in a Boston garage which specialized in servicing the big British cars. He was permitted only to wash the mud from their undersides; British and Scotch machinists did the actual repair work.

In 1938, when the Sylvesters were on vacation, Mrs. Sylvester spotted the Rolls in a second-hand car shop in New Rochelle. It had belonged to a wealthy



TWENTY-SEVEN YEARS OLD and still going strong, this Phantom I Rolls-Royce is the joy of George M. Sylvester's heart. It has just been put back together after its regular five-year overhaul.

Easterner who had willed it to his chauffeur. The chauffeur, however, had turned it in for a smaller automobile. The Rolls had been driven less than 40,000 miles but it had some mechanical defects, and the Sylvesters paid less than \$1,000 for it. Mr. Sylvester remembered some of the tricks of the trained mechanics in that Boston garage and inside of two days—much to the chagrin of the used-car dealer—had it running like the beautiful piece of machinery that it is.

Mr. Sylvester, who is Senior Chief Engineer on the tug "Arraijan," takes the Rolls completely to pieces every five years and overhauls it. This is overhaul year and he has only recently had it back together again. Parts for the car come from California and must be painstakingly fitted in by hand. Although he has had many offers for the car, he refuses to part with it and says he expects that "long after I am gone and buried, someone will be driving it around."

The Aspesis' car, which they bought in

1946 from a Mr. Fuller at the Panama Air Depot, is less romantic than the Rolls-Royce, but is just as beloved by its owners who call it "Old Jet." And they are constantly amazed at the other motorists who pull up beside them on the road and call: "Want to sell it?"

Although the mileage gauge no longer works and they have no idea of the number of miles it has run or the mileage it gets to a gallon of gasoline, they know it is not expensive to operate. Its 10-gallon tank needs filling only once every couple of weeks.

Mrs. Aspesi is delighted with the ease with which she can park it, but doesn't like to drive Old Jet at night. The straight up-and-down windshield, she says, catches too much glare from oncoming headlights.

Mr. Aspesi, a wireman at Miraflores Locks, does all of the old car's repair work. Sometimes he has difficulty getting parts and has often thought that some of the other old Ford owners should form an association. Together they might buy a discarded Model A or two and cannibalize them.

He should have no difficulty forming a Model A club. John Terry, of the Personnel Bureau, drives a 1930 coupe which he has had for several years. The mileage indicator shows 88,000 miles, but Mr. Terry is sure that it is on the third "go-around" and that the old car has run at least 288,000 miles.

Richard Abell, of Los Rios, is another 1930 Model A owner. He bought his coupe from its original owner, John W. Manush, four years ago and uses it to go back and forth to work. He has modernized the car somewhat and it now sports sealed-beam headlights.

Harry Corn, of the Balboa Post Office, fell heir to his bright and shining 1930 Model A when his son, Donald, decided that Utah was no place for an open car. Donald bought the Ford four years ago when he was a Junior at Balboa High School and spent the next two years fixing it up. When he left for college, the car was to follow him, (See page 12)



THE HORN is strictly period but who ever heard of a radio antenna on a 1930 Model A? The shiny roadster belongs to Harry Corn of Balboa Post Office who inherited it when his son went north to college.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

TOX-Illogical

In this question of "accident prevention," often there are so many rules and regulations printed that the average workman and foreman in the field has a tendency to ignore all of them. A workman in Maplewood, N. J., thought the safety people were going too far by putting out safety rules on a lot of familiar chemicals and gases, some of which had been in

common use for years. So he was very much concerned that nothing had been written about the most dangerous gas known to science and suggested the following article for our safety:

"OXYGEN:

This gas is very toxic and forms extremely explosive mixtures with many other gases and chemicals. It is fatal in atmospheric concentration as small as 0.0001 parts per million. Human beings exposed to such tiny amounts of this gas die within a few minutes. The symptoms resemble those of cyanide poisoning (fainting, blue face, etc.). In higher atmospheric concentrations (about 20 percent) the toxic effect is delayed and it takes about 2.5 billion inhalations, or 70 years, before death takes place. In this higher concentration it apparently contributes to a crippling disease called senility, of which very little is known, except that it is always fatal. Its main disadvantage is that in concentrations of 160,000 to 200,000 parts per million it is habit-forming and with the first good whiff, a human being, and most animals, become rabid addicts permanently and will fight to the last breath if deprived of it.

"Pure oxygen taken in small amounts helps to delay the fatal effect of senility and produces a feeling of well-being similar to alcohol in the healthy human. Some humans (yogis) practice a form of self-intoxication by controlled breathing and it is claimed they can do all sorts of inhuman feats while under its spell.

"Oxygen is an extreme fire hazard. In the pure state it will ignite and burn furiously with many forms of greases and hot metals. All the fires reported in the United States for a period of the last 50 years were found to be due to the presence of this gas in the atmosphere surrounding the building in question.

"Oxygen is especially dangerous because it is odorless, colorless, and tasteless, so that its presence cannot readily be detected until it is too late."

HANDLING MATERIALS

Handling materials can rarely be avoided on any construction job. And unsafe handling causes plenty of injuries. So a little know-how is a mighty good thing.

For a starter, here are seven safe-handling tips which will prevent a lot of painful accident trouble:

Pile materials so they can't topple over.

Don't dislodge materials when you're taking supplies from piles, trucks, or freight cars.

When you open a nail-keg, remove the nails which are used to hold the cover.

Never throw materials from heights unless the area is roped off or a watchman posted.

Remove protruding nails promptly.

When forms are wrecked, keep the lumber in piles until it can be cleaned and processed for re-use.

Lift with your legs instead of your back. Avoid strain. Get help if you need it.

WORTH REMEMBERING

YOU can always remember that in safety you protect:

Not a camera—but a human eye

Not a pump—but a human heart

Not a compressor—but a human lung

Not oil and grease—but human blood

Not tires—but human feet

Not a chainfall—but a human back

Not a sling—but human hands

You protect the most important machine on your job—the human body.

HONOR ROLL

Bureau Award For

BEST RECORD

JULY

MARINE BUREAU

HEALTH BUREAU

CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Civil Affairs.....	6
Health.....	6
Supply and Employee Service.....	2
Engineering and Construction.....	1
Marine.....	1
Transportation and Terminals.....	1

Division Award For

NO DISABLING INJURIES

JULY

COMMISSARY DIVISION

NAVIGATION DIVISION

LOCKS DIVISION

HOSPITALS AND CLINICS

SERVICE CENTER DIVISION

DREDGING DIVISION

INDUSTRIAL DIVISION

ELECTRICAL DIVISION

RAILROAD DIVISION

STOREHOUSES DIVISION

POLICE DIVISION

FIRE DIVISION

AIDS TO NAVIGATION

SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	7
Sanitation.....	7
Service Center.....	7
Storehouses.....	7
Commissary.....	6
Hospitals and Clinics.....	6
Industrial.....	6
Motor Transportation.....	6
Railroad.....	6
Dredging.....	5
Electrical.....	5
Maintenance.....	4
Navigation.....	3
Housing and Grounds (4 mos.).....	3
Fire.....	1
Locks.....	1
Police.....	1
Terminals.....	1

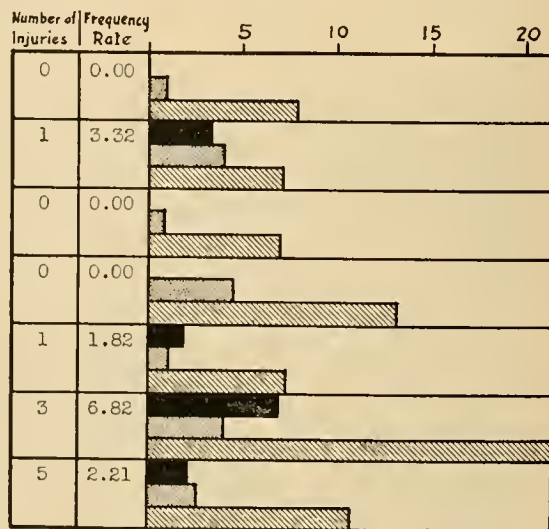
JULY 1956

BUREAU

Civil Affairs	0	0.00
Engineering and Construction	1	3.32
Health	0	0.00
Marine	0	0.00
Supply and Employee Service	1	1.82
Transportation and Terminals	3	6.82
Canal Zone Gov't—Panama Canal Co.	5	2.21

(Employee-hours worked 2,260,772)

FREQUENCY RATE—Disabling injuries per 1,000,000 employee-hours worked.



LEGEND

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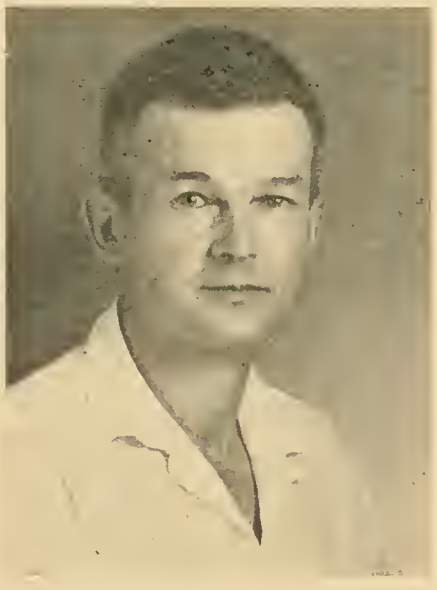
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SPECIAL NOTICE

The sale of individual copies of THE PANAMA CANAL REVIEW for issues prior to August 1955, Vol. 6, No. 1, will be discontinued effective October 1, 1956.

NEWCOMER-SCIENTIST

DR. CARL B. KOFORD, above, is an important newcomer to the Canal Zone. He is resident naturalist of the Smithsonian Institution's Canal Zone Biological Area, more familiarly known as Barro Colorado Island. He arrived recently to succeed Dr. James Zetek, who is now Honorary Research Associate of the Smithsonian Institution. Dr. Koford came to the Canal Zone from the University of California's Museum of Vertebrate Zoology. He is no stranger to the Canal Zone as he visited Barro Colorado several years ago when he was en route to Peru and Chile to gather material on animals and rodents of the high Andes. Dr. and Mrs. Koford and their four children are living on Jadwin Avenue in Gamboa.

OF CURRENT INTEREST

COMPANY officers always have plenty to discuss whenever they get together. George H. Roderick, Chairman of the Board of the Panama Canal Company, and Gov. W. E. Potter, the Company's President, met here last month.

August was VIP month around the Canal Zone, for a fact. Oldtimers could not remember any month recently when they had seen so many distinguished visitors from so many parts of the world. For instance:

From the United States came the Chairman of the Panama Canal Company's Board of Directors, Assistant Secretary of the Army, George H. Roderick; Maj. Gen. Charles Holle, acting Chief of Engineers; Maj. Gen. Silas B. Hays, Army Surgeon-General; Under Secretary of State Henry F. Holland; three Senators: W. Kerr Scott of North Carolina, Robert Humphrey of Kentucky, and William C. Laird of West Virginia; two Congressmen, Rep. John J. Rhodes of Arizona and J. Arthur Younger of California; and J. Don Kerlin, Clerk for the Senate Committee on Post Office and Civil Service.

Also from the United States to spend a few days on the Isthmus came the Rev. Theodore M. Hesburg, C.S.C., President of the University of Notre Dame.

From all over the Western Hemisphere including a number of cities in the United States, came delegates to the Municipal Congress which was held in Panama. Many of the delegates spent most of one Sunday making a partial transit of the Canal, touring the Locks, and inspecting Miraflores Filtration Plant.

The long-distance record for Canal Zone visitors in August was held by several members of the Japanese Diet, who are on a tour of Latin America. They spent part of one morning at Miraflores Locks.

September and May may be the peak moving-months in the United States but August turned up here this year as the month to transfer or rearrange a number of Company-Government offices.

One of the major reshufflings was in the Civil Affairs Building following the transfer of the Postal Division's Financial Unit and stamp sales to the Balboa Post Office.

The Chief of the Balboa Fire District, Capt. W. E. Jones, has moved into Rooms 102 and 103, which were formerly occupied by the money-order section of the Postal Division. Headquarters of the Postal Division have been transferred to the two rooms adjacent to Captain Jones' new offices. These rooms, 104 and 105, had been occupied by the stamp sales unit of the Postal Division.

Two offices on the opposite side of the lobby which had been occupied by the Postal Division have been transferred to the

Division of Schools. They are now offices for supervisory teachers.

Another change of office for a Civil Affairs Bureau unit—while not in the Civil Affairs Building—is the transfer of the Chief of the Cristobal Fire District, Capt. W. H. Casswell, to Room 104 in the Cristobal Administration Building.

One office move and one major rearrangement took place in August at the Administration Building at Balboa Heights. The Machine Accounting Section of the Accounting Division moved downstairs one floor to the basement of the east wing. This move involved the physical transfer of 11 employees and their machines.

The space which they had occupied on the first floor of the same wing was taken over by the Plant Accounting Branch which had been housed temporarily on a porch since its move from Diablo Heights the first of the fiscal year.

The second move, which was really a rearrangement of office space, occurred in the Administrative Branch on the second floor. Made necessary by the transfer of the Steamship Ticket Office to the Administration Building July 1, it was accompanied by a complete new look for the whole Branch.

Mahogany railings divide the offices into sections and handsome mahogany plywood and glass partitions provide privacy for a good part of its personnel.

The employees who deal directly with the public are now handily near the front of the big room. These are the personnel of the Transportation Section and the Steamship Ticket Office, and the women who handle vital statistics, authority cards, and Canal Zone entry permits.

When General Charles de Gaulle, whose Free French Forces had much to do with the liberation of France during World War II, arrived here August 18 on his way to Tahiti, he found a welcoming letter from Gov. William E. Potter awaiting him.

The Governor assured the General that he had a host of admirers on the Isthmus "who hold in high regard the record of your valiant stand at a crucial period in world history."

General de Gaulle was a passenger aboard the French Line's SS *Caledonia*. He was accompanied by his wife and a party of three. They did not go ashore during their brief visit and made the Canal transit aboard the *Caledonia*.

"What A Change!" Said The President, And 32 Years Does Make A Difference



GATUN OF 1924 bears only a general resemblance to the Gatun of today. The railroad station, which has not been moved, is a good orientation mark. In the left foreground is the commissary and at the lower right the public docks. The clubhouse is one of the larger buildings in the center of the photograph.

Old Canal Zone towns have been razed and new ones have appeared since 1924. Hilltops have been levelled off and carriage-wide streets rebuilt into broad, smooth roads. Most of the termite-eaten, dreary, gray quarters dating back to construction days have given way to pastel-colored, ranch-type concrete homes or trim frame houses in attractive surroundings. Gardens bloom where, years ago, no one tried to grow as much as a hibiscus.

No wonder then that President Eisenhower exclaimed "What a change!" when he drove through the Canal Zone with Gov. W. E. Potter this summer.

Even through the downpour which fell during most of that drive, the President could see not only the changes in the Canal Zone from his last visit here in 1946 but also the terrific difference between the Canal Zone of today and the Canal Zone of 1922-24 when he and Mrs. Eisenhower were stationed at Camp Gaillard.

Camp Gaillard in those days was a good-sized Army Post on the west side of the Canal. Camp Gaillard had formerly been Culebra, headquarters town in construction days. Today it is just a grass-grown memory.

And just what changes would strike the

President of the United States or anyone else who might be comparing the Canal Zone of today with the Canal Zone of 32 years ago?

In the first place, of course, there would be the physical difference—the new towns, the empty places where towns once stood, and the changes in the terrain itself.

When Major and Mrs. Eisenhower were living at Camp Gaillard there was no Rainbow City, no New Cristobal. Margarita was a hog farm operated by the Supply Department. A ferry crossed Limon Bay several times a day between Cristobal and Fort Sherman, which was abustle with land-crabs, military personnel and their families, and a one-car train scurried back and forth between Fort Randolph and Cristobal almost hourly.

Folks River and Silver City were the main Atlantic side local-rate towns. One of the landmarks of this two-in-one settlement was a 140-room behemoth known as "Noah's Ark."

Gatun was a hodge-podge collection of frame quarters and the Canal Administration was talking about abandoning it. Its two-story frame commissary stood beside the railroad track and its big old clubhouse in the center of

town. Gatun youngsters swam in a curve of the lake, between the public docks and the lock wing-wall.

Between Gatun and Gamboa there was nothing but the long stretch of Gatun Lake, where thousands of dying trees stretched their orchid-laden branches to the sky, and the little settlements at Frijoles and Monte Lirio. At Darien were the towers of the Navy's radio station, which would be dwarfed by their modern counterparts at Summit.

The train rattled across the same steel trestle of Gamboa that it uses today but Gamboa was only a few houses, the penitentiary, and a hydrographic station. The Paraiso of those days was a far cry from the Paraiso of today. In the early 1920's it was headquarters for the Dredging Division. There the two great cranes, *Ajax* and *Hercules*, towered at their moorings beside other cranes and barges and dredges. The town itself was several groups of frame quarters, housing local-rate workers and their families.

Between Paraiso and Pedro Miguel was a landing for the ferry which plied back and forth across the Canal. It was the only means of crossing the waterway except for the automobile crossing at the Locks which was generally limited to official vehicles, and, on special occasions, a few private Ford cars. In those days it was not particularly important to be able to cross the Canal, as the highway which today links Panama City with David, was not much more than a narrow winding path.

Fort Clayton of the 1920's was a small collection of buildings, little resembling the attractive sprawling Post it is today. There was no Miraflores Bridge, no Cocoli, and Corozal was a cluster of Army quarters, many of them dating back to the days of the French Canal Company.

Some of the enlisted personnel were still living in boxcars converted to dwellings—just as the civilians who built the Canal had done 20 years before.

There was no Diablo Heights and Al-



THIS IS Gamboa, on June 10, 1924. The bridge is the only familiar thing. Town and highway are missing.

brook Field was a swampy fill where planes from France Field made occasional trial landings. The road from Corozal to Ancon ran north of the present airbase, where Diablo Terrace stands today.

The Balboa Terminal area looked almost the same then as it now does, except that the shops were abuzz with activity, and the ships of the Navy's Special Service Squadron lay at anchor in the basin. The railroad station, the Balboa Elementary School, the service center and the Administration Building could be recognized by a visitor returning after a 32-year absence.

Balboa Flats, in the 1920's was row after row of look-alike, gray, frame four-family buildings. The commissary was the same concrete building it is today, but there were no annexes and no parking lots of the size they now are. The Balboa movie theater was a wooden, shed-like structure adjacent to the clubhouse.

Balboa Heights, except for Ridge Road which was lined with low frame cottages shadowed by massive trees, was a collection of second-hand, two-story official quarters. The big frame buildings had all been moved, wall-section by wall-section, from their original locations in Culebra and Empire. Of them all, the only one still standing is the Governor's House.

Ancon Boulevard, nearest the Administration Building, ran between two rows of frame cottages and big, two-family houses. San Juan Place, where a good many of the quarters were occupied by Navy families, still bore the marks of the days when its buildings had been part of the Ancon (now Gorgas) Hospital ward for mental patients. The lower end of Ancon Boulevard was not much more than an alley, between solid rows of four-family houses. They were set so close to the street that a passerby could tell what their occupants were having for dinner.

The Ancon Clubhouse was a two-story building where the concrete bachelor quarters now stand—this building was burned in 1923—and the present Payroll Building was a restaurant where white-coated waiters served dinner on Sunday night to the music of a string orchestra. The Tivoli has changed little in these 32 years except for its landscaping and its status, but the Ancon Post Office of the 1920's was a two-story frame building.

There were no 12-family quarters on Frangipani Street, but also there was no such street—just a police station and a flower garden in that section. There was no Civil Affairs Building and no Motor Transportation Division Garage or Maintenance Division Field Office on Gaillard Highway; there was no highway, either.

And what other differences did the President see in the Canal Zone? More people, for one thing. In June 1924—three months before the Eisenhowers left Camp Gaillard—the Canal Zone's civilian population was 27,143. In the last official census, taken in November 1954, this figure was 38,953.

There are over twice as many children in the Canal Zone schools today as there were then. In 1924, 4,005 children were attending the Zone schools; today's figure is around 11,000. In June 1924, Balboa and Cristobal High Schools—the only secondary schools here in those days—graduated 46 students, one less than the number of honor graduates from these two



CAMP GAILLARD, where Major and Mrs. Eisenhower were stationed, was formerly the construction-day town of Culebra. This photograph, taken in 1924, shows the Army Post on the high west bank of the Canal not far from the Cut.

schools this year and about one-tenth of the total who received their diplomas in 1956 from the present four high schools and the Junior College.

There are a good many more automobiles around these days, too, than there were in 1924, but then there are a good many more miles of roads and highways than there were 32 years ago. In fiscal year 1924, there were 2,852 automobiles licensed in Panama and the Canal Zone; today, 13,779 automobiles are licensed in the Canal Zone alone.

President Eisenhower undoubtedly noticed handsomer post office buildings this summer than he remembered from the early 1920's. Of course, when he and Mrs. Eisenhower lived at Camp Gaillard all their letters traveled from the Isthmus by ship mail. Today, between 75 and 80 percent of the Canal Zone's first class mail is handled by air.

If he had time to visit the Canal commissaries he would have seen a number of differences between today's stores and the ones in which he and Mrs. Eisenhower shopped when they lived here. Two major changes which undoubtedly would have struck him would be self-service practically everywhere and the cash registers which actually ring up cash purchases instead of those made with commissary coupon books.

When the Eisenhowers lived at Camp Gaillard, a trip to Ancon or Balboa or Panama City was a much more complicated affair than it is now. In the first place, they had to get from the Army Post to a point opposite Pedro Miguel by automobile. Then they had to put their Buick on an Army ferry to reach the east side of the Canal.

Once at Pedro Miguel they had two choices. They could drive into town or they could take a motor car which was known to large and small as the "Toonerville Trolley." For many years its conductor was fat, jolly Tom Shirley.

If their ultimate destination was Panama City, where Mrs. Eisenhower might buy jade or crystal at Chung King's or some other Panama City emporium of those days, they might choose to make the Balboa-Panama City lap by streetcar. During the 1920's, "trams" ran every few minutes down Balboa Road and into the heart of the Panamanian capital city.

During the 1920's, there was much of interest to see here, just as there is today. In January 1924, over 60 ships of the Pacific Fleet, including five battleships, made the north to south transit of the Canal in three days—about half the time which had been planned. In July of that same year, two British

(See page 10)



WHEN the Eisenhowers drove to town, they crossed the Canal on this ferry just north of Pedro Miguel Locks.

Zone Nurses Tell How To Fortify Your Children For An Operation



A DINING TABLE served as conference headquarters and desk for the Zone's author-nurse team while they were working on their book. Left to right are Evelyn Koperski, Adelia De Vore, and Henri Skeie.

If one of its authors had continued the short-story course she started, a book which is slated for publication this month might never have been written.

The book, *Dede Has Her Tonsils Out*, is the joint effort of three Canal Zone registered nurses, Mrs. Christian S. Skeie, Mrs. J. B. DeVore, and Mrs. Richard Koperski, who are authors under their first names: Henri, Adelia, and Evelyn.

They had finished the first draft of the book, which describes a little girl's preparations for a tonsillectomy, when Mrs. Skeie began a course in short-story writing. After her first lesson she summoned an emergency meeting of her co-authors. The book was no good, she said. It would have to be revised completely.

So the three authors went to work all over again and redid *Dede*. Twice more, each time after another short-story lesson, the same thing happened. Finally Mrs. DeVore and Mrs. Koperski rebelled. Enough was enough, they said. The story course would have to stop. It did. The book was finished, was accepted by

the Pageant Press in New York, and will be on sale this month.

The blurb on *Dede's* brightly-colored jacket explains the book and its purpose about as well as it can be said:

"Medical authorities and child specialists agree that children should be thoroughly prepared for an operation. Being 'abandoned' in a strange hospital with no idea of what faces him can be a terrifying and harmful experience for a youngster that may permanently damage his confidence in his parents."

The book begins with a description of *Dede's* bad winter of colds and sore throats, continues through visits by and to her doctor, describes routine laboratory and hospital procedures, tells how *Dede* and her parents play two simple little games which prepare her for what will happen to her in the hospital, and ends with a tonsil-less *Dede* leaving the hospital with nothing but a slightly sore throat to show that she had an operation.

It is a short book, less than 3,000 words, written in a style which could be

read by any second-grader or which a younger child could understand if it is read to him. It is illustrated with black-and-white drawings.

Her co-authors credit Mrs. Skeie with having conceived the idea of the book. She invented the games which *Dede* plays—"this is how you are wrapped up in the operating room so your hands and feet don't get in anyone's way, this is the little strainer with which you take the ether to put you to sleep"—before her own two children had their tonsils out. The results amazed both doctors and nurses who cared for the children.

She herself was so convinced of the need of pre-operative emotional preparation for children that she talked the idea of a book on this subject over with her friends. They agreed that she "had something" and went to work on *Dede*.

Dede, however, was not their first idea for a book. Sometime ago they decided that there was urgent need for a nurses' handbook, pocket-size, which would be sort of a refresher course for registered nurses. It would be aimed especially at those women who had gone back to work to help relieve the shortage of nurses.

Three Authors Are Mothers

A book of this sort, written by and for nurses, they felt, would be a great help to women working in civil defense programs. Their idea was received enthusiastically by local and national civil defense officials but before they had a chance to follow through on the handbook, *Dede* had been conceived and they were devoting their off-duty hours to it.

Beside being experienced mothers—they have five children among them, all minus tonsils—the three authors are professionally well-prepared for the job they have done. Mrs. Skeie and Mrs. DeVore trained at what is now called the District General Hospital in Washington. Mrs. Koperski is a graduate of the Atlantic City Hospital School of Nursing.

All have had considerable experience in nursing children, professionally as well as personally. Mrs. DeVore is not nursing right now, but Mrs. Skeie is on the Gorgas Hospital staff and Mrs. Koperski is employed at the Coco Solo Hospital.

"What A Change!" Said The President

(Continued from page 9)

battleships, the HMS *Hood* and the HMS *Renown* went through the Canal and tied up at Pedro Miguel to receive visitors. The *Hood*, which grossed over 44,000 tons, paid \$22,400 in tolls—still a Canal record for any ship.

On September 7, 1923, two F5L seaplanes from Coco Solo returned to their Canal Zone base after a history-making, 2,000-mile round trip to La Guaiara, Venezuela. The planes, blazing the way for the air mail service to come four years later, took 37 flying hours to make the round trip.

From their quarters at Camp Gaillard the Eisenhowers could walk to the edge of the hill overlooking the Cut to watch the transiting ships. In those days, an average of 14 ships made the ocean-to-ocean passage each day. Today the figure is over 24 a day.

Some of the transiting ships of the 1920's were Army transports—the *Somme* and the *St. Mihiel*, for instance—carrying servicemen and their families from the east to west coasts or on to their station in the Philippines. During the dry season

the Panama Canal steamer *Gold Star* plodded back and forth through the Cut carrying tourists from the big cruise ships like the *Megantic*, much as the ferryboat *Presidente Porras* does today for tourists from the *Caronia* or the *Nieuw Amsterdam*.

When the Eisenhowers tired of the social activities at Camp Gaillard, they could find entertainment in the Canal Zone or in Panama City. Weekly dances at the Union Club or the Century Club (then in the present American Club building) attracted young couples from all over the Pacific side. Strongheart, the canine movie star, was in his heyday and his films, like "Brawn of the North," were shown at the Cecilia Theater in Panama City. Or, if the Eisenhowers preferred, they might see Madge Bellamy in "Lorna Doone" at the Pedro Miguel movie hall.

The Isthmus then was about as sports-conscious as it is today. Major Eisenhower's 42d Infantry had a crack swimming team which won several events in the 1923 July 4th celebration at Cristobal, the same day another serviceman from Camp Gaillard set a record for the marathon from Fort Davis to Cristobal.

The Canal Zone's Red White and Blue Troupe was busy developing Olympic

material, like Adelaide Lambert, who won the Woman's National Swimming Championship in 1923, and Josephine McKim, who went on to the Olympics in 1928.

There were a few Canal Zone golf courses—at Gatun and Miraflores—and the thatched-roofed clubhouse of the Panama Golf Club drew the same kind of enthusiastic golfers as jam today's more modern rambling building.

No, there was plenty to see and plenty to do in the Canal Zone when the Eisenhowers lived at Camp Gaillard. It would not be in the activity that they would see the most change. It would be in the physical aspect of things.

And one of the most striking changes of all they could see if they walked to the hillside beside the Canal not far from their old Camp Gaillard quarters.

In the 1920's, when they stood there, they looked upon the two great hills on either side of Gaillard Cut. Today, Gold Hill still rears almost sheer from the waters of the Canal but Contractor's Hill has given way to the hand of man. It is no longer almost a perpendicular mass of rock. It has been reduced to a flight of giant staircases.

73 New Fire-Fighters Begin Second Phase Of Training Period

Seventy-three new fire-fighters have completed the basic course and are well into the second phase of their training period in preparation for the transfer to the Canal Zone Government on October 1 of all structural fire fighting activities in the Zone.

The basic six-weeks course was completed August 17 by the first group which included all of the Atlantic-side trainees and about one-half of the Pacific sidlers. The second group, made up entirely of Pacific sidlers, finished their basic course August 31.

Some of the basic elements of fire-fighting they were taught are shown in the photographs on this page. In the top picture, Fireman James L. Philips, one of the instructors at Balboa Station, demonstrates a method of tying a hose-line onto a ladder.

In the center photograph, Sgt. Edward E. Albin, of the Balboa Station, explains to the trainees the use of a "deluge nozzle," while Capt. Albert J. Mathon, Instructor Supervisor, looks on. In the bottom picture, a group of trainees learn how to use a charged hose-line from a ladder. Their instructor is Sgt. J. F. Dolan.

By this week, both groups are well into the second period of their training. Each trainee will have a minimum of 40 hours as driver and operator of fire apparatus and fire pumps. Then, as soon as each is assigned to the station where he will be on duty, he will have another 40 hours to familiarize himself with his fire district. He will learn the location of streets and buildings, fire alarm boxes and hydrants, and the hazardous areas. During the remainder of this period, each trainee will be given additional drilling and station work.

The training will be continued after the fire stations are consolidated on October 1, with a minimum of two hours training a day at each station. This training may be instruction or drilling or both.

While the trainees were completing their basic and in-training periods, details were completed for coverage by each station after the consolidation. Communities to be covered by each station are:

Balboa: Balboa, Ancon, Diablo, La Boca, Quarry Heights, Fort Amador, and the 15th Naval District.

PAD: Curundu and Albrook Air Force Base.

Corozal: Corozal, Los Rios, Fort Clayton, and a part of Albrook Air Force Base.

Pedro Miguel: Pedro Miguel, Paraiso, the Locks, and outlying AA positions.

Madden Wye: Madden Wye and Summit Radio Station.

Gamboa: Gamboa and the Army Ammunition Depot.

Rodman: Rodman, Farfan, Lacona, Naval Ammunition Depot.

Cocoli: Cocoli and Rousseau.

Kobbe: Fort Kobbe and Howard Field.

Margarita: Margarita and Fort Gulick.

Gatun: Gatun and Fort Davis.

Fort Sherman: Fort Sherman.

Coco Solo: Coco Solo and Fort Randolph.

Coco Solito: Coco Solito and France Air Force Base.

Cristobal: Cristobal, New Cristobal, Mt. Hope, Rainbow City, and Camp Bierd.



Mrs. Della Hancock Is Sender And Receiver Of All Messages

Whenever an official radio message or cablegram leaves the Administration Building at Balboa Heights, the skilled fingers of Della Hardwick Hancock are on the sending end. And whenever an official message is received it is her job to see that it reaches the Company or Government unit concerned as speedily as possible. In one month she sends or receives an average of 450 such messages.

Because she is the only individual in the organization empowered to send or receive official communications of this sort, she qualifies as one of the Panama Canal's "Singletons." Under the organizational title of Communications Clerk, she is in charge of the Radiogram Communications Desk in the Administrative Branch.

Since her job is unique, she is the first to know officially when a Panama Line ship is changing course to avoid a hurricane, when the New York docks are about to be beset by a longshoremen's strike, when some development has occurred in Washington affecting the Panama Canal, or when a shipment of some much-needed material has left its United States port.

Her desk is an important part of the Canal Zone's civil defense planning. Last month she received the information (and relayed it to the Main Control Center) on the mythical damage inflicted by an imaginary nuclear missile at Gatun and transmitted the messages as to what remedial steps were being taken.

Mrs. Hancock has been a Canal employee since 1940 and has been in her present job since January 1953. She is on call 24 hours a day, although she is not routed out during the night to handle routine messages. She is, however, always notified when a priority communication must be sent or is being received. All ship-to-shore messages require immediate action on her part.

The physical part of her job is something like that of a monotype operator in a printing plant. She first "types" an outgoing message which she may have received in writing or over the telephone—on the keyboard of a machine which looks much like an ordinary teletype. The words she sends, however, do not appear as words on the teletype paper but as perforations on a heavy tape.

(She has one of these tapes in her hands in the accompanying photograph, and several more hang from a hook in the background.)

When she has cut the tape, she feeds the perforated strip into a special attachment at the side of the machine just as a monotype operator feeds his perforated tape into a casting machine. Mrs. Hancock's machine, however, has a dual function.

It sends the outgoing radio to the Army Communications Center at Quarry Heights, which is the relay station for all government radio and cable messages from government agencies in the Canal Zone, and it also prints the message onto the roll of paper in the teletype machine. Mrs. Hancock has no way of knowing whether or not she has made any errors in the transmission until she sees the teletyped copy. As she puts it, she has been "cutting blind."

She works closely with the Signal Corp experts whose cooperation and advice, she says, are invaluable. Once each



MRS. DELLA HANCOCK
She handles communications

month they monitor her work. She must abide by strict rules as to spacing, punctuation, and other technical matters, and any mistakes she may have made in these, as well as in the actual transmission, are charted and reported in a bulletin which circulates in all Army communication stations.

She has established a fine record for accuracy in the three and a half years she has been on the Communications Desk. Her work has won commendations from former Lt. Gov. Harry O. Paxson and from Lt. Col. David Parker, former Military Assistant to the Governor.

Mrs. Hancock, however, is a modest soul and says that the fine cooperation from the Army Communications Center and from everyone else with whom she works assists her in doing "as well as I have done and has made my work enjoyable."

While her radioteletype sends messages to any country where there is a U. S. Army Communications Center, she uses commercial cable or radio to other countries. She codes or condenses them to cut down wordage.

Incoming messages appear on the teletype, seemingly as if by magic. Sometimes when she reports for work in the morning she will find half a dozen of them which have been received during the night. It is up to her to see that these messages reach the person concerned. She distributes them herself or by messenger in the

Small Safety Deposit Boxes Available At Balboa Heights

A limited number of small safety deposit boxes are now available for rent in the Treasurer's Vault in the basement of the Balboa Heights Administration Building. The boxes rent for \$1.50 per year.

Employees of the Company-Government and of other agencies and organizations composed principally of Government employees and members of their families are eligible to rent these boxes.

The vault is open from 11 a. m. to noon on all working days. Special arrangement whereby box-holders may have access to their boxes at other times may be made by telephoning 2-2532 or 2-2525. Further information on the rental of the safety deposit boxes may be obtained at these same numbers.

Administration Building and telephones them to offices elsewhere in the Canal Zone.

Mrs. Hancock, who was born in Idaho, came to the Isthmus while she was still in her early teens. She attended Balboa High School when its classes met in the present elementary school building in Balboa. She did not begin her Canal career until 1940 when she went to work in the Ancon Commissary.

In July 1941, she transferred to the Comptroller's Office and moved to the Administrative Branch in 1950 when some of the operations of the Finance Department's mail and files branch were shifted to that office.

During the war years she was a pillar of strength in War Bond Drives and carnivals. Now her hobbies are her three grandchildren and gardening around her Diablo Heights quarters. The grandchildren are just fine but the gardening, she says, hardly lives up to her expectations.

Merrily They Roll Along, Roll Along.

And, Strangely Enough, They Really Do!

(Continued from page 5) provided he did good work in school. He did, but one Utah winter convinced him that there was something to be said for cars with windows and heaters.

Another of the 1930 Fords belongs to Gardner Harris of Diablo Heights. He has converted it to what is formally called a "carryall." Friends say it is exactly that!

There are still some 1931 Fords running around on both sides of the Isthmus.

One of them belongs to Gustaf A. Peterson, a powerhouse operator dispatcher at the Gatun Hydroelectric station. He bought it in 1934 when its original owner, a Gatun woman, turned it in on a newer car. Everyone admires the old coupe, he says, and he had many offers to sell it—all of which he has turned down.

Another 1931 Model A is owned by Lt. Starford Churchill of the Cristobal Fire Station. This car started out as a cabriolet but has been converted to what Lieutenant Churchill calls a box-type body. He keeps a couple of spare engines handy and when one needs an overhaul he pulls it out and substitutes a spare. Another Atlantic side fireman, Richard Condon, owns two 1931 Model A's. One of them, a "runabout," is on the Isthmus. The other, which he drove from Panama to Alaska several years ago, is garaged in Syracuse, N. Y., waiting for the next time its owner decided to go touring. That Model A has a box-type body, screened for sleeping.

Some of the other 1931 Ford owners are Joel L. Cook of Margarita, Sgt. B. W. Treadwell of the Cristobal Police Station, and Beverly Chan Williams, Reference Librarian at the Canal Zone Library, whose only complaint about her "two-door" is that it "takes both hands and both feet to start it."

Less ancient than these, but still long-lived as automobiles go, are a 1932 Chevrolet coupe, owned by Hollis Griffon of Brazos Brook, a 1932 Ford touring car belonging to Glynn Terrell of Gatun, and a 1933 Plymouth-de-luxe coupe, known as "Black Betsy," which belongs to George Pervin of the Canal Zone License Section. Mr. Pervin brought Betsy here from California in 1933 and she has been running faithfully ever since.

"When she turned 21," he says, "I was afraid she'd leave me, but she didn't. She's a real fine old girl and, unusual for a woman, she never complains."

All Major Units To Be Affected By Changes Required Next Year By New Treaty

(Continued from page 1) directly affected have been in progress for many weeks, and plans for the general realignment are now well defined.

Divisions Affected

According to an announcement by Wilson H. Crook, Supply and Employee Service Director, four commissary retail stores, the Industrial Laboratory of the Commissary Division, and three Service Center Units will be closed December 31.

Continuing efforts will be made through out the Canal organization to provide positions for those whose present jobs will be abolished by transfers to other work, although it is recognized that the employment opportunities are limited. A force reduction of the proportion anticipated will affect to a much lesser degree all major units and require additional reductions. These secondary results, however, may not be actuated in many cases for several months.

Slated For Closing

The four commissary stores to be closed at the end of this year are Tivoli, Camp Biedr, Chagres, and Ancon. The Pacific and Camp Biedr Service Centers, and Chagres Luncheonette, are to be closed at the same time.

Two other commissaries and two more service centers are slated to be closed at a later date. The commissary and service center at La Boca will be closed when the remaining family residents there are relocated. The Cristobal Commissary is to be closed after a new retail store is built in Margarita. This is now scheduled in the fiscal year 1958. The Cristobal Service Center will be closed at about that same time.

The drastic effect the Treaty commitment will have on commissary and service center operations has been under intensive study for several months.

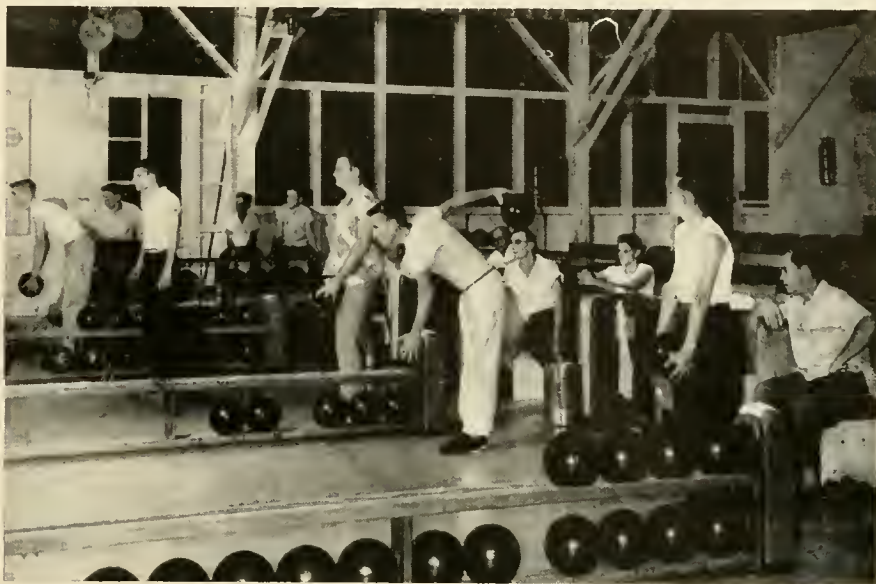
Aside from the employees who will be directly affected, either by loss of their jobs or loss of purchase privileges, the change will affect the entire operation of the Commissary and Service Center Divisions. This is particularly true of the Commissary Division which is presently geared to a dollar volume of business of approximately \$25,000,000 a year, of which about \$12,000,000 represents business, which after January 1, will go to Panamanian merchants. The substantial reduction will therefore affect such essential operations of this division as purchasing or processing, transportation, and warehousing. In addition to the stores and service centers to be closed, the volume of business done in other retail or service units of the two divisions will be substantially decreased.

Reduction Of Overhead

Canal officials are giving special attention to means of reducing overhead expenses commensurate with the loss in sales volume. Although the change is still four months away, Mr. Crook and his staff are exploring several different avenues to effect savings in operations and overhead expenses.

A problem of much concern to the Supply and Employee Service Bureau officials is that of maintaining adequate inventories for the remainder of this year. This problem is of significant consequence, especially since the Christmas trade brings the highest volume of cus-

Youngsters Are Developing Skill In New Junior Bowling League



HERE are the Balboa Junior Bowling League members practicing at the Balboa Bowling Alleys. Bowlers, left to right: John Chase, Jim Watson, Danny Eggleston, Bobby Best, and Andy Frangioni; spectators: Danny DesLondes, Warren "Babe" Marquard, George "Skeeter" Camby, Robert Best, Billy Black, Billy Hatchett, and Coach Woodcock.

Strike! And ten more pins hit the floor of the Balboa Bowling Alley.

The alleys have become a pin-boy's nightmare these Sunday afternoons as the 24 members of the newly-organized Balboa Junior Bowling League brush up on their game.

Under the leadership of veteran bowler Kenneth Woodcock, the members of the four-team league are learning not only the hows and why of bowling, but also the standards of courtesy and conduct which are expected of bowlers. The team's appropriately, are the Splits, Sockers, Alley Cats, and Strikers.

The Junior League was formed by Mr. Woodcock on June 1 and is a member of the American Junior Bowling Congress—which is to bowling what Little League is to baseball. The teams are led by the league's officers: President, Bill Black; Vice President, Ronald Mead; and Secretary, Wayne Brown.

Under Mr. Woodcock's watchful eye, the team members have all improved their game. Some of the players had never bowled before, yet everyone is showing steady progress and, in the words of their coach, the league promises to graduate about ten "very, very, good players." Jim Watson, for example, is

high average bowler with a score usually of about 157.

Aside from expert coaching, members also have received reduced rates for bowling and opportunities to win high-game awards. They also can enter into competition with junior bowling teams from Margarita, Curundu, and Fort Clayton.

At the end of the season, trophies donated by local companies will be given to the first and second place teams, and individual trophies will be awarded for the bowlers with the best single, series, and average scores.

This month, when the group reorganizes into a new league, high school students between the ages of 13 and 18 will again be eligible to join. While they are expecting to expand with an additional coach—Robert Balcer—and 20 new players, the league is prepared to accept as many as 60 bowlers—or potential bowlers.

Commissary Violators Face Stiff Punishment

(Continued from page 4) warned hundreds of men and women, the arrests began. First offenders are usually fined \$10 and repeat violators are fined up to \$25.

Posting the commissaries and provision for the trespass punishment put teeth into contraband control. Another step which has been of considerable help in cutting down contraband is the limited privilege-cards held by all local-rate employees and by married women who are United States citizens and whose husbands are working in Panama.

New cards are issued to the local-rate workers every month, and limit their privileges to the amount of their salaries.

And, of course, a major deterrent to contraband is administrative action, such as discharge, suspension, or cancellation of commissary and gasoline purchase privileges.

The contraband inspectors foresee that the removal of commissary privileges from several thousand non-resident alien employees at the end of December may bring them additional work, and they are already making plans as to how they will handle it.

tomers and sales of the year, and this occurs only a few days before the volume business will be almost cut in half. This situation obviates the possibility of a tapering off of purchases and inventories in many lines, since it is planned to offer the normal supply of "Christmas trade" items.

According to the Supply and Employee Service Director, it is planned to maintain inventories in all lines adequate to meet normal demands for the remainder of the year. Purchasing for the Christmas trade will be made at the same general level of last year. Procurement in other lines will be gradually diminished in advance, commensurate with past sales figures, for individual items to bring the stock balances at the end of the year to the volume level expected under the new conditions.

PROMOTIONS AND TRANSFERS

July 15 through August 15

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

CIVIL AFFAIRS BUREAU

Clara O. Wattley, from Senior High School Teacher to Junior High School Teacher, Division of Schools.

OFFICE OF THE COMPTROLLER

Leo M. Favrot, from Systems Accountant, Accounting Policies and Procedures Staff, to Assistant to Chief, Budget and Rates Division.

Daniel C. Zitzmann, from Supervisory Accounting Assistant, Coco Solo Hospital, to Accounts, Methods, and Relief Assignment Staff.

ENGINEERING AND CONSTRUCTION BUREAU

Jose G. Hughes, from Engineering Draftman to Illustrator, Engineering Division.

Donald R. Kimzey, from Clerk to Clerical Assistant, Power Conversion Project.

William L. Brooks, from Clerical Assistant to Administrative Assistant, Power Conversion Project.

Meteorology and Hydrographic Branch

Harold J. Million, from Hydraulic Engineer to Supervising Hydraulic Engineer.

Elmer Kanz, from Hydraulic Engineer to Hydraulic Engineer (Hydrologic Investigations).

Edward H. Neville, Jr., from Engineering Aid to Hydraulic Engineer.

Charles S. Howe, from Supervisory Hydraulic Engineer to Construction and Maintenance Superintendent.

OFFICE OF THE GOVERNOR-PRESIDENT

Mrs. Lois J. Deerwester, Clerk-Stenographer, from Personnel Programs Staff to Executive Planning Staff.

HEALTH BUREAU

Mrs. Mae M. McCloskey, from Supervisory Storekeeper to Storekeeping Clerk, Gorgas Hospital.

Mrs. Ida E. Morris, from Storekeeper to Storekeeping Clerk, Gorgas Hospital.

Helen C. Milloy, from Supervisory Property and Supply Clerk to Supervisory Property and Supply Officer.

Dr. Eduardo de Alba, Jr., from Medical Officer (Internal Medicine) to Medical Officer (Cardiology).

Mrs. Helen L. Newhard, Staff Nurse, from Gorgas Hospital to Coco Solo Hospital.

Mrs. Maurine K. Jenks, from Clerk-Typist to Secretary (Typing), Gorgas Hospital.

MARINE BUREAU

Samuel Rowley, from First Mate, *Taboga*, Aids to Navigation Section, to Towboat Master, Navigation Division.

Edward Folse, Towboat Master, from Navigation Division to Ferry Service.

Joseph M. Daly and Otis Ramey, from Admeasurer to Marine Inspection Assistant, Navigation Division.

John P. Stephenson, Edgar H. Light, James B. Crane, and Wallace W. Priestner, Jr., from Quarantine Inspector to Marine Inspection Assistant, Navigation Division.

Francis Washabaugh, from Customs Inspector to Admeasurer, Navigation Division.

James C. Wood and Herbert A. Greene, from Customs Inspector to Marine Inspection Assistant, Navigation Division.

Eugene I. Askew, from Quarantine Inspector to Admeasurer, Navigation Division.

Thomas L. Gregg, from Distribution and Window Clerk, Postal Division, to Guard, Locks Security Branch.

John G. Carlson, from Towboat Master, Ferry Service, to Pilot-in-Training, Navigation Division.

George P. Allgaier, from Machine Shop Head Foreman, Maintenance Division, to Machinist, Industrial Division.

PERSONNEL BUREAU

Jo Ann A. Fischer, from Secretary (Stenography), to Clerk-Stenographer, Office of the Director.

Mrs. Arilla H. Kourany, Clerk-Typist,

from Employment and Utilization Division to Office of the Director.

Daniel J. Paolucci, from Supervisory Training Officer to Coordinator, Personnel Programs Staff.

L. B. Burnham, from Training Officer to Supervisory Training Officer, Personnel Programs Staff.

Lloyd D. Murphy, from Personnel Assistant to Training Officer, Personnel Programs Staff.

Mrs. Manuelita O'Sullivan, from Supervisory Personnel Clerk, Wage and Classification Division, to Clerk-Stenographer, Employment and Utilization Division.

Mrs. Betty O. Boyer, from Clerk-Stenographer, Employment and Utilization Division, to Supervisory Personnel Clerk, Wage and Classification Division.

SUPPLY AND EMPLOYEE SERVICE BUREAU

Mrs. Della M. Howell, from Supervisory Steward, Service Center Division, to Commissary Checker, Commissary Division.

RETIREMENTS

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

Herman Lynn, Mississippi; Policeman, Police Division; 26 years, 5 months, 6 days; Gulfport, Miss.

Francis J. Moublow, Massachusetts; Control House Foreman, Gatun Locks; 26 years, 8 months, 17 days; Montclair, N. J.



FRANCIS J. MOUBLOW

SEPTEMBER SAILINGS

From Cristobal

Ancon	September 1
Panama	September 8
Cristobal	September 15
Ancon	September 22
Panama	September 29

From New York

Cristobal	September 6
Ancon	September 13
Panama	September 20
Cristobal	September 27

(Northbound and southbound, the ships are in Haiti on Monday).

ANNIVERSARIES

It should never be hard for Christian Simonsen, General Maintenance Mechanic in the Maintenance Division, to remember his service date. It's the day after his birthday.

This year, on August 8, he rounded out 35 years of government service, all but seven of them with the Canal organization. Born in Atlanta, Ga., he came to the Isthmus with the Air Force and was a staff sergeant at France Field when he resigned in 1927 to become a chauffeur in the old Fortifications Division. He worked with that division for 10 years, then spent several months in Los Angeles with a tuna fishing company—which accounts for his enthusiasm for deep-sea fishing. He was reemployed by the Canal organization in 1938 and has been with the Maintenance Division since December 1938.

He was once a crack shot with both pistol and rifle. Mrs. Simonsen wears a unique bracelet made from medals he has won in various shooting competitions. For the past few years he has not done much shooting or fishing and now, according to his wife, his main hobby is dancing, at which he is as skilled as he used to be on a firing range.

30 YEARS

Lt. Starford L. Churchill of the Cristobal Fire District and Christian W. Wirtz, Supervisory Administrative Officer of the Commissary Division at Mount Hope, are both long-time Canal employees, and long timers in their respective units, too.

Lieutenant Churchill, who was born in Charlestown, Mass., came to the Isthmus in June 1926, to visit a cousin, J. F. Tufts of Gatun Locks. Within a few weeks he was at work as a fireman and all of his Canal service, which has been continuous, is with the Fire Division. He was made a fire lieutenant earlier this year.

Although he has been stationed briefly on the Pacific side, most of his service has been on the Atlantic side of the Isthmus. He has been on duty there at Cristobal, Gatun, Chagres, and Margarita and is presently on circulating duty in the Cristobal Fire District.

He is an old car fan and is the owner of a venerable 1931 Model A Ford.

Mr. Wirtz is a native Zonian. His father came to the Canal Zone early in the construction period and was with the Fortifications Division for many years. "Chris" Wirtz worked summers as a boy in the Commissary Division and the Cristobal Corral but all of his adult service has been with the former Division with which he has worked since 1927.

Like Lieutenant Churchill he is primarily an Atlantic sider, although he had short periods of duty on the Pacific side. Most of these temporary assignments were during the periods when the U. S. Fleet "visited the Isthmus" and extra commissary help was needed in Balboa. He started as a clerk, was promoted to administrative assistant in 1940, and to the post of supervisory administrative assistant in 1952.

Off duty he is an ardent sailor and is now building a handsome yacht of his own. Friends say he has been interested in boating since he got his first six-foot cayuco at the age of four. In 1951 he was a member of the crew of Tucker McClure's yacht *Chiriqui* in the California-Honolulu Race.

25 YEARS

Five states and two countries are represented as the birthplaces of the seven Company Government employees who complete a quarter of a century of government service last month. In addition, the seven work for six different divisions of the organization.

Those with unbroken Canal service are: Joshua A. Cunningham, a native of Sedalia, Mo., and a policeman on duty at Cristobal; Waldron E. Eldridge, who was born in New York State, Head Nurse at Gorgas Hospital; Manuel Lichtenbaum, born in Odessa, Russia, and brought to the United States as a small boy, Supervisory Pharmacist at Gorgas Hospital; Charles E. Stepp, once of Freeport, Pa., a Construction Contract Inspector; and Frank E. Williams, who comes from Medford, Oreg., and is a Procurement Officer in the Commissary Division.

The two other 25-year employees are: Thomas H. Collins, born in Custer, Okla.,

Uniform Force Reduction Rules Adopted By Canal Organization

(Continued from page 1) pational group who has less service, or lower tenure status. "Retreat" rights provide that an employee may go back to a position which he has held or from which he had previously been promoted. This may be done only if the retreating employee has a higher retention status than the employee in the lower category.

In establishing the retention registers, two main groups will be formed—those in competitive service, *i. e.*, those requiring Civil Service status, and those in the excepted service. Most positions in the Company-Government are in the excepted services.

Those in the competitive service positions will be placed in three tenure groups: Career employees, career conditional employees, and all others in competitive positions. In the third category, employees in an indefinite status will be listed first, and temporary employees next.

For positions in excepted service, two tenure groups will be established. These will be permanent employees whose appointments carry no restrictions or conditions as to tenure, and employees who are serving probationary or trial periods.

All of these subgroups will be further divided into veteran and non-veteran employees.

Separate retention registers will be established in the various occupational groups for full-time, part-time, and WAE (When Actually Employed) employees. These three groups will not be in compe-

tition with each other in force reduction actions, but a full-time employee may displace a part-time employee with equal or less service and similarly a part-time employee may replace a WAE employee with equal or less service when either would otherwise lose his job.

Because of the large number of force reductions to be made at the end of this year, discussed elsewhere in this issue of *THE REVIEW*, all employees who may be affected have been cautioned to read the complete Executive Regulation No. 54, which has just been issued on the force reduction policy. Copies of the Executive Regulation have been issued to all units throughout the Canal organization and to employee organizations. Additional copies may be obtained for official use through request to the Personnel Bureau.

Any employee who desires to read and study the new Executive Regulation on force reduction policies and procedures may secure a copy from his or her supervisor.

In addition to the opportunity of acquainting themselves thoroughly with force reduction and appeal procedures, employees also will be permitted to inspect all retention registers and records that have a bearing on reduction-in-force actions in their cases.

In connection with the adoption of uniform force reduction regulations on Company-Government-wide basis, the following formal announcement has been issued which covers the utilization and training policy of the Company-Government for employees affected by force reductions:

UTILIZATION AND TRAINING POLICY FOR COMPANY-GOVERNMENT EMPLOYEES AFFECTED BY REDUCTIONS IN FORCE

Although the Company-Government policy is to make every effort to absorb and minimize reductions in force through attrition whenever possible, circumstances arise over which the Canal administration has little control and which may require that such reductions be made without the benefit of advance planning. Wherever such reductions in force occur, displaced employ-

COMING STOREHOUSE AUCTION

Another of the Division of Storehouse's miscellaneous auctions—and this one *does* include kitchen sinks—is scheduled for Saturday, September 15. The auction will be held at Building 6 in the Industrial Division area in Balboa. The auctioneer will again be Richard Chesson, who holds the unusual dual-rating of Policeman-Auctioneer.

As usual the auction will be open to government employees and to others who qualify under the Treaty.

This time the goods to be sold to the highest bidders is excess stock from the Storehouses and excess property from other Company-Government units.

Included on the list are typewriters, several motor vehicles, life preservers, marine navigation lights, microscopes, a double-mattress, truck tires, kegs of nails, rolls of barbed wire, adding machines, surveyors' transits, safety equipment (such as goggles, shields, and headgear), insulation material, hotelware (such as platters, pitchers, etc.), and, of course, the kitchen sinks. There are bathroom sinks, too, to make it even better.

ees will be placed in vacant positions in the organization for which they are qualified to the extent that vacancies exist.

In the cases of those employees reached by reductions in force and whose present qualifications are such that they cannot qualify immediately for vacant positions but for which they could be trained, it will be the policy of the Company-Government to provide opportunities for employees to transfer to such positions where, after a reasonable period of training and work experience, they can be expected to satisfactorily perform the work of the new position.

In conducting the training for employees so transferred, the Company-Government will make available all training facilities at its command. It is expected, of course, that the employee will also make every effort to prepare himself for the new position. Employees will be given a reasonable time to "break in" and to demonstrate that they are qualified to perform their new duties. Employees in a training status in a new position as a result of such a transfer will be paid the authorized rate of the new position even though they may not immediately perform fully the work of the position.

a tractor bulldozer operator for the Maintenance Division, and **Daniel M. Eggleston**, who was born in Belleville, N. Y., but has spent practically his entire life here, a General Engineer in the Engineering Division.

20 YEARS

Two of the seven employees who completed 20 years of government service in August, have continuous Canal service. They are: **Eleanor D. Burnham**, Supervisory Librarian, Civil Affairs Bureau; and **Walter T. Schapow**, Instrument Maker, Industrial Division.

Also completing 20 years of government service are **Frank Borsellino**, Guard, Locks Division; **Eulus C. Clemons**, Electric Welder, Industrial Division; **Paul Badonsky**, General Engineer, Locks Division; **Winters A. Hope**, Supervisory General Engineer, Surveys Branch; and **Ruth E. Clement**, Accounting Clerk, Commissary Division.

15 YEARS

Over half of the 19 employees with 15 years of government service have unbroken Canal Service. They are: **Mrs. Russell A. Edwards**, Time, Leave, and Payroll Clerk, Payroll Division; **Edward A. Doolan**, Personnel Director, Personnel Bureau; **August I. Bauman**, Grounds Maintenance Supervisor, Southern District, Housing and Grounds Division; **Walter E. Robison**, Air Brake Mechanic, Railroad Division; **Mrs. W. K. Galloway**, Plant Accounting Assistant, Office of the Comptroller; **Billie B. Gray**, Locomotive Crane Steam Engineer, Locks Division; **Leslie W. Croft**, Wireman Foreman, Locks Division; **Milton Davis**, Lead Foreman, Armature Shop, Electrical Division; **Frank E. Day**, Commissary Supervisor, Commissary Division; **Walter M. Hartman**, Wireman Foreman, Locks Division; **Anthony H. Hopiak**, Boatbuilder, Industrial Division; and **George R. Murray**, Chief Towboat Engineer, Navigation Division.

Other 15-year employees are: **Gilbert F. Chase**, Relief Train Collector, Railroad Division; **William H. Basham, Jr.**, Distribution and Window Clerk, Postal Division; **H. N. Johnson, Jr.**, Refrigeration and Air Conditioning Mechanic, Maintenance Division; **Florence Demers**, Cash Accounting Clerk, Commissary Division; **Joseph T. Cope**, Wireman Foreman, Locks Division; **John G. Boswell**, Machinist Lock Operator, Locks Division; and **Arthur L. Blystone**, Policeman, Police Division.

Management Nominees



TWO CANDIDATES have been nominated by Gov. W. E. Potter from the Canal organization for the management course offered under eight scholarships by the American Management Association. The two nominees above are Edward M. Browder, Jr., Assistant Director of the Engineering and Construction Bureau, at the left, and Walter A. Dryja, Assistant to the Marine Director. Each Federal agency is permitted two nominations. The Canal selections were made from eight who were recommended by their Bureau Directors.

SHIPS AND SHIPPING



IT'S NEVER too soon for young Zonians to begin learning about the Panama Canal. These Cub Scouts from Den 4 of Diablo Heights and Los Rios, were passengers aboard a Panama Canal launch recently for a trip through the Canal. From their faces, one would gather that they thought the trip a fine idea. The picture was taken at Miraflores Locks.

Transits By Ocean-Going Vessels In July

	1956	1955
Commercial.....	669	727
U. S. Government.....	16	27
Total.....	685	754

Tolls *

Commercial.....	\$3,058,435	\$3,254,102
U. S. Government.....	67,765	114,626
Total.....	\$3,126,200	\$3,398,728

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

To the *MS Portunus*, which runs in the banana trade between Ecuador and the United States gulf coast, went honors this year as the ship which was the most frequent user of the Panama Canal.

The *Portunus*, which is owned by F. Laeisz of Hamburg, operates under charter to the Inter-American Trust Company and flies the German flag, made a total of 54 transits in fiscal year 1956. The figures include north and southbound transits.

This year's record holder grosses 3,057 tons, is 393 feet overall and is a sister-ship of another Canal customer, the *MS Pegasus*. Her local agent is the Continental Shipping Corporation.

The next most-frequent visitor to the Canal was another banana carrier, the *MS Vanda*. This Honduran-registered vessel made 43 transits during fiscal year 1956. She also runs between Ecuador and the U. S. gulf coast.

A straight line is not always the shortest distance between two points—in the shipping business, at least. Last month a vessel of Mexican registry transited the Panama Canal enroute from one Mexican port to another.

The ship was the 3,989-ton *Xalapa*, en-

route from Guaymas on the Mexican west coast to Vera Cruz on the east. She was carrying a full load of wheat.

Scrap shipments to Japan from the United States and neighboring countries are continuing in some bulk.

In a two-day period last month, five vessels carrying scrap from the southern part of the United States or from Cuba transited the Canal enroute to Japan. Two shipments were designated simply as scrap, one as scrap and ore, one as scrap steel, and another as scrap iron.

New Retirement Bill Provides Advantages For Canal Employees

The retirement of seven Company-Government employees who were due to leave the service in August and September because they had reached the age of 62, has been deferred until October 1 in order to give them the advantages of the new retirement bill.

Only two employees retired last month and in each case the retirement was voluntary. One of the two, F. J. Moumblow, has considerable Navy service in addition to his more than 26 years with the Canal organization; while Herman Lynn, a police officer, is retiring under the special police retirement.

The figure of seven whose retirement has been deferred is aside from a number of locality-rate employees who are remaining in the service past normal retirement age so that they may receive the benefit of any retirement legislation which may be enacted by Congress.

In addition to those whose retirement has been postponed until October 1, there are a number of other employees who had planned to retire before their 62d birthdays but who are withholding their requests for voluntary retirement until after the new bill's effective date.

One retirement bill provision calls for an increase of one-half of one percent in the amount deducted from each U. S.-rate employee's salary. The new 6.5 percent deductions will be taken from the paychecks which will be in the hands of the employees the week of October 29.

A number of important changes are made in the new retirement bill. Among these are the increased annuity, which in some cases will amount to a 25 percent increase.

Further and more detailed information on the new bill may be obtained from Robert D. Kelly, Retirement Clerk in the Personnel Bureau.

Canal Zone Visitors



SRA. FELISA RINCON DE GAUTIER, Mayor of San Juan Puerto Rico, right, and her companions on a tour through Gaillard Cut, found the Panama Canal Information Booklet a handy guide to what they were seeing. They were among a group of 400 who visited the Locks, made a partial transit of the Canal, and inspected the Miraflores filtration plant last month.