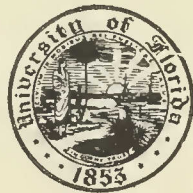



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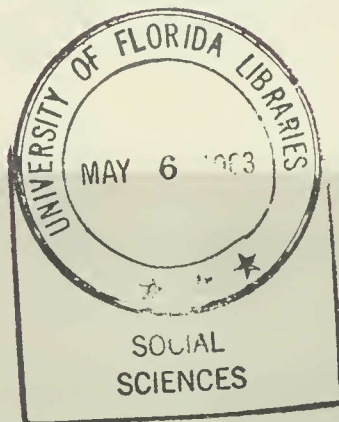
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PANAMA  CANAL
REVIEW

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- Curtain Time
- OV Volunteers
- Babies, Babies, Babies



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ROBERT J. FLEMING, JR., Governor-President

W. P. LEBER, Lieutenant Governor

FRANK A. BALDWIN
Panama Canal Information Officer



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2' = 170 Transits and 2,880,000 k.w.h.

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THIS IS THE engineering estimate of the value to the Panama Canal of 2 extra feet to be added to the storage potential of Madden Lake by installation of flashboard extensions to the tops of the four existing drum gates.

If the estimate were reduced to more familiar things by an ordinary housewife preparing breakfast, it would mean approximately enough water for 128 billion cups of coffee (without cream), and 288 million pieces of toast (medium brown).

The bonus of water and electrical energy, part of the program to further increase Canal capacity, will be gained by raising the maximum level of Madden Lake from 250 to 252 feet, thus adding 24,564 acre-feet, or 1,070,000,000 cubic feet, to the lake's storage potential.

The "flashboards," lip extensions expected to do the job, are reinforced metal sections which will be welded onto the 4,100-foot-long drum gates. The flashboards have been manufactured by the Industrial Division according to plans prepared by the Engineering Division. Installation is scheduled for the latter part of May.

The 2-foot increase in the storage capacity of Madden Lake will give Madden hydroelectric plant enough additional water to generate 4,000 more kilowatts of firm power for 1 month, or 2,880,000 kilowatt-hours.

Since the water released from Madden Dam pours into Gatun Lake via the Chagres River, it can be used a second time, either to put ships through the locks or for electric power. The additional 1,070,000,000 cubic feet, nearly 8 billion gallons, from Madden will make possible about 170 additional transits or 1,440,000 kilowatt-hours of power generation by the Gatun hydroelectric station.

Although operation of the Gatun hydro plant is reduced during dry season months to conserve water in Gatun Lake, the Madden hydro plant operates all year. Power from Madden is furnished by 3 hydroelectric generators of 8,000 kilowatt capacity generating current at 6,900 volts which is stepped up to 44,000 volts for transmission to substations.



ABOUT OUR COVER: It looks like a ship cruising through a neglected backyard. Actually, the *Johannes Fritzen* is transiting the Panama Canal. That's Mandinga Slough in the foreground, on the west bank of the Canal just south of Gamboa, in the latest project area for widening of the Canal from 300 to 500 feet. When the job's finished a picture like this won't be possible, for all the foreground of the picture will have been cut away. There's already been substantial change in appearance. The Mandinga Slough, former channel of the Obispo River, was filled in by the French, the river itself later being diverted into the Mandinga River.

The German flag *Johannes Fritzen* is a 24,636-ton ore carrier, 701 feet long and with a beam of 90.2 feet. Built in 1962 in Bremen, she sails out of Emden, operated by J. Fritzen & Son.

CANAL CARGOES



The container ship San Juan, a new trader through the Canal, displays one of the recent developments in cargo handling. Ease of handling and contents protection are features of such large "packaging."

SHIPS transiting the Panama Canal in fiscal year 1962 carried enough lumber to build approximately 183,000 5-room houses.

They carried enough gasoline to take all privately-owned cars in the Canal Zone around the world four times.

Whether tonnages for these and other major commodities will show upward or downward trends in the future is a question no crystal ball can answer. Reasoned guesstimates are based on studies of natural resources developments throughout the world, changes in ship construction, cargo handling methods and many completely unpredictable or unforeseeable factors. Even the weather causes short term fluctuations.

The result is that predicting probabilities of shifts in cargoes, which may prove major factors in sound Canal program planning, is something less than an exact science.

For the immediate future, much of the Canal traffic picture hinges on continued industrial growth of Japan. Scrap iron tonnage figures have shown their sharpest break recently due to the recession in Japan. Japan's customers for scrap have been living off inventories built up earlier as much as possible, and curtailing current buying.

Coal tonnage also is off. About 95 percent of the coal passing through the Canal goes to Japan. With a growing population and restricted acreage, Japan also has contributed largely to the steady high level of phosphates tonnage through the Canal.

Next in importance in possible effect on cargoes are possible or probable developments on the west coast of South America and tapping of reserves in the western United States.

Recent cargoes figures show mineral oils (petroleum) and canned and refrigerated

products tonnages on an upward trend. Behind the oils increase have been the hard winter in the United States and Japanese fuel oil purchases from Venezuela. Crude oil and products cargoes also are up. Part of the oils increase is attributed to oil firms' shifting of stocks from one coast of the States to the other to stay within quotas.

Europe's increasing standard of living is responsible for most of the canned and refrigerated products gain, bringing both an increase in demand and increase in ability to pay. These items no longer are a luxury item there as

they were for so many years after World War II.

In addition to the drops in scrap iron and coal cargoes through the Canal, wheat tonnage also is off, largely due to use of the St. Lawrence Seaway to move western Canada's wheat to world markets. The long term outlook for wheat tonnages doesn't point to volume, because European Common Market effects also are likely to cut Canal wheat transits.

The St. Lawrence Seaway route doesn't meet all needs of the waterway area on a year round basis, however. When Great Lakes shipping is ice-bound, there's an upsurge in Panama Canal traffic of foreign ores.

For Canal planning and programing purposes, "short term" refers to a period of not more than 2 years, and "long term" is more than 10 years ahead. In between times are referred to as "intermediate" periods.

A full review of trends would require a book. What follows is a mere sampling.

Crop failures can play a substantial role in annual Canal cargo tonnage figures, although large inventories can curb immediacy of the effect. One blowdown can take as many as 3 million banana plants and this can virtually shut down a port for as much as 9 months until new plantings are in production. Crop failures in wheat and feed grains in Europe can mean a surge in Canal transits of ships carrying cargoes with alternate supplies.

Depletion of major ores and similar resources in some fields often may have little effect on transits, for the companies involved are forever prospecting for new veins, often find them in the same general area to supplement those playing out. This has been the story on iron ore in Chile and Peru.

Changes in ways of handling cargo

No 'Patterns' In Recessions

PANAMA CANAL transits figures don't follow any set pattern during recessions in the United States. There are many other factors involved. It's a "world" waterway, and other countries, at the same time, may not be hard hit on the commodities which make up the major Canal transits items.

During the last four United States recessions:

1949—A transits upturn followed.

1954—Transits leveled off, but didn't drop.

1958—Transits increased during the recession.

1961—There was a brief drop, then an upturn.

During the period 1929-33, a major depression era, Canal cargo tonnage was down approximately 45 percent, but tolls dropped only about 25 percent.

can have major effects, as in development of "superships" and large bulk carriers, sometimes the difference between profit and loss or bigger profit and smaller loss. With larger ships, the same tonnage means fewer transits. Not many years ago 16,000-ton tankers were considered to be the largest needed or advisable for efficient operation. Tankers now range as high as 132,000 tons.

Shifts in manufacturing emphasis, with changes in raw materials needs and power-supply factors, can change the picture in some commodities brackets. As a sample, original thinking of aluminum industry executives was that plants should be located near consumer centers. Then it changed to the view that they should be near cheap water and hydroelectric power supplies. Now there are indications it is changing back to the original view, to locate them near consumer centers. Each such change, depending on where plants are located or relocated, can show up in Canal transits and tonnage figures.

Paradoxically, major hydroelectric expansion projects do not appear to cut into fuel cargo figures. This is because industries are attracted to these areas with resultant increased raw materials and consumer goods demands.

Oils, petroleum products, and petrochemicals go both ways through the Canal, with the heavier movement from east to west. Venezuela is one of the major suppliers of crude oil for the west coast of the United States and the west coast of South America. Oil firms may "borrow" from each other and have to meet commitments for repayment of loans, staying within States quotas, by transferring supplies from one coast to the other.

The Ore Convey, one of the largest self unloader type superships. This picture was taken from a platform atop the self unloading equipment while the ship was in the upper chamber of Gatun Locks.



Fifty million martinis—or part of the raw materials for 50 million of them. That's the actual estimated contents of these hundreds of casks of Spanish olives awaiting loading. The ship is the Charles Lykes of the Lykes Lines, which has 17 ships that are frequent callers at the Panama Canal. Olives are shipped both ways through the Canal, to the east from the United States west coast, to the west from Spain.

Different refineries are geared to different types of crude oil, and it may be more economical to ship a high sulphur or low sulphur crude from a distant point than to modify the refinery.

With Cuba out of the picture as a source of supply for the U.S. sugar needs, there's been a surge of east coast imports from other sources, primarily Australia and Peru. Cuba has annual commitments to Communist bloc nations of 4,860,000 tons of sugar a year—and with very poor recent crops hasn't been able to meet the commitments. But part of the Cuban sugar for Russia and virtually all of it for mainland China moves through the Canal.

Florida phosphates, good and cheap,

have an established market in Japan. Florida-Asia phosphates shipments accounted for 82 percent of the phosphates traffic through the Canal in fiscal 1962. There's been an average 15 percent per year increase since World War II in phosphates tonnage.

This picture could change abruptly, however. There also are phosphate supplies in Peru, under water off the west coast of the United States, in the Middle East, and Africa. Utah and Montana also have large phosphate reserves, but it's now too expensive to move them out.

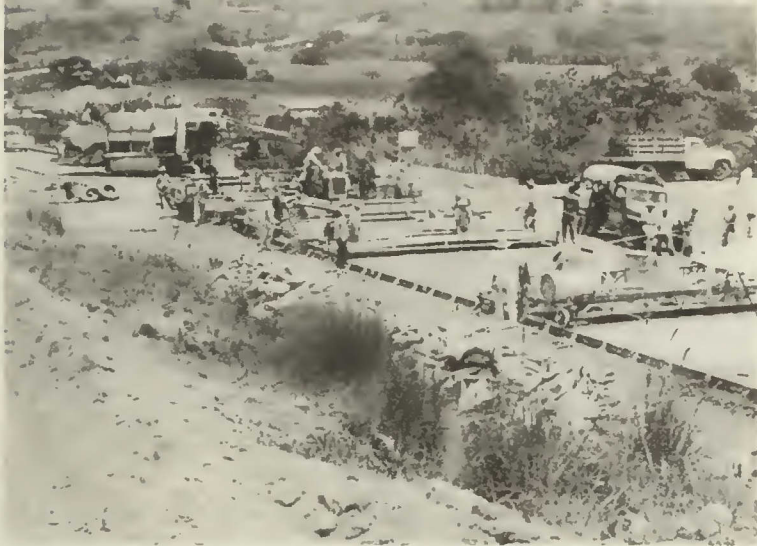
Technological improvements saving only pennies per ton can make the difference between marginal operation and profitable operation; and costs normally are highest in development stage or at the tag end, as richness of ore veins, for example, thins out.

Until 2 or 3 years ago, the major part of Canal traffic was from the Pacific to the Atlantic. Now it's from the Atlantic to the Pacific.

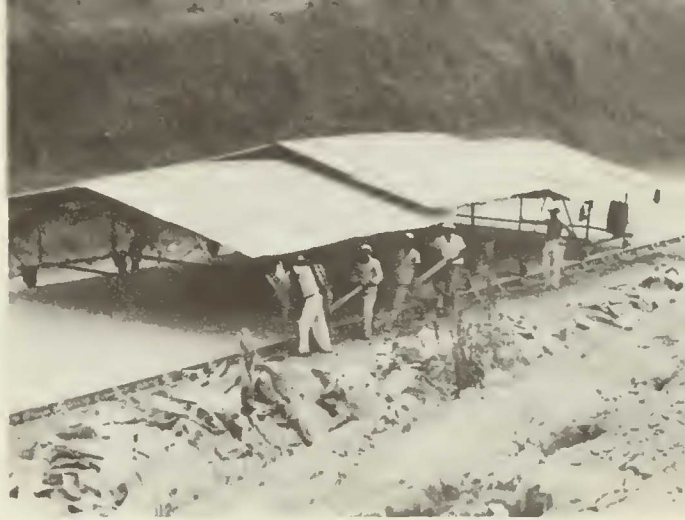
The most significant long term factor in possible generation of greater Canal traffic is the possibility of development on the west coast of the United States of a number of integrated steel companies such as exist in the eastern part of the country today.

There are largely untapped reserves of coal and iron in the Mountain States.

However, the next change in Canal cargoes could result from a type of processing not yet developed for a raw material that can't be handled profitably now—to meet a need not yet felt.



Paving machinery and crews at work on Inter-American Highway sector near Tolé, looking east, the direction in which paving work is progressing.



Rolling "roof" for freshly poured concrete. It keeps rain or sun off to protect the material during first stage of setting. One of these is with each paving machine.

Takers Few, But Trip Enjoyable

By CLOIS C. DUFFIE
President, Canal Zone Chapter,
Worldwide Cycle Club

RIDES ALONG sections of the new Inter-American Highway under construction between David and Santiago, a brief stay in jail for one of the tourists, and an almost broken toe were among highlights and lowlights of the annual trip of the club to the interior of Panama.

The first of March, just as the past 5 years, found us busy preparing for the trip, but alas, only two members showed up: Gus Nellis, road captain, and myself. Twenty to thirty had gone on earlier trips to Guatemala, San José, and interior towns of the Republic. This year, however, a lot of members were in school, some working, others unable to get leave at the time.

There are about 50 members in the club throughout the Zone and another 50 cyclists often ride with the club. Members of the Zone chapter also ride frequently with the Panama Motorcycle Club.

About noon on March 1, though, it was apparent that no others would come. So we headed west with the familiar cry of "Let's Motor." We crossed the new \$20 million bridge

across the Canal at Balboa and rode toward La Chorrera, stopping in Capira long enough to eat the white cheese and pastelitos for which this little village is famous.

Following the Inter-American Highway along the coast of the Gulf of Panama, we stopped at San Carlos, and spent some time on the beach under a bohio out of the hot sun. On to Santa Clara and Rio Hato, where the road turns about 20 miles toward the center of the Isthmus to Penonomé. Near Natá we saw the huge factory for processing Maggi tomato products and other produce. It is surprising to see this factory there, way out in the middle of nowhere. Two-wheel carts are a familiar sight.

A little farther along the road is another factory where the small candies known as "estrellitas" are made. The new highway misses Aguadulce, and we were familiar with this town, so we bypassed it and headed for Santiago, where we spent the night.

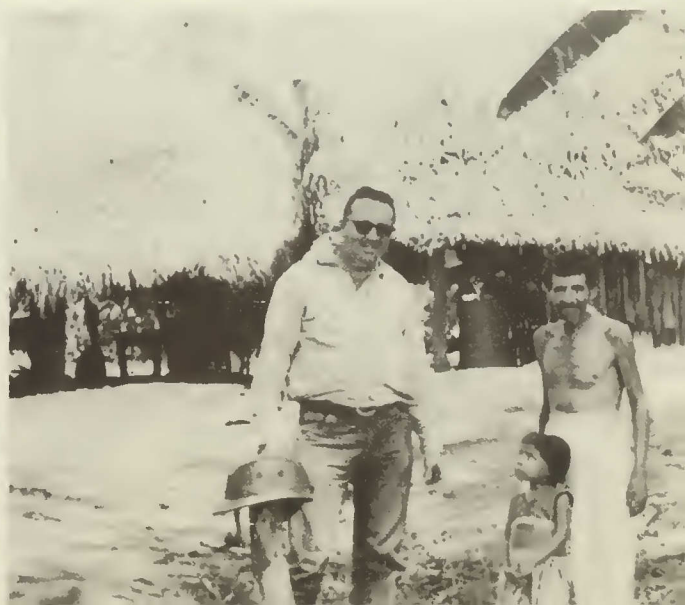
I spent part of it in jail because of a misunderstanding. I guess my Spanish

is worse than I thought. The speed limit had been reduced to 15 m.p.h. due to a religious festival at Atalaya, but there were no signs along the road of the limit. Officials couldn't catch us, so they called ahead and stopped us with a road block. I had to stay in jail for a couple of hours until the proper official arrived, then was released with a dressing down.

We stayed at the Hotel Santiago, where air-conditioned rooms with private bath are available, or rooms with just bed for \$1. The food was excellent at the sidewalk restaurant. The happy feeling we left there with didn't last long, however, because here began approximately 122 miles of the worst road imaginable, through Soná and Remedios, to the south of the Inter-American route. It was worse than I had remembered, with loose gravel, big rocks, and deep ruts in places.

About 17 miles this side of David we hit paved road again which goes to Concepción and all the way to the Costa Rican frontier. Just outside David we turned up the mountain on a very
(See p. 15)

Clois C. Duffie with natives in typical scene in the Chiriqui Province area near Cañas Gordas, at the Costa Rica frontier. House is on right, cooking area on left.



VOLUNTEERS

HELP

"STAMP OUT POLIO"



Down the hatch. A young Paraiso girl is assured that taking the oral polio vaccine involves nothing more than swallowing a sugar lump. Shown at the Paraiso clinic, at left, is Jan Jensen of Balboa, whose mother, Mrs. Bernhilda Jensen, R.N., is the nurse at the Paraiso Community Health Center. At right is Maritza Ipina of the Junior Red Cross and in the background is Mrs. H. Skeie, R.N., Public Health Nurse in the schools, who helped at the Paraiso Clinic.

THE FIRST ROUND of the oral vaccine program aimed at stamping out polio in the Canal Zone was completed with a flourish last month on the Atlantic side of the Isthmus as more than 10,000 doses were administered to bring the total doses of Type I vaccine administered by the Canal's Health Bureau to more than 27,000.

The second round, in which Types II and III of the vaccine will be administered, will be this month. Pacific-siders will receive their combination doses May 3 and 4, while Atlantic-siders will receive theirs May 17 and 18.

Health Bureau officials credited much of the success of the first round to volunteers who worked in the various clinics—and they are relying on volunteers for much of this month's second round.

The "honor roll" of organizations which recruited volunteers and otherwise assisted with the first round included Civic Councils in both the U.S. and Latin American communities, the Canal Zone Chapter of the American Red Cross, the Junior Red Cross, Red Cross Gray Ladies, Girl Scouts of America, Pink Girls, International Boy Scouts, and the Cristobal Women's Club. There also were many community-minded individuals who volunteered and served.

Dr. Sidney B. Clark, Chief of Preventive Medicine and Quarantine, said the work of the volunteers was "indispensable" and congratulated them for their part in the successful completion of the first round of vaccine.



The clinic operated in the Cristobal Women's Club building in Margarita also used the services of volunteers for the paperwork and other details connected with the program. Shown around the records table here are Doreen Baas, Barbara Delvecchio, Mrs. Rosalyn Bernstein, Dr. Howard C. Pritham, Virginia and Jane Ferris, and Mrs. Lois Thomas. Another volunteer, Estelle Davidson, was on duty before the photograph was taken.

Smiling volunteer workers greeted those visiting the Diablo Heights clinic in the Junior High School gymnasium. At the identification table, right, is Mrs. Alice Meehan. From left are Andrea Lynn Sollitto, Maria Livia Harcega, and Evangeline Buenofe. At the feeding table, in rear of room, are Mrs. Peggy Welch, left, and Mrs. Evelyn Koperski, R.N.





Junior Red Cross Volunteers were on duty at the Santa Cruz gymnasium and at Ancon when oral polio vaccine was given in connection with the Pacific side program for residents of the Canal Zone and Canal employees who live in Panama. From left are Margaret Thorne, Dale Davy, Sidney Dyer, Margarite George, Carl Sainten, Stanicia Jones, Ancelmo Cummings, Eleanor Millett, Damián Albeo, Victor Joshua, George Brown, Yolanda Evelyn, Carol Gralette, and Antonio Cooper. Also on duty, but not present for the photograph, were: Richard Millett, Silvia Haughton, Lydia Dunn, Marva Savory, and Karl Evelyn.



Going through the line at the Balboa oral polio vaccine clinic is John D. Hollen, Chief of the Panama Canal Executive Planning Staff. Mrs. George Pauk, R.N., checks his registration form and directs him to the next table where records were kept. Immediately behind Mr. Hollen is Dr. Mary Graham.



Mrs. Violet Rhaburn, member of the Santa Cruz Civic Council and active in Girl Scout work, checks the registration form of a young resident about to receive her oral polio vaccine.

In Paraiso, volunteers were recruited to help with a "grass roots" effort to get the entire community to take the oral polio vaccine. Health Bureau officials attributed this special effort with the "remarkably high" turnout in that community. The special effort took the form of volunteers preparing registration forms for everyone in the community, then delivering them to the homes of the families. Working on registration blanks in this picture are, from left, Paulina Nieto, Jorge Scott, Ricardo James, Emilio Singh, Ruth Russell, Marva Griffith, Elena Springer, and Ricardo Foster.





Lighting effects have an important place in the suspense thriller that opens tonight. "Try this one," says stage manager Dick Collver, as he hands another light bulb to Leo Farlow, on ladder. Larry Boutis, center, is acting as lighting and sound effects technician.

Curtain Time

Tickets and money exchange hands rapidly from opening night on through the run of the play. Leo Farlow, in the ticket booth, fills an order for reserved seats as a very young theater enthusiast looks on.



THE HANDS of the clock point to curtain time. House lights dim. Here and there a program rustles.

Then there's a hushed silence as the curtain rises and another Theatre Guild audience in the Ancon Theatre is landed squarely in the middle of a period, and a social set, that sometimes may be familiar, perhaps involved in amusing bric-a-brac of a porcelain comedy, maybe entangled in domestic details of Old Lace charm, or enmeshed in a Victorian thriller such as is *Angel Street*, the Theatre Guild's fifth production of the current subscription season which opens tonight.

This spine-tingler began its career in London under the title of "Gaslight." The author, Patrick Hamilton, accustomed to feeding shudders to shuddering audiences, attempts here nothing more serious than to continue this amiable avocation.

Five characters appear on the stage in *Angel Street* and, as the plot unfolds, everything seems so real, so natural, so easy. Long hours of hard work went into accomplishing that impression.

Dozens of Theatre Guild members and helpful friends make up the unseen company whose members never come to the footlights for a bow, but whose

FOR "ANGEL STREET"

work is evidenced in the stage setting, in the lighting, the properties, the programs, posters, and myriad details necessary for the birth of a play.

First comes the serious business of selection of a play which the Theatre Guild believes the audience will enjoy. The Guild determines which plays are available for amateur production and which ones the physical plant can accommodate.

Gene Simpson, director of *Angel Street*, who has had a long and distinguished affiliation with the Theatre Guild, had seen this play in New York. A mystery was wanted for the May presentation, and here was a thriller that had been a surprise hit on Broadway when it was presented there.

Angel Street chosen, dates for tryouts were set and widely publicized. Anyone in the Canal Zone or Panama is welcomed and encouraged to try out for a part or work backstage. One doesn't have to be a Theatre Guild member to try out for a part, and new faces, new talent, and people who enjoy making new friends and doing creative work are urged to come to the Ancon



On stage, during tryouts, with director Gene Simpson second from left. At far left is Dick Cox, who is making his farewell appearance with the Theatre Guild, for he will retire from Panama Canal service and leave the Isthmus as soon as the play closes. In *Angel Street* he plays the role of Sergeant Rough, a kindly detective. Seated on the couch is LaVonne Garrison and standing, at right, is John McTaggart. They appear as Mr. and Mrs. Jack Manningham. Script assistant Linda Collver is seated at the edge of the stage. Standing, center, are Meg Fennel and Linda Loomis, prospects for the roles of the two maids.

Playhouse on tryout nights.

Dates for rehearsal must be set to accommodate director and cast, for in many instances key figures are available for rehearsals or work backstage only after the working day is over.

The male lead, John McTaggart, who plays Jack Manningham in *Angel Street*, is a placement and employee management relations specialist in the Panama Canal Personnel Bureau. He made his acting debut in the Canal Zone in 1957 as Grandpere in the Theatre Guild's production of *The Happy Time*, which also was directed by Gene Simpson. He appeared in several Theatre Guild productions while serving in the U.S. Army

in the Canal Zone and played the part of Togli in *The Naked and the Dead*, which was filmed in Panama in 1957.

LaVonne Garrison of Fort Amador appears in the role of Bella Manningham. This is her third appearance with the Theatre Guild.

Richard E. Cox, who is seen in *Angel Street* as Sergeant Rough, a police inspector, is executive assistant in the Panama Canal Supply Division. He made his Isthmian debut in Thornton Wilder's *Our Town* and has appeared in a number of plays including *A Holiday for Lovers*, *The Little Foxes*, *J. B.*, *Out of the Frying Pan*, and *A Raisin in the Sun*.

Members of the cast apply their make-up. LaVonne Garrison's hair is being arranged by script assistant Linda Collver while the leading man, John McTaggart, and Linda Loomis apply make-up.



Meg Fennel, who is one of the maids, is in the Post Library at Fort Kobbe and the other maid is played by Irene Michaelis, Dredging Division Clerk-Stenographer.

Dick Collver, a teacher at Balboa High School, is stage manager and his wife, Linda, is script assistant. Larry Boutis of Fort Clayton is lighting and sound effects technician. Dora Hardy, a Canal Zone teacher, is in charge of properties and the art work is directed by Catsby Taylor Schaffer, a nurse at Fort Clayton.

While the cast is busy with lines and situations, the production staff swings into action. This time they faced the task of bringing the London of the gaslight era, complete with sound of Big Ben in the background, to a Canal Zone audience of 1963. Ideas are propounded, the staff challenges each other's ideas, and then is applied the test of what those ideas would mean to the audience in terms of suspense, humor, and dramatic surprise.

Sets for past productions have been constructed to depict modern hotel rooms, a turn-of-the-century living room, an outdoor patio, a boat deck, an apartment, and walk-up flat.

Sometimes materials are ordered

MAY 3 THROUGH 11

from the States, but more often than not, paint brushes are plied, and properties are borrowed most effectively.

Working still further behind the scenes are the people who compose the programs and arrange for their printing, and those who make the posters. Pictures are taken, publicity written, and tickets prepared. Even that latter is tricky, for a careful check has to be made to ensure that no two people find themselves sharing a single seat.

Volunteers are enlisted to handle reservations. Proper make-up must be procured, and volunteer ushers assigned for the various performances, in this case from May 3 through May 11.

Suddenly things that seemed at sixes and sevens fall into place. It's opening night. The audience gathers, house lights dim, and another Theatre Guild production is launched.

Democracy prevails behind the footlights at the Theatre Guild. Stars and bit players take bows together, and the delivery of flowers to the actors on the stage is discouraged or practically prohibited. The flowers that are sent to the theatre are delivered back stage.



Leading lady LaVonne Garrison appears in the role of a scared little Victorian wife in *Angel Street*.



Balboa-3786 is the Theatre Guild telephone number for reservations. Mrs. Tillie McTaggart no sooner takes a reservations order and hangs up, than the phone rings again—with more seat requests.

Every bit of stage business is important. Pointers are given Meg Fennel (left) by director Gene Simpson and stage manager Dick W. Collver.



PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between March 5 and April 5 (Within-grade promotions and jobs reclassifications are not listed):

ADMINISTRATIVE BRANCH

Helen A. Adams, Accounting Technician, Accounting Division, and Extension Class Teacher, to Clerk-Stenographer, Administrative Branch, and Extension Class Teacher.

CIVIL AFFAIRS BUREAU

Frank E. Hirt, Window Clerk to Relief Supervisor, Cristobal, Postal Division.
Hollis Griffon, Police Private, Police Division, and Relief Photographer, Administrative Branch, to Detective and Relief Photographer.

Division of Schools

Isolina G. Rivera, Substitute Teacher to Teacher (Senior High-U.S. Schools).
Edna H. Hollowell, Laura M. Tarflinger, Substitute Teacher to Teacher (Junior High-U.S. Schools).
Lucile G. Feeney, Evelyn B. Fondren, Vera C. Phillips, Florence P. Stickney, Substitute Teacher to Teacher (Elementary-U.S. Schools).
Joseph E. N. Murray, Laborer (Cleaner) from Housing Branch, Community Services Division.

ENGINEERING AND CONSTRUCTION BUREAU

Walter R. Weeks, Helper Electronics Mechanic to Stockman, Electrical Division.

Engineering Division

Gale A. O'Connell, Structural Engineer to Chief, Structural Branch.
James C. Foster, General Engineer to General Engineer (Corrosion Mitigation).

Dredging Division

Clate Riddle, Electrician to Leader Electrician (Lineman).
Juan N. Malverde, Dock Worker, Terminals Division, to Laborer (Heavy).
Jorge T. Vásquez, Laborer (Cleaner), Supply Division, to Laborer.
Horman V. Archibold, Storekeeping Clerk to Radio Operator.
José F. de los Ríos, Navigational Aid Worker to Maintenance Man Distribution Systems.
Mateo Cubillo, Oiler (Floating Plant) to Launch Operator.
Irene M. Michaelis, Clerk-Typist, Employee Services Branch, Personnel Bureau, to Clerk-Stenographer.

Maintenance Division

Robert C. Herrington, Lead Foreman (Public Works Road Construction) to Lead Foreman (Public Works Wharf-builder).

Waldo B. Gilley, Lead Foreman (Public Works-Wharfbuilding) to General Foreman (Public Works).

HEALTH BUREAU

Coleridge E. Hurley, Clerk from Industrial Division to Gorgas Hospital.

Coco Solo Hospital

Mildred R. Largent, Staff Nurse (Medicine and Surgery) to Head Nurse (Medicine and Surgery).
Cyril G. Francis, Hospital Attendant to Laboratory Helper.
Florence A. Springer, Hospital Attendant to Nursing Assistant.
Herbert Brown, Counterman, Supply Division, to File Clerk.

MARINE BUREAU

Navigation Division

Osborn C. Robinson, Deckhand (Boatswain) to Launch Operator.
James C. Warner, Laborer (Heavy) to Chauffeur.
Gilbert De Touche, Seaman, Launch, to Seaman.

Industrial Division

Michael J. Burza, Machinist (Marine) to Lead Foreman Machinist (Marine).
Holand A. Adams, Helper (General) to Helper Blacksmith (Heavy Fires).
Charles R. Scott, Laborer to Laborer (Heavy).
Alfred Braithwaite, Laborer to Helper (General).

Locks Division

Howard M. Armistead, Electrician to Lock Operator (Electrician).
Joel W. Donawa, Maintenance Man (Rope and Wire Cable) to Leader Maintenance Man (Rope and Wire Cable).
Pedro Tuñón, Laborer (Heavy), from Maintenance Division to Painter (Maintenance).
Karl A. Sinclair, Line Handler to Clerk.
Matilde Beltrán, Helper Lock Operator to Toolroom Attendant.

OFFICE OF THE COMPTROLLER

Emily M. Brooks, Clerk-Typist to Time, Leave, and Payroll Clerk, Accounting Division.

SUPPLY AND COMMUNITY SERVICES BUREAU

Erich L. Reinhardt, Clerk-Typist to Assistant Retail Store Manager, General Manager's Office.

Supply Division

Charles N. Norris, Accountant, Gorgas Hospital, to Accountant Assistant.
Jeannine C. Scott, Library Assistant, Canal Zone Library, to Freight Rate Assistant.
Esme Rochester, Painter (Sign) from Maintenance Division.

Segundo H. Mero, Assistant Baker to Baker.

Monica O. Marecheau, Counterwoman to Sales Clerk.

Donald C. Escalona, Utility Worker to Grocery Attendant.

Nicolás D. Bishop, Utility Worker to Counterman.

Clement A. Murrell, Pinsetter to Utility Worker.

Roy Dickens, Waiter to Laborer (Heavy).

Ernest A. Jones, Warehouseman to Clerk.

Community Services Division

Estle H. Davison, Engineman (Hoisting and Portable), Maintenance Division, to Leader Engineman (Hoisting and Portable).

Luis C. Martínez, Painter (Maintenance), Locks Division, to Laborer.

Jorge Lugardo, Laborer (Cleaner), to Laborer (Heavy).

TRANSPORTATION AND TERMINALS BUREAU

Alfredo Arosemena, Víctor M. Castañeda, Guillermo Cortés, Antonio Martínez, Claudio D. Prado, Secundino Rangel, José Sosa, Dock Worker to Stevedore.

Napoleon B. Ashby, Edgar Carmichael, Sylvester Grant, Claudius N. Thompson, Cargo Marker to Clerk (Checker).

Reuben Panton, Dock Worker to Line Handler.

Robert M. Jolliffe, Jr., Laborer Cleaner, Industrial Division, to Cargo Marker.

OTHER PROMOTIONS which did not involve changes of title:

Louis G. Archuleta, Structural Engineer, Engineering Division.

Margaret F. Wiggan, General Claims Examiner, General Audit Division.

Evelyn W. Brandt, Supervisory Administrative Services Assistant, Industrial Division.

Donald C. Pierpoint, Cafeteria Manager, Supply Division.

Doris M. Young, Clerk-Stenographer, Office of the Comptroller.

Jeanene K. Zimmerman, Clerk Typist, Gorgas Hospital.

Mary L. Parker, Mary A. Williford, Clerk-Typist, Industrial Division.

Elena Cham, Accounting Clerk, Industrial Division.

Basil I. Nelson, Accounting Clerk, Terminals Division.

Robert L. Allen, Timekeeper, Terminals Division.

Robert J. King, Clerk-Typist, Navigation Division.

Leonard A. Shirley, Clerk, Industrial Division.

Nellie G. Cadger, Library Assistant, Canal Zone Library.

Obstetrical Record Here Surveyed

GORGAS HOSPITAL'S obstetrical cases record for the last decade is as good as that of large Stateside clinics on key results, and in most instances better. Analysis of the three greatest hazards to pregnant women has been made in 1,033 cases during the 10-year period.

Results of the analysis and comparison were presented by means of charts and graphs by Dr. I. J. Strumpf, Chief of the Obstetrics and Gynecology Service at Gorgas, at a recent meeting of the Isthmian Medical Society, attended by 76 doctors.

It was stressed that these results are due to:

Careful prenatal watchfulness and instant treatment at the first sign of a complication; constant attendance by a nurse and two doctors of every patient, regardless of creed, color, or rank, during labor and delivery; use of improved obstetrical and anesthetic techniques; the vigilance and dedication of the nurses and doctors, and the availability at all times of expert consultation should a complication or emergency arise.

Many graphs and charts also were shown indicating how newer techniques in surgery and newer concepts of handling many of the diseases of women which contribute to the stillborn rate have been used by the Gorgas Hospital Obstetrical Service, and how many babies in each instance have been saved who under other circumstances would have died.

The present emphasis is on a similar spectacular improvement in the salvage of newborn premature infants, and the prevention of stillbirths.

Maternal safety is now at such a level that a perfect record is within reach, and an appeal was voiced that all women register early at the Prenatal Clinic, and to have the utmost faith in their doctors. In this way, it was pointed out, an already excellent obstetrical record may be still further improved to the ultimate goal of "a healthy mother and a healthy baby" for every woman who enters the Obstetrical Service of Gorgas Hospital.

CLASSES START MAY 9

Latin American Schools Open Officially May 8

THE NEW SCHOOL year for Latin American Schools of the Canal Zone will start, officially, May 8, but the 3,855 children enrolled in grades kindergarten through 12 won't have their first day of classes until Thursday, May 9.

New school facilities have been added and there will be a number of new teachers on the staffs.

Three special education classrooms have been added at the Rainbow City Elementary School. They will provide space for the educable mentally handicapped, areas for remedial reading and speech therapy, and will release classroom space in the junior-senior high school for regular high school classes.

On the first official day of school May 8, faculty meetings will be held by principals in the respective buildings to acquaint both old and new teachers with policies and procedures. During the day, teachers will be issued the necessary textbooks and supplies for their classes.

Teachers new to the system at Rainbow City Junior-Senior High School are Roberto Acqui-Pinzón, a university graduate, who will teach philosophy and commerce; Félix Figueroa and Mrs. Gloria Martínez, both of whom teach Spanish, and Miss Fulvia Escobar, who will teach general science. At Paraiso Junior-Senior High School, Pedro Alvarado will teach commerce. Mr. Figueroa, Mrs. Martínez, Miss Escobar, and Mr. Alvarado all have master's degrees.

New elementary teachers, all with university degrees, are Miss Noris Simpson at Santa Cruz School; Misses Olga Tomlinson and Raquel McPherson, Jorge Jiménez and Julio Luque at Rainbow City Elementary School. Shaler Yearwood will be at Pedro Miguel Elementary School.

While pupils were enjoying themselves and participating in the vacation program during February, March, and April, many of their teachers were studying, to qualify for bachelor and graduate degrees.

Teachers who completed work toward degrees at the University of Panama are: George Richards and Miss Blandina Waterman of Paraiso Junior-

Senior High School, Samuel Skeete of Rainbow City Elementary School, Mrs. Vilma Royo of Santa Cruz Elementary-Junior High School, and the Misses Marva Taylor and Mavis McNichols of Paraiso Elementary School.

Mrs. Clarice M. Bryan of Rainbow City Elementary School and Miss Vilma Best of Paraiso Elementary School earned degrees at the University of Nebraska. They will return May 8 after having been on leave of absence.

Other teachers expected to return at the beginning of school after leaves are Leslie Thomas and Saturnin Maugé of Rainbow City Junior-Senior High School.

On extended leave and to return after the opening of school in May are Mrs. Amy E. C. de Boyce of Paraiso Elementary School; Audley Webster and Miss Alva Piper of Rainbow City Junior-Senior High School, and Daniel Miranda, who is studying in Mexico. All are to return in June.

Mrs. Jocelyn C. de Blugh of Paraiso Elementary School will report in August, and Ellis Fawcett, principal of Paraiso Junior-Senior High School, and Miss Juliette Carrington, principal of Pedro Miguel Elementary School, are expected back in September.

Teachers on scholarships for the school year 1963-64 are Miss Clara Wattle, Paraiso Junior-Senior High School, who is studying in England on a scholarship granted by the British Embassy, and Miss Beril Jordan, Rainbow City Junior-Senior High School, who is studying in the United States on a U.S. Information Service scholarship.

Other teachers who will be away on leave for study for the entire school year are: Miss Hilma Watson, Philip Daniel, and Phillip Henry, Rainbow City Elementary School; Ernest Wattle and Luis Diez, Paraiso Junior-Senior High School; Mrs. Silvia Stoute and Cleveland Ennis, Rainbow City Junior-Senior High School; Miss Marta Garvey and Mrs. Daphne Wedderburn, Paraiso Elementary School; and Franklin Wynter, Pedro Miguel Elementary School.

Grafton Conliffe, principal of Santa Cruz School, will leave in August, for a year, to complete work on his master's degree.

CANAL HISTORY

50 Years Ago

FILL MADE IN the swamp east of Colon to extend the city from E to G streets, between the lines of Second and Ninth streets, had settled, requiring about 17,500 yards more of fill to bring it to grade. It was planned to extend macadam to near 16th street, near the junction with Mount Hope road. This extension was to make accessible lots on natural ground, a part of the original Manzanillo Island, and several feet above sea level.

A number of 8-inch spherical bombs and grape shot were dug up by a suction dredge operating near the inner end of the slip west of the new Pier 18 at Cristobal. A hand ax of a type used about 50 years earlier was found in the same area. Projectiles were encrusted with a kind of natural concrete, made up of coral deposits, sand, and shells, to a thickness of 2 inches.

25 Years Ago

A BILL providing for optional retirement of employees of the Panama Canal after 30 years of service or at the age of 55 was introduced into the U.S. Congress.

At the same time the Panama Canal issued a retirement certificate to be given to employees retiring from service. The first certificate, signed by Gov. C. S. Ridley, was presented to Genevieve Gage, the first woman employee to be retired from the Canal after 30 years of service.

The new Panama Canal tolls system, which went into effect earlier in the year, provided a substantial savings for the Canadian Pacific cruise liner *Empress of Britain*, which arrived at the Canal in May 1938 on a world cruise. The ship paid nearly \$5,000 less than on a previous transit, since the new system included a reduction for large public rooms.

10 Years Ago

ONE OF THE oldest houses in the Canal Zone, on Heights Road, formerly occupied by the Health Director, was among 16 frame quarters buildings scheduled for demolition and being advertised for sale to the highest bidder. It was one of several moved to Balboa Heights when the Canal was opened in 1914.

A total of 30 bushmasters and 2 fer-de-lance snakes were caught or killed by men doing clearing work for a tract of pasture land on the Atlantic side of the Isthmus. Most of the bushmasters were found in an area of about 100 acres.

One Year Ago

NATIONAL Commander-in-Chief Robert E. Hansen, of the Veterans of Foreign Wars of the United States, became a member of The Esteemed Order of Bearers of the Master Key to the Panama Canal. The VFW commander, on an inspection tour of Isthmian posts, was presented a key to the Locks and a certificate giving him the grade of Lockmaster.

Release of the monthly report of the Meteorological and Hydrographic Branch revealed that a total of 58 seismic disturbances were recorded on the Balboa Heights seismographs during March. Six had their point of origin within 300 miles and two were felt in the Canal Zone. The epicenter of one was near the Panama-Costa Rica border.

Water and electrical conservation measures slowed the drop in level of Gatun Lake sufficiently to delay imposition of draft restriction approximately a week.

RETIREMENTS

EMPLOYEES who retired in March, with their positions at time of retirement and years of Canal service:

McDonald Allen, Truck Driver, Motor Transportation Division, Pacific Side; 23 years, 9 months, and 7 days.

Mrs. Louise E. Augustus, Laboratory Helper, Coco Solo Hospital; 35 years, 6 months, 20 days.

Eliseo Avila, Leader Maintenceman, Electrical Division, Pacific Side; 33 years, 3 months, 20 days.

Henry J. Clancy, Electrician, Electrical Division, Atlantic Side; 22 years, 1 month, 19 days.

Ralph L. Hanners, General Foreman (Grounds), Community Services Division, Atlantic Side; 20 years, 10 months, 26 days.

Joseph Ifill, Laundry Worker (Heavy), Supply Division, Pacific Side; 25 years, 8 months, 10 days.

Landon N. Gunn, Operator, Dipper Dredge, Dredging Division, Pacific Side; 31 years, 10 months, 10 days.

Eustace S. Lewis, Guard, Transportation and Terminals Division, Atlantic Side; 42 years, 1 month, 21 days.

Headley McAdams, Grounds Maintenance Equipment Operator, Community Services Division, Pacific Side; 40 years, 9 months, 28 days.

Clarence B. Mellvaine, Conductor, Road and Conductor, Yard, Railroad Division, Pacific Side, 32 years, 8 months, 19 days.

Leon Ortiz, Stevedore, Terminals Division, Atlantic Side; 37 years, 7 months, 20 days.

Miss Ella A. Partons, Staff Nurse, Gorgas Hospital; 8 years, 5 months, 4 days.

Guillermo T. Pérez, Crane Hookman, Industrial Division, Pacific Side; 42 years, 10 months, 21 days.

Jacinto Peters, Guard, Terminals Division, Atlantic Side; 43 years, 5 months, 9 days.

Eugenio Rangel, Operator, Field Tractor, Maintenance Division, Pacific Side; 38 years, 6 months, 13 days.

Julián Rodríguez, Assistant Cook, Gorgas Hospital; 19 years, 5 months, 24 days.

Udham Singh, Stevedore, Terminals Division, Atlantic Side; 17 years, 12 days.

Miss Ellen M. Tiernan, Head Nurse (Surgical) Gorgas Hospital; 32 years, 8 months.

P. Alton White, Chief, Dredging Division; 38 years, 4 months, 21 days.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR

MARCH

ALL UNITS

YEAR TO DATE



CASES

'63 '62

261(13) 306

771(36) 709



CASES

'63 '62

20(7) 10

48(9) 34



DAYS
ABSENT

'63 '62

1328(991) 319

1599,(993) 6679

() Locks Overhaul injuries included in total.

ANNIVERSARIES

(On the basis of total Federal Service)

4

ADMINISTRATIVE BRANCH
 Evelyn C. Jolliffe
 Automatic Platen Pressman

**TRANSPORTATION AND
 TERMINALS BUREAU**
 Joseph E. Boyce
 Automotive Crane
 Operator (Small)

**EXECUTIVE PLANNING
 STAFF**
 Thatcher A. Clisbee
 Capital Program Coordinator

ADMINISTRATIVE BRANCH
 Orlander D. Simpson
 Bindery and Finish Worker

CIVIL AFFAIRS BUREAU
 Salvatore Rinaldo
 Contraband Control
 Inspector

**ENGINEERING AND
 CONSTRUCTION BUREAU**
 Reginald Lovell
 Carpenter
 Rupert N. Scott
 Painter
 Vincent G. St. Louis
 Clerk (Work Orders)

HEALTH BUREAU
 Angelico Morán
 Hospital Attendant

MARINE BUREAU
 Wesley A. Cole
 Melter

**OFFICE OF THE
 COMPTROLLER**
 Harry D. Raymond
 Supervisory General
 Claim Examiner

**SUPPLY AND COMMUNITY
 SERVICE BUREAU**
 José M. Guzmán
 Gardener

**TRANSPORTATION AND
 TERMINALS BUREAU**
 Granville V. Brown
 Chauffeur
 Tomás Marial
 Guard

MAGISTRATE COURTS
 Rex E. Beck
 Clerk of the Court,
 Cristobal

ADMINISTRATIVE BRANCH
 Tomás Mejía
 Laborer (Cleaner)

CIVIL AFFAIRS BUREAU
 Ralph Dugan, Jr.
 Police Private
 Ruth F. Morris
 Elementary and Secondary
 School Teacher
 Pearl C. de Chilcott
 Senior High Teacher,
 Latin American Schools

**ENGINEERING AND
 CONSTRUCTION BUREAU**
 Harry P. DePiper
 Chief Engineer, Towboat
 Hubert A. Rotenberry
 Lead Foreman Painter
 William W. Spencer
 Leader Electrician
 Robert C. Stanley
 Power System Dispatcher
 Eugene E. Chaudiere
 Seaman
 José B. Felipe
 Helper (General)
 Librado González
 Seaman
 Sidney A. Gordon
 Refrigeration and Air
 Conditioning Plant
 Operator
 Agapito Hernández
 Winchman
 Aniceto Jiménez
 Helper (General)

Hector L. John
 Helper Machinist (Marine)
 Esteban Justavino
 Laborer (Heavy)
 Patricio Martínez
 Seaman
 Dudley J. Miller
 Wharfbuilder (Limited)

HEALTH BUREAU
 David C. McIlhenny
 Supervisory Hospital
 Administrative Officer
 Cecil D. Archbold
 Physical Therapy Assistant
 Martín Barrios
 Pharmacy Assistant
 Kenneth Davis
 Nursing Assistant
 (Medicine and Surgery)
 Frances H. Drummond
 Nursing Assistant
 (Medicine and Surgery)
 Vernon C. McCane
 Nursing Assistant
 (Medicine and Surgery)
 Encarnación Valdés
 Assistant Cook
 Juan J. Vásquez
 Hospital Attendant

MARINE BUREAU
 Richard W. Abell
 General Foreman
 (Lock Operations)
 F. G. Berwanger
 Leader Lock Operator
 (Machinist)
 Leon S. Fishbough
 Leader Lock Operator
 (Machinist)
 Theodore W. A. Krzys
 Machinist

William W. Morris
 Towing Locomotive
 Operator
 Gust E. Rosene
 Machinist (Marine)
 James W. Watson
 Master, Towboat
 Carl A. Yarbro
 Lock Operator (Engineman-
 Hoisting and Portable)
 Benigno Alvarez
 Helper Lock Operator
 Tomás G. Amador
 Maintenance man
 Clifford A. Anthony
 Deckhand
 Marcos Araujo
 Deckhand
 Frank L. Brown
 Motor Launch Captain
 Antonio Canales
 Deckhand
 Juan Ramón Letona
 Seaman (Launch)

Norman Lindo
 Deckhand
 Manuel Mero
 Seaman
 Mateo Molina
 Deckhand
 Máximo Molina
 Helper Lock Operator
 Samuel S. Morgan
 Deckhand
 Ernesto Pérez
 Helper Lock Operator
 Oscar T. Phillips
 Carpenter
 Baltazar Romero
 Deckhand

**SUPPLY AND COMMUNITY
 SERVICE BUREAU**
 Joyce B. Bevington
 Supervisory Clerical
 Assistant (Typing)
 Hamner C. Cook
 Accounting Clerk
 Teofila Badillo
 Utility Worker
 Carlos Coto
 Utility Worker
 Doris Daniels
 Clerk
 Aquilino de la Cruz
 Grounds Maintenance
 Equipment Operator
 Maybell Maud Forbes
 Cook, Short Order
 Abraham W. Forchney
 Grounds Maintenance
 Equipment Operator
 Victoriano Góndola
 Grounds Maintenance
 Equipment Operator
 Alvin G. Gunter
 Laborer (Cleaner)
 Hannah A. Jackman
 Storekeeping Clerk
 María D. Nurse
 Maid

**TRANSPORTATION AND
 TERMINALS BUREAU**
 Evelyn R. Condon
 Accounting Technician
 Robert W. Parker
 Leader Liquid Fuels
 Wharfman
 Milton E. Stone
 Supervisory Cargo
 Checking Assistant
 Adolphus E. Johnson
 Helper Automotive
 Machinist
 Aston L. Morris
 Cargo Checker
 Gilberto Ortega
 Truck Driver
 Ronald F. Payne
 Truck Driver

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Third Quarter, Fiscal Year		
	1963	1962	Avg. No. Transits 1951-55
United States intercoastal	70	109	146
East coast of United States and South America	535	620	445
East coast of United States and Central America	111	86	129
East coast of United States and Far East	462	571	261
United States/Canada east coast and Australasia	63	59	48
Europe and west coast of United States/Canada	268	259	193
Europe and South America	305	292	123
Europe and Australasia	108	116	95
All other routes	679	626	333
Total traffic	2,601	2,738	1,773

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1963	1962	Avg. No. Transits 1951-55	1963	1962	Average Tolls 1951-55
July 1962	978	931	557	\$4,980	\$4,776	\$2,432
August	950	934	554	4,926	4,749	2,403
September	909	892	570	4,617	4,523	2,431
October	882	935	607	4,411	4,646	2,559
November	924	891	568	4,684	4,443	2,361
December	947	938	599	4,983	4,870	2,545
January 1963	769	917	580	3,871	4,735	2,444
February	841	841	559	4,313	4,388	2,349
March	991	980	632	5,084	5,098	2,657
April			608			2,588
May			629			2,672
June			599			2,528
Total for 9 months	8,191	8,259	5,226	\$41,869	\$42,228	\$22,181
Fiscal year		11,149	7,062		\$57,290	\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Third Quarter, Fiscal Year 1963					
	1963		1962		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	11	37,806	8	36,904	2	2,716
British & Can.	332	1,846,957	321	2,142,557	323	1,936,872
Chilean	22	146,225	31	211,833	17	85,011
Chinese	17	107,747	17	122,842	6	54,599
Colombian	48	66,540	68	115,419	35	37,708
Danish	73	380,561	79	475,923	57	224,852
French	26	131,587	30	189,191	35	163,469
German	245	746,900	279	853,112	54	109,721
Greek	172	1,452,448	178	1,898,953	29	253,278
Honduran	51	23,686	14	32,431	97	130,876
Israeli	18	42,947	21	68,793		
Italian	36	198,678	49	336,226	32	182,089
Japanese	188	1,079,996	198	1,085,122	69	470,531
Lebanon	10	83,234	5	44,161		
Liberian	200	1,715,665	204	1,815,592	48	300,445
Netherlands	187	770,299	144	812,867	30	151,379
Nicaraguan	13	20,059	3	3,120	6	6,551
Norwegian	356	2,690,695	378	2,833,448	203	833,741
Panamanian	100	414,403	87	443,530	116	665,039
Peruvian	15	58,151	30	116,573	4	9,135
Philippine	14	52,072	14	45,786	5	33,662
Swedish	98	545,096	80	415,508	46	198,424
United States	338	1,820,862	459	2,694,950	498	3,088,092
All others	31	171,534	41	160,354	61	125,202
Total	2,601	14,604,148	2,738	16,955,195	1,773	9,063,392

Last Cruise Ship

THE SWEDISH America Line cruise ship *Kungsholm*, which passed northbound through the Canal April 13, was the last of the big cruise liners to visit Canal waters during this winter season. The well-known cruise ship was on the last leg of its voyage home from a cruise to the South Pacific, Australia, Japan, and Hawaii which started January 17 from New York.

The *Kungsholm* has been using the Canal since she was first built 10 years ago and is noted for her luxurious accommodations and good food. During the summer, the ship is used on the North Atlantic run to Europe.

Around the World

ANOTHER BIG passenger ship making the northbound transit in April was the Nederland Line vessel *Oranje*, which arrived from Australia and New Zealand April 15 and docked in Balboa with 811 passengers. The ship was on her way back to Europe after a trip around the world, a voyage she makes regularly every 80 days.

After sailing from Cristobal April 16, the *Oranje* was scheduled to stop in Port Everglades, Fla. and New York before continuing on to Southampton and Amsterdam.

The Royal Rotterdam Lloyd vessel *Willem Ruys*, which operates jointly with the *Oranje* on the round-the-world service, is to arrive in Balboa May 4 and will also stop at Port Everglades and New York on the voyage home to Europe. Both ships are represented at the Canal by C. B. Fenton & Co.

Alumina-Sugar Carriers

TWO "JUMBOIZED" and converted bulk cargo carriers started traveling through the Canal recently with cargoes of alumina from Corpus Christi on the west-bound voyage and with raw sugar from Hawaii on the east-bound trip. The service was started in April with the SS *Inger*, which transited southbound with a load of alumina from Corpus Christi to the Columbia River in Oregon. The second is the SS *Walter Rice*, which will arrive here in May with a similar cargo.

Both ships were "jumboized" by the Todd Shipyard Corp. for the Reynolds Metals Co. of Richmond, Va. Formerly 523-foot T-2 tankers, they were lengthened to 626 feet, and their payloads increased in the process by nearly 25 percent.

On the return trip to gulf ports, the vessels will pick up raw sugar under a freight contract with California and Hawaiian Sugar Refining Corp.

CANAL TRANSITS – COMMERCIAL AND U.S. GOVERNMENT

	Third Quarter, Fiscal Year				
	1963			1962	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	1,337	1,264	2,601	2,738	1,773
Small ^o	63	38	101	128	284
Total commercial	1,400	1,302	2,702	2,866	2,057
U.S. Government vessels: ^{oo}					
Ocean-going	34	30	64	51	151
Small ^o	14	22	36	58	71
Total Government	48	52	100	109	222
Total commercial and U.S. Government	1,448	1,354	2,802	2,975	2,279

^o Vessels under 300 net tons or 500 displacement tons.

^{oo} Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Third Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Ores, various	1,563,792	1,751,313	961,032
Lumber	988,427	1,022,575	868,628
Petroleum and products (excludes asphalt)	350,657	403,833	249,439
Wheat	352,651	433,134	508,144
Sugar	416,310	445,890	233,804
Canned food products	235,009	220,450	304,637
Nitrate of soda	181,503	250,131	360,514
Barley	169,378	318,567	58,964
Bananas	274,884	271,676	192,445
Metals, various	268,530	342,049	162,399
Food products in refrigeration (except fresh fruit)	282,339	269,045	163,265
Fishmeal	323,443		
Cotton, raw	103,738	72,429	55,958
Iron and steel manufactures	219,518	141,215	60,502
Pulpwood	119,956	123,407	48,257
All others	1,571,945	1,659,616	681,354
Total	7,422,080	7,725,330	4,909,342

Atlantic to Pacific

Commodity	Third Quarter, Fiscal Year 1963		
	1963	1962	Average 1951-55
Petroleum and products (excludes asphalt)	2,222,273	2,463,840	968,731
Coal and coke	1,242,702	1,600,782	676,946
Iron and steel manufactures	245,565	423,511	420,153
Phosphates	500,545	479,224	195,587
Sugar	68,669	415,026	101,508
Soybeans	404,302	332,670	134,079
Metal, scrap	344,815	470,155	16,632
Sulfur	80,242	74,441	82,173
Corn	245,419	654,753	19,077
Fertilizers, unclassified	80,824	136,338	34,616
Ores, various	228,610	213,629	27,416
Machinery	91,926	99,105	72,754
Cotton, raw	80,572	110,949	66,290
Chemicals, unclassified	119,797	148,796	41,822
Automobiles and parts	78,422	74,688	70,660
All others	1,147,385	1,531,958	1,113,667
Total	7,182,068	9,229,865	4,042,171

Cycling to Border

(Continued from p. 5)

good black top road to Boquete, one of our favorite places in Panama. It is more than 3,000 feet high there and it gets very cold. It felt wonderful after the hot lowlands. Here we stayed at the Pensión Virginia, which is a European-style small hotel with reasonable prices and very good food. While there, we visited the coffee plantations.

We inspected the new luxury hotel, Los Ríos, built between the forks of a beautiful, cool mountain stream. The dining room and bar look out over the water. Next day found us back down the mountain and on to Concepción, where we stayed at the Caribe Hotel for \$1 each. The meals (comida corriente) were 50 cents, very good food and plenty of it.

Next day we rode up 45 miles to Volcán and Cerro Punta. The road was terrible and the rain and 6,000 feet altitude and cold wind almost drove us back. Fifteen miles back down the mountain we stopped at Volcán for the night. From here we rode about 25 miles to Cañas Gordas on the Costa Rican side of the border. We did not go on, as this is not the main customs station.

Back down the hills and headed for home, while in David we met the "gringos" in charge of the paving construction crews. They asked us if we would like to go by the new route 60 miles as compared to 108 miles of very bad road to Santiago. Of course, we jumped at the chance. We found about 20 miles of the new route paved and 2 pavers at work there. Where the cement still was soft we rode alongside the highway, then back on the new road surface farther ahead where it had cured.

Each paver progresses about 800 feet a day. Only a 2-lane project, work is slowed by the fact that supply trucks can't pass each other along sections where the pavers are at work, which means only 1-lane traffic for supplies.

The only discouraging thing was that some of the business places and restaurants have two prices, one for the local people and one for visitors.

I was the only casualty of the trip. There were hundreds of dogs along our route, and the animals aren't used to traffic, either autos or motorcycles. I had kicked so many dogs out of the way of the motorcycle that I had a nightmare about it in Soná, kicked the wall in my sleep so hard I almost broke my big toe.

We had a wonderful time and can't wait to go again. And we actually found it cheaper on the road than staying at home.

SHIPPING

EFFECTS AND aftereffects of the long, costly longshoremen's strike in the United States speckled the first quarter 1963 pattern of Panama Canal transits, tolls, and cargoes. Although the strike ended January 25, cargo movements in many east and gulf coast ports still were snarled weeks later.

Large numbers of freighters, rail cars, and trucks were piled up in coastal harbors and handling costs mounted rapidly because of the congestion. Record numbers of waterfront workers were on the job in many ports, with still not enough longshoremen available to meet demands. As late as mid-March it appeared that it would be several more weeks before "normal" operations were restored at some points.

Capsulized, the effects on the Panama Canal were:

January—Traffic fell to about the 1958 level.

February—There was some post-strike recovery, to a level about equal to last year.

March—Transits tied the previous high month of May 1961, and marked recovery in tolls income pushed the figure to \$5,241,310, compared with \$5,200,903 for the same month last year.

The 1,030 March transits included 991 commercial ships, second highest month for this category, and 31 Government ships, about double the March 1962 level for this bracket. No single day's traffic, however, matched the 60 ships which arrived for transit last November 5, highest figure since World War II, during the Cuban crisis.

Cargo tonnage moving through the Canal in March was below the level for the same month in 1962.

At the close of the third quarter, it appeared that actual tonnage for fiscal year 1963 would end up at about the 1961 level of 63.7 million long tons.

General cargo ships have been carrying less cargo per Panama Canal net ton capacity. This drop has been evident since 1959. Contributing significantly to this has been a downward trend in Japanese business and cargoes after a peak in June 1961. Japan tightened currency controls in mid-1961, eased them starting in October 1962. It is anticipated that the rate of growth of Japanese industrial production will return to its 1960-61 rate in 1963.

A cargo tonnage upturn was shown

TRANSITS BY OCEAN-GOING VESSELS IN MARCH

	1963	1962
Commercial.....	991	980
U.S. Government.....	31	15
Free.....	8	10
Total.....	1,030	1,005

TOLLS *

Commercial....	\$5,085,705	\$5,099,974
U.S. Government	155,605	100,929
Total....	\$5,241,310	\$5,200,903

CARGO**

Commercial....	5,609,988	6,200,254
U.S. Government	113,717	87,543
Free.....	51,038	39,824
Total....	5,774,743	6,327,621

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

in Canal records for February, but it is still too early to determine whether this is a valid encouraging sign or merely a temporary condition.

Tanker transits appear to be leveling off after having peaked in August 1962 at their highest postwar point. The surge was due in large part to the severe winter and increased Japanese fuel oil purchases from Venezuela. Crude oil, fuel oil, and petroleum products movements generally have been up in recent months.

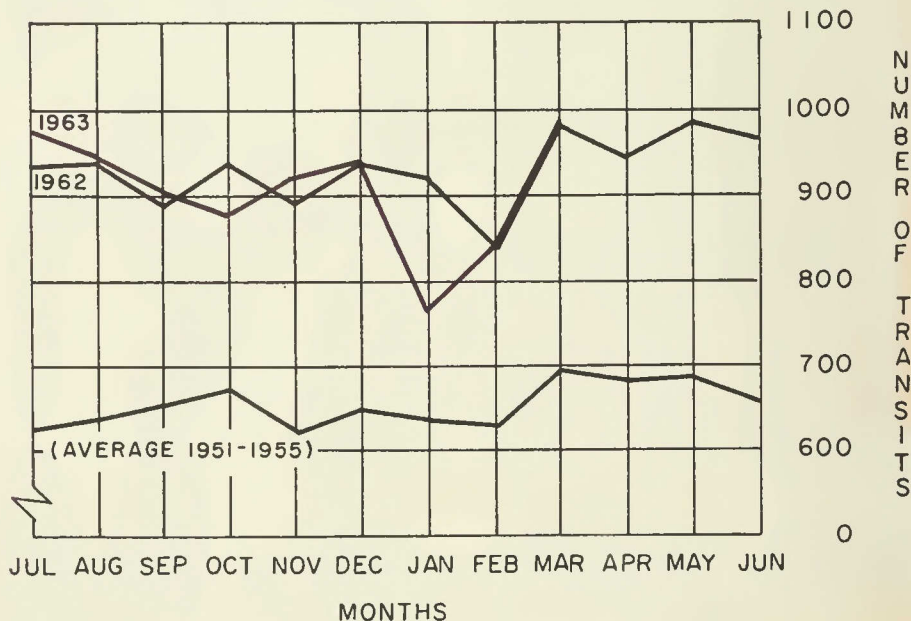
Iron ore movements are drifting

downward, as are coal and coke, scrap and wheat movements, while phosphates continue a slow but steady growth.

Europe to west coast South America traffic is heading upward again after its first postwar pause in 1962. Traffic from Europe to the west coast of the United States and Canada has turned up again after having reached a low in the middle of fiscal year 1962.

Beef and sugar shipments are leading a rise in business between the east coast of the United States and Canada and Australia. Meat shipments to United States-Canadian markets may go to about 280,000 tons during the coming fiscal year, compared with only 97,000 in 1959. Sugar shipments, it is indicated, may go to about 270,000 tons, compared with only 70,000 for fiscal year 1962 and virtually none for the previous 3 years.

Offsetting these trends, however, is an almost certain loss to the Canal of about 500,000 tons of sugar business bound for Japan. The Japanese sugar industry is switching purchases of sugar from Cuba to South Asia and elsewhere. A report from Japan states that of the 1.2 million to 1.35 million metric tons of sugar needed by that country in 1963, contracts with non-Cuban sources now cover more than 1.1 million tons. For the last several years, more than a third of Japan's sugar came from Cuba, and through the Canal.



Date Due

Due	Returned	Due	Returned

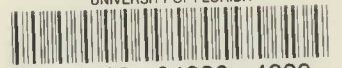
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