

PANAMA CANAL
REVIEW

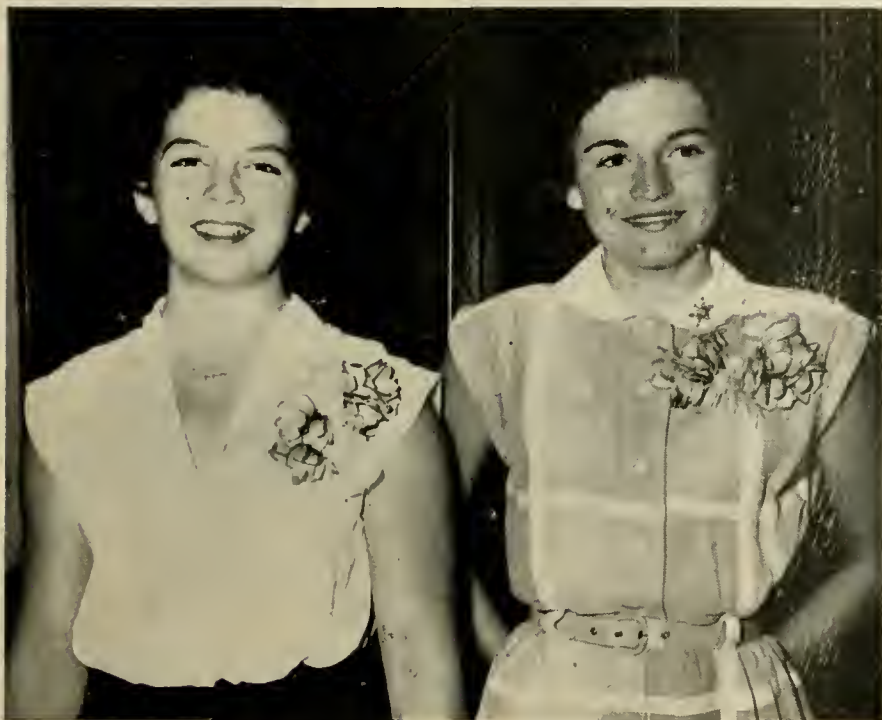
Vol. 3, No. 1

BALBOA HEIGHTS, CANAL ZONE, AUGUST 1, 1952

5 cents

MAJOR CANAL OPERATIONS AND FINANCES CONSIDERED BY BOARD AT JULY MEETING

Girls' Nation Representatives



CANAL ZONE representatives to the sixth annual Girls' Nation, now being conducted in Washington by the American Legion Auxiliary, are shown above shortly before sailing July 25 for the States. They are Arline Schmidt, left, daughter of Mr. and Mrs. A. T. Schmidt, of Balboa, who was elected Lieutenant Governor of Caribbean Girls' State which convened at Fort Wm. D. Davis in April, and Joyce Collinge, daughter of Mr. and Mrs. R. W. Collinge, of Balboa, who was elected Governor. Both girls are outstanding students of Balboa High School and both take an active part in high school athletics.

1953 Housing Program One Of Many Problems Slated For Discussion

Many important decisions concerning the various Canal operations this year, especially those relating to the fiscal program, were expected to be reached at the meeting of the Board of Directors held this week in Washington.

The meeting, which opened last Monday, was attended by Governor Seybold—his first since becoming President of the Company. The Governor is scheduled to return to the Isthmus this week. Also attending the meeting was Lindsley H. Noble, Comptroller, whose election as a general officer of the Company was on the July agenda.

Of the many questions slated for discussion by the Board members this week,—two of immediate interest to the average Canal employee were the housing program and the Panama Line operations.

The steamship line operations have been under study now for the past several months and reports on various phases were scheduled for presentation to the Board this week.

Housing Plans For 1953

The extent of this year's housing program and the individual projects to be undertaken as a part of the 1953 fiscal year program probably will be announced at an early date. Governor Seybold stated last month after final Congressional action on the Canal Company and Canal Zone Government budgets that the program will be continued at "an appreciable" rate this year.

A considerable amount of the work remains to be completed under contracts awarded during the past fiscal year for both quarters construction and site development. Some of these contracts will not expire until late this fiscal year although the bulk of the work is expected to be finished during this calendar year.

It is not presently expected that bids on individual housing projects for this fiscal year will be advertised until late this calendar year.

Aside from the housing program, the allocation of funds for

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Canal Zone School Enrollment This Year Is Expected To Reach New All-Time High

Canal Zone school buildings will be filled to overflowing with an expected all-time record high enrollment of about 10,600 when schools reopen this fall.

There were 9,832 in Canal Zone schools last year.

Colored schools reopen August 4, while the white schools and the Canal Zone and La Boca Junior Colleges will open September 4.

An expected increase of about 10 percent in white elementary school enrollment—reflecting a sharp upswing in the national birthrate starting in 1942—will fill every available school room on the Atlantic side and necessitate some redistricting on both sides of the Isthmus.

The number of students in the white secondary schools and the Canal Zone Junior College is expected to be slightly higher than last year.

Colored elementary school enrollment is expected to be about five percent greater than last year with a slight increase in the number of students in colored secondary schools.

Primary changes in school curriculum will be the teaching of Spanish in grades four, five, and six, if funds are made available, and the addition of elementary school classes in instrumental music.

School Redistricting

Redistricting on the Atlantic side to accommodate the larger number of elementary school students will involve the transfer of most children living in Coco Solito from the Margarita to the Cristobal Elementary School.

On the Pacific side, children from Fort Clayton, who were formerly divided between the Pedro Miguel and Diablo Heights Elementary Schools, will be divided this year between Pedro Miguel and Cocoli Schools.

About 20 new elementary school teachers have been employed in the United States and six new teachers have been employed for the white secondary schools.

There will be 20 new teachers in the colored schools, all of whom were members of the first class graduated this spring from the La Boca

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AUGUST FEATURES

- Canal's record year in shipping—six pages—Pages 15-20.
- Signalmen's Union has two members—Page 2.
- The story of what is done about your weather is told on Pages 10 and 11.
- Cricket—how it's played and who plays it—See Page 14.
- Progress of townsite development at Cardenas—Page 6.

Slogan Of "Every Member An Officer" Fits Union Local Of Two Signalmen

Every member is an officer—and that means both of them—in Local 133 of the Brotherhood of Railroad Signalmen of America.

Spencer B. Smith is Chairman and Tracy P. White is Secretary-Treasurer. That's a quorum and a roster of the local.

It's the smallest local in the entire union of signalmen in the United States and Canada. It is also the only local south of the Rio Grande and the smallest union in the Canal Zone.

The local has no meeting time or place. They meet frequently anyway. Mr. White putt-putts over to Mr. Smith's on his little railroad motor speeder or Mr. Smith putt-putts over from Balboa to Gatun to see the Secretary-Treasurer. Or, there are times when they both putt-putt to meet each other half way.

No Dues To Local

They pay no dues to Local 133—only to the National Brotherhood.

If there's disagreement between members about union business, the business probably just doesn't come off. If one thinks so, the other thinks not, the matter is usually dropped.

Organizing activities are completely nil for lack of potential members. Mr. Smith and Mr. White are the only local railroad men eligible for union membership.

As Signal Maintainer for the Northern District of the 50-mile Panama Railroad, Mr. White tends the signals to the "24-mile," a mile north of Darien, and Mr. Smith, Signal Maintainer for the Southern District, is responsible for the other half of the line.

Local 133 was not always so small. When it was organized in November 1927, there were five full-fledged charter members.

Supervisor Loses Membership

There was R. S. Wood of Ancon, a hard worker at union business. He became Supervisor of Railroad Signals in 1948 and withdrew in accordance with union custom. As elder statesman without portfolio, he is still an interested consultant and advisor.

It was largely because of Mr. Wood, Local 133 in 1935 became affiliated with the Central Labor Union.

G. A. Sausel, an original member, transferred to the Locks Division in 1935 and is now a control house operator.

Other charter members have now retired and are living in the United States.

Equipment Changes made

The signal system in early union days employed not only two signal maintainers, and a signal supervisor, but two battery men, a construction man and one relay repairman. Changes in equipment and in the system have reduced the number to three who double in brass as signal maintainers, battery men, construction men, and repairmen.

The signal system also has eight local-rate employees who, together, have 309 years of Panama Canal service.

The Panama Railroad signal system, which the signalmen keep in operation, includes 84 automatic signals which tell locomotive engineers on the trains to proceed, stop, proceed slowly, etc.; three large signals with colored lights; and 24



THIS IS LOCAL 133 of the Brotherhood of Railroad Signalmen of America. The Signalmen are Spencer B. Smith (left), Chairman, and Tracy P. White, (right), Secretary-Treasurer. That's all there is to the local.

automatic flashing lights or wigwags at grade crossings; all of which operate from signal lines in underground cable.

Automatic Signal System

The present track circuit is gradually being replaced with coded track in which the track itself carries the impulses between signals, eliminating much of the underground cable.

Chairman of Local 133 is almost native to the Canal Zone, having come to the Isthmus when he was ten months old, with his parents, Mr. and Mrs. William C. Smith, who now live in Gatun where his father is a control house supervisor at the locks.

He became an apprentice railroad sig-

nalman in 1943 and became a journeyman signal maintainer in January 1948—with time out for service with the Air Force during World War II.

Mr. White, who came from a railroad family, went into the railroad business himself in 1929 with the Maine Central Railroad. He was employed in the signal system of the Panama Railroad in December 1946.

Lifelong Zonian

Mr. Wood, who is something of a godfather to the present Local 133, is also almost a native. He came to the Canal Zone when he was 11 months old when his father, the late Joseph C. Wood, was working at Empire.

He was first a helper in the Canal organization during summer vacation periods and was a helper in the Mechanical Division for about four months before he went to work in the signal department of the Electrical Division in April 1927.

The Signal Section was transferred to the Panama Railroad in July 1949, and at about the same time Mr. Wood was promoted to his present position of Signal Supervisor.

Six of eleven new temporary fire stations being built in Canal communities were opened 10 years ago. They were the Ancon Substation No. 1, Cocoli Substation No. 2 and Pedro Miguel Substation No. 2 on the Pacific side, and the Cristobal Substations 1 and 2 and Gatun Substation No. 2 on the Atlantic side.



ROBERT S. WOOD, Supervisor of Railroad Signals, adds an unofficial third to Local 133. As a former ardent union worker, he now serves as consultant-advisor but has not been a member since he became a supervisor.

Nurses at Margarita Hospital moved into new nurses' quarters just completed in July 1942 near the hospital.

Lt. Gov. Paxson Meets Civic, Labor Leaders At Monthly Conference

Representatives of Canal Zone labor and civic groups had an opportunity to meet their new Lieutenant Governor on July 24 and they made the most of it. They made so much of it, in fact, that the July session of the Governor-Employee Conference went well over the usual closing time.

The Lieutenant Governor, Col. H. O. Paxson, conducted the conference in the absence of Gov. J. S. Seybold, who was in Washington to attend a meeting of the Company Board of Directors.

At the end of the conference, which occurred just two weeks after Lt. Gov. Paxson's arrival in the Canal Zone and which was concerned with a wide variety of matters, he commented that it had been a new and different type of orientation for him.

"It's much better than reading papers and documents," he said.

A number of new subjects—copra bugs, per diem allowances, method of employee recruitment, speed limits, the price of moving picture admissions—were taken up at the July meeting, as well as the more familiar subjects such as commissary prices, housing, civil defense, and Colon Hospital facilities.

As usual, the conference was started with answers to questions raised at the previous meeting and left for further study. Among these were the size of bachelor apartments. In answer to a question which had been raised by the Rev. Philip Havener of the Cristobal-Margarita Civic Council, Lt. Gov. Paxson answered that the long-range housing program was still unapproved and that no final decision had been reached as to what types of buildings, or how many, are to be constructed. The additional cost involved in providing a separate bedroom or under-building garage space for the bachelor quarters would tend to discourage any such enlargement, he believed.

Robert Daniels, of the Railway Conductors, suggested that the administration consider the assignment to bachelors of existing single-bedroom, four-family quarters rather than to demolish such buildings as the program continues.

Lt. Gov. Paxson said that in the quarters program there will be an attempt to keep a balance, providing quarters for single men and women, as well as for families of various sizes.

After a lengthy, general discussion on civil defense, Lt. Gov. Paxson promised to look into the Army's handling of its disaster control program. He asked the employee representatives to determine from their groups if an educational program of this sort, started with the administration's help, would be satisfactory. Funds for civil defense had been requested by the administration but cut out of appropriations by Congress.

Another long discussion followed Lt. Gov. Paxson's report that the Pure Food and Drugs Act does not include the Canal Zone. Daniel P. Kiley of the Pacific Locks Association expressed the belief that a government agency should be required to maintain standards required of private corporations. The Lieutenant Governor

Ten Years Ago In July



WAR TALK AND TRAINING were occupying much attention of Canal Zone residents ten years ago, and an intensive civilian defense program was being carried forward early in 1942. The picture above shows five pretty Canal employees being given instruction in the use of the gas mask. The instructor, Maj. Charles H. Barth, Jr., later Brigadier General, was then Assistant Supervising Engineer of the Special Engineering Division and was in charge of the civilian defense program. He later was transferred to the European Theater where he became Chief of Staff in that Command. He lost his life in a plane accident in Iceland.

The five young women students in the use of gas masks were Miss Regina Quinn, now Mrs. Tristan Enjuto, of Panama City; Miss Katherine Adams, now Mrs. Robert Lessiack who is employed in the Personnel Bureau; Mrs. Marjorie Clarke, then employed in the Personnel Bureau who now lives in the States; Miss Macel Goulet, now Mrs. J. Morton Thompson, of Balboa, whose husband is employed in the General Counsel's Office; and Mrs. Beulah W. Sandford, whose husband, G. H. Sandford, is Supervisor of the Reproduction Plant at Diablo Heights.

War work and war talk filled the columns of Isthmian newspapers 10 years ago. There seemed to be little else in the Canal Zone.

Armed forces authorities let correspondents take their first look at barrage balloon sites. The balloons could then be operated effectively in local tricky tropical winds, they said.

Unreliable and "capricious creatures" a few months before, the balloons had been converted into "a smooth-functioning airplane net of lethal cables that keeps constant watch over vital Canal installations."

The Army Engineers also had a pronouncement. They said they were far ahead of schedule in hewing out of virgin jungle and raising from swampy land an outer ring of powerful defenses—airfields, gun positions, barracks, warehouses, magazine roads, wharves, water supply, etc., for the Panama Canal.

And on the civilian front:

Pacific side civilian defense personnel received instruction in the use of gas masks.

promised to have further information on this question.

In answer to another early inquiry, Lt. Gov. Paxson reported that the price of gasoline delivered in the Canal Zone was 12.7 cents. This does not include any handling, trucking, storage, or sales costs.

The Lieutenant Governor reported on the assignment of quarters in the Morgan Avenue-Pyle Street area. These will be made from the regular quarters assignment list rather than on priority for residents of Ridge Road and Empire Street.

Among the new matters which were raised was a question by E. W. Hatchett of the Central Labor Union, who questioned the 15-mile-an-hour speed limit on

The Governor warned that war-working transportation facilities would have little space for Canal employees and that vacations might have to go by the board.

A shipment of potatoes, eggs, and vegetables was welcomed by the Commissaries and Commissary customers, who had been without several cold storage items for some time.

Miss Verona Herman, daughter of Captain (now Major and Chief of the Police Division) and Mrs. George Herman, became the first Canal Zone girl to be accepted in the Women's Auxiliary Army Corps.

The Tivoli USO was formally opened with festivities attended by more than 2,000.

The number of Canal oldtimers was dwindling. According to an account of 10 years ago, there were only 64 Canal employees remaining of "the small army of American workers employed by the Isthmian Canal Commission during the first 4 years of Canal construction."

Barneby Street and a portion of Ancon Boulevard. He pointed out that a 25-mile speed limit is in effect on streets paralleling Barneby Street. This will be referred to the Traffic Committee for further study.

J. J. Tobin, Central Labor Union, asked why Commissary customers could not have a choice of products, citing especially sugar. He asked that customers be given an opportunity to purchase United States sugar if they preferred, rather than having only Panama sugar available.

Mr. Tobin also requested an increased subsistence allowance for employees who are on temporary duty status such as Atlantic Locks workers who will come to the Pacific Locks at

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Murals of Construction Era Attract Universal Interest

Few attractions on the Isthmus have a more universal interest for visitors than the murals in the rotunda of the Administration Building at Balboa Heights.

The paintings, consisting of four large panels and a frieze, were done by W. B. Van Ingen, of New York, at about the time the Canal was opened in 1914 and were placed on the walls of the rotunda early in 1915. He was assisted in his work by C. T. Berry and Ira Remsen.

The five pieces of art represent scenes during the Canal construction period. The four main panels are of scenes of Culebra Cut at Gold Hill, construction of the Gatun Spillway, erection of a lock gate, and the construction of Miraflores Locks. The frieze is a panorama of the excavation of Culebra (Gaillard) Cut.

The paintings contain a wealth of detail but they are more impressive for their massive scale and the sweeping artistic conception of the modern miracle of building the Panama Canal.

Muralist Was Noted

Mr. Van Ingen was a painter of considerable reputation before his murals for the Administration Building were painted. He had done several other paintings of a similar nature for buildings in the United States, including the Congressional Library in Washington and the United States Mint at Philadelphia.

Sketches for the murals were made by the artist on two visits to the Isthmus during the latter part of the construction period. The paintings were executed in his New York studio and were shipped to the Isthmus and placed on the rotunda walls under his personal supervision.

Col. George W. Goethals, then Chairman and Chief Engineer of the Isthmian Canal Commission, took a personal interest in Mr. Van Ingen's work and it was primarily through his initiative that a contract for the murals was made with the artist shortly before the completion of the Administration Building in 1914. The paintings cover nearly 1,000 square feet of space and the contract price, in-

cluding the placing of the murals, was \$25 a square foot, or nearly \$25,000.

An interesting sidelight of the Canal's early history is the correspondence concerning the murals exchanged in 1913 by Colonel Goethals and Secretary of War Lindley M. Garrison.

Secretary Of War Writes

When the question of the paintings was first brought to Secretary Garrison's attention, he expressed some doubt as to the advisability of spending so much money for the art work. He wrote Colonel Goethals, in part, as follows:

"The amount is, of course, large to spend for decoration, unless there is some significant reason why such an expenditure is justified. Even if the Fine Arts Commission has made a recommendation to this effect, I suppose the responsibility is ours, so far as justifying the expenditure of the money.

"It occurs to me in passing that if we insist, as I am sure we both feel we should, that the Administration Building and everything else on the Isthmus is secondary to the operation of the Canal as an instrument of commerce, it might seem contradictory for us to expend so large a sum of money in a mere matter of decoration. In other words, since we take the view that everything is subordinate to operation, it might be inconsistent to expend money as if the Zone itself were to be a thing of interest."

Opinion Of Colonel Goethals

Colonel Goethals' opinion that the Canal was built for the primary purpose of benefitting world commerce was already on record and he did not touch on this point again in his reply to Secretary Garrison. Excerpts from his reply follow:

"For the transaction of the business of the Canal and the Railroad, an administration building is necessary. The site selected and the general plans of the building were submitted to the Commission of Fine Arts, and the location of the building on the site was fixed to meet their views. Since the building is a neces-

sity for the operation of the Canal, it should be made creditable in every respect, not only to the Canal but to the United States. It may be called the Capitol of the Zone.

"With the exception of the rotunda, there will be practically no ornamentation of the building of any kind and it is expected to make this the feature of the building and to be attractive to all who will come to the Zone for business or other purpose. The cost of the building contemplated some decoration of the nature described and follows in this respect the practice of practically all Government buildings in the States. The advisability and propriety of this work I have never doubted. The expense was anticipated when it was determined to make this THE building in the Zone."

In his letter, Colonel Goethals explained further details about the proposed contract with Mr. Van Ingen and a short time later received Secretary Garrison's full approval of the project.

Canal Receives Thanks For "Courier" Visit Aid

An expression of appreciation has been received from the Department of State for the cooperation of the Canal organization during the recent goodwill visit to the Isthmus by the Voice of America's floating transmitter, the United States Coast Guard Cutter, *Courier*.

Special mention of the assistance rendered by the Canal organization during the *Courier's* visit several weeks ago was made in a letter from the Secretary of State to the Secretary of Defense.

"It would be appreciated if this expression of thanks for assistance rendered were conveyed to the Commanding General of the Caribbean Command, the Governor of the Canal Zone, and their respective staffs," the letter stated.

The message was forwarded to Governor Seybold by Maj. Gen. F. L. Parks, Chief of Information of the Department of the Army. In his letter to the Governor, General Parks said in part:

"I want to take this opportunity to express the appreciation of the Department of the Army and to extend my own congratulations on the accomplishment of a job well done."

Canal Zone School Enrollment This Year Is Expected To Reach New All-Time High

(Continued from page 1) Junior College.

Enrollment Estimates Given

Enrollment is expected to total 1,630 in the white secondary schools; 1,490 in the colored secondary schools; about 4,370 in kindergarten through grade six in the white schools; and 2,920 in the same grades in the colored schools.

Canal Zone Junior College enrollment is expected to be about 125 this year as compared with 92 last year. The La Boca Junior College will enroll 40 this year as compared with 45 last year.

White secondary school enrollment last year was 1,611; students in the colored secondary schools totaled 1,411; white elementary schools, 3,898; and colored elementary schools, 2,775.

The apprentice school will have about 65 students in 20 crafts. There will also be an expansion of the extension work for journeymen by the establishment of additional seminars for those interested in technical work.



THE MAID OF COTTON, Miss Pat Mullarkey, was one of the many thousands of visitors to the Administration Building at Balboa Heights who stopped to admire the murals in the rotunda. The "Maid of Cotton" paid a call on Governor Seybold during her recent visit to Panama to stage a cotton style show at El Panama Hotel.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Shipboard Safety

Safety in the Navigation Division and Aids to Navigation Section is divided into two categories: The safety of the ship during its transit of the Panama Canal and safety of the employees handling the ship. The pilot has more personal responsibility for the safety of the ship during the transit as a whole than any other employee in the Panama Canal Company. Of course, other divisions have responsibility, but theirs is more that of a team.

The pilot is usually alone on the bridge, except for the ship's officers. From the minute he sets foot on the bridge until he leaves at the end of the transit, he must be constantly on the alert for those dangers, which not only are typical of those at sea, but for those which he encounters only while transiting the Canal. Occasionally, when the ship is tied up to a lock wall he can relax and have a cup of coffee. Even there, he cannot leave the bridge for he must be ready to proceed when the way is cleared. His problems are those of bad weather, floods, contrary currents, and those resulting from a big ship, a heavily loaded ship, or an unbalanced cargo. Old unreliable engines, slow to reverse, or rudder mechanism failures at critical moments often make safety for the ship a matter of how quickly the pilot and crew can act in an emergency.

In addition to the pilot, a group of local-rate employees are placed aboard to handle ropes and cables, which are attached to the ship from time to time to guide it through

the locks. The size of the ship determines the size of this group. A small ship requires only eight men, a large ship from sixteen to twenty men, all under the direct supervision of a boatswain.

It is the ship's duty to furnish a pilot's ladder, or an accommodation ladder, which is a flight of steps with a platform at the bottom. In addition, the ship must furnish lines and cables to tie the ship up to a pier or lock wall. There are rules and regulations with which a ship must comply before being allowed to transit the Canal. The pilot has the authority not to board, or move a ship, which does not in his estimation comply with these rules and regulations, but more than likely the ship has been through the Canal before, and unsafe conditions are the result of unexpected causes, which do not become apparent until an emergency arises in transit.

The pilot has tugs at his disposal and to aid him radio telephone and signal stations along the route. The Aids to Navigation Section maintains additional aids to navigation such as channel, range lights, and buoys. Some of these lights are many miles up and down the coast on each side of the Isthmus from the entrances of the Canal. The salvage tug *Taboga* and craneship *Toro* often make trips to sea to help a ship in distress, or service a light belonging to the Coast Guard. Others who give aid to the pilot, while he is transiting on a ship, are the Assistant Port Captains, Harbormasters, and Dispatchers who control the movement and disposition of ships as long as they are in Canal waters. There are also launches, which transport pilots, crews, agents, passengers, supplies, and others having business on board ship. Two of these launches make trips from Balboa to Taboga daily for the convenience of tourists and swimmers.

In addition to the training and experience the pilot and other employees must have in order to insure the safe transit of all ships in their care, there is also the training and experience all employees must have to protect themselves from the loss of life and limb. With the sea so near to their daily



DANIEL H. RUDGE
Safety Inspector, Navigation Division

lives, and the sometime hazardous conditions encountered in their regular work, all employees must be taught to recognize these dangers and how to protect themselves. They are also taught first aid and rescue, for it is important that all employees, from the lowest to the highest, know and practice this safety training, since there is always the possibility that any one of them may be called upon to save a life from drowning, or serious injury.

Also wherever practical, the unsafe conditions on board a ship are removed, or remedied, to insure both a safe transit for the ship and safety for the employees who navigate the ship. The fact that these units have consistently improved their safety record, in spite of such hazardous and dangerous conditions encountered, points to an active and progressive safety program among the employees of the Navigation Division and Aids to Navigation Section.

Due to the retirement of Francis F. Hargy, safety representative for the Marine Bureau, Charles T. Jackson has been appointed to fill the vacancy.

HONOR ROLL

Bureau Award For
BEST RECORD
June

ENGINEERING AND CONSTRUCTION BUREAU

AWARDS THIS CALENDAR YEAR

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

Division Awards For
NO DISABLING INJURIES
June

HOSPITALIZATION AND CLINICS GROUNDS MAINTENANCE DIVISION

AWARDS THIS CALENDAR YEAR

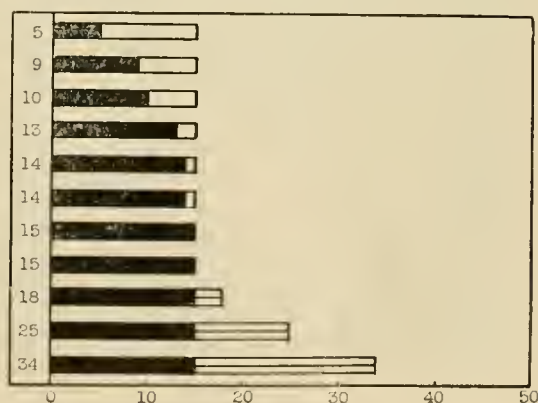
Grounds Maintenance.....	5
Clubhouses.....	4
Hospitalization and Clinics.....	3
Electrical.....	3
Storehouses.....	3
Dredging.....	2
Motor Transportation.....	2
Railroad.....	2
Sanitation.....	2
Navigation.....	1
Commissary.....	0
Locks.....	0
Maintenance.....	0
Terminals.....	0

JUNE 1952

Engineering and Construction Bureau
Community Services Bureau
Marine Bureau
Supply and Service Bureau
C. Z. Gov't—Panama Canal Co. (1952 to Date)
Civil Affairs Bureau
C. Z. Gov't—Panama Canal Co. (This month)
C. Z. Gov't—Panama Canal Co. (Best Year)
Health Bureau
Industrial Bureau
Railroad and Terminals Bureau

Number of Disabling Injuries.....42

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



LEGEND

Amount Better Than Panama Canal Company—Canal Zone Government Best Year
Amount Worse Than Panama Canal Company—Canal Zone Government Best Year

Man-Hours Worked.....2,806,590

1953 Housing Program One Of Many Problems Slated For Discussion

(Continued from page 1) other Company-Government operations for this fiscal year are still under study. Final allocation of funds, as approved in the appropriations measure, will be made at an early date, according to an announcement by the Comptroller before his departure for Washington last month.

Alterations Are Required

Alterations in the Canal's fiscal program this year have been required in part by the refusal of Congress to approve as "non-reimbursable" items the sum of \$1,676,300 as contained in the budget request. Although the expenditure of this amount was approved, Congress directed that it be listed with other Canal Zone Government net expenditures as being reimbursable to the U. S. Treasury by the

Panama Canal Company.

In view of the many complicated problems relating to the Canal's fiscal policies and program for this year the meeting of the Board of Directors this month was one of the most important held since the formation of the Panama Canal Company in July of last year. Most of these fiscal problems are of a continuing nature although their importance was heightened at the July meeting of the Board by the necessity of making full plans for the current fiscal year on the allocation of funds for various operations under this year's budget.

Officers To Be Elected

Among the various items of business at the Board's meeting this week was the election of two general officers of the Company—the Comptroller and Secretary. The election of the Comptroller

was required by a change in the Company's bylaws at the Board's meeting in April which provided for the establishment of the office of the Comptroller as a general officer instead of the Finance Director.

Mr. Noble's appointment as Comptroller was made soon after the position was established. He was formerly employed as Comptroller of the Atomic Energy Commission. He arrived on the Isthmus early in June after about three weeks of duty in the Canal's Washington Office.

The election of a new Secretary of the Company was required by the recent resignation of James C. Hughes to accept a position with another Government agency. Since his resignation, W. M. Whitman, Attorney of the Canal Company in Washington, has been acting as Secretary of the Company.

Cardenas Site Work Over One-Third Done

Approximately 1,000,000 cubic yards of earth are being moved in the major clearing and grading job required in the preparation of the new local-rate townsite of Cardenas.

The work is being done under contract by Macco-Panpacific, Inc., at a cost of \$1,225,000. It is the second largest project of the 1952 housing program on the Pacific side.

The contract was awarded last February in two parts, one for the clearing and grading of approximately 175 acres of hilly and heavily wooded land north of Corozal; and another for the installation of an access road from Gaillard Highway, construction of two large water tanks, and

the provision of sewerage and drainage facilities.

The contract completion date of the project is next May and the work is on schedule with more than one-third already completed. The Contracts and Inspection Division is supervising the administration of this contract under the direction of C. A. Behringer, Pacific Area Project Inspector. The other inspectors are Charles P. Morgan, R. J. Mahoney, and Francisco A. Lopez.

New Highway To Town

A new reinforced concrete highway is being built to the new townsite from Gaillard Highway. The new road leaves the main highway a short distance from the existing entrance to Corozal Hospital.

Paving of the new road has already been started and the roadbed has been graded and ballasted for its full length of about three quarters of a mile.

Because of the nature of the terrain, a large storm drainage structure is being installed. It is slightly over one mile in length. The contractor also is installing a large sanitary sewer, 4,230 feet in length, which will connect with Cardenas River north of Gaillard Highway.

Two 250,000-gallon capacity water tanks, each, are being erected at the new townsite. The footings and foundations for these tanks have been poured and the contractor is now engaged in placing the forms for the tank walls.



AERIAL VIEW of the new townsite of Cardenas. Heavy grading is now well advanced as can be seen in the above view of the new local-rate townsite.

The contract work being done under the 1952 fiscal year program by Macco-Panpacific, Inc., includes clearing and grading 175 acres of land, construction of the main entrance road to the area, as

indicated above, and the installation of water tanks and other facilities.

The above view of Cardenas is looking toward Corozal, shown upper center. Some of the principal public facilities planned for the new town, including the main streets, are indicated in the aerial picture of the area.

The road which formerly ran through the new townsite joined the Post of Corozal and the Curundu-Fort Clayton Road. The road has been cut by the grading but the section from Fort Clayton is still in use by the contractor. It can be identified in the lower right hand part of the picture above with four cars parked near the grading site.



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JOHN S. SEYBOLD, Governor-President

H. O. PAXSON, Lieutenant Governor

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OLEVA HASTINGS

Editorial Assistants

LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms, or opinions of a general nature will be welcomed. Those of sufficient interest will be published but signatures will not be used unless desired.

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TO SUBSCRIBERS

Please notify us promptly of any change in your mailing address. Post Offices everywhere have prepared postal card forms for notices of changes of address.

THE EDITOR'S MAIL

Editor, THE PANAMA CANAL REVIEW:

May I suggest that you start a movement to send the Commissary Division calendars to widows of retired employees? Many of them have expressed their desire for it and feel the loss of it keenly when the head of the household has passed on.

After all, the wives of Canal employees played a very important part during the years of their husbands' employment on the Isthmus. Is it not a small recognition of gratitude the Canal could show them?

A. R. McDANIEL
530 East Massachusetts Ave.
Southern Pines, N. C.

This suggestion was referred to the Commissary Division and the management of that division has replied that the calendars, so popular with retired employees, will be mailed to widows of former employees upon written request.

THE PANAMA CANAL REVIEW is being sent by subscription to nearly 1,000 former Canal employees. Many letters expressing complimentary remarks from these are being constantly received and are too numerous for publication.

Suggestions like that submitted by Mr. McDaniel are very welcome from retired or active employees.

To those old-timers who have taken the trouble to write and say they like the REVIEW, the editorial staff expresses its thanks for their letters.

OF CURRENT INTEREST

Health Director Visits Gorgas



A VISIT TO GORGAS HOSPITAL was made by Brig. Gen. Don Longfellow, Health Director, facing camera in picture above, soon after his arrival in the Canal Zone. General Longfellow was accompanied on his trip through the hospital by Col. Clifford G. Blich, Superintendent of the Hospital (left, above), and Miss Beatrice H. Simonis, Chief Nurse. They visited briefly with various patients during their trip through the wards. They are shown above examining the medical chart of Howard Smith, patient, who is also an employee at the hospital in the Laboratory.

Assignments to the houses now under construction in Diablo Heights in the area between Walker Avenue and Diablo Road will be made before the houses are actually ready for occupancy to eliminate the time lag which has formerly elapsed between the assignment and occupancy of quarters.

Applications for these houses—the duplexes and the cottages—will be accepted up to August 29.

The only applications which will be considered in making the assignments will be those which refer specifically to this group of houses in Diablo Heights—either new applications or old applications which have been amended to request a specific house or type of house in this area.

The houses are expected to be ready for occupancy as they are completed, starting in early October and continuing up to about November 10. It is expected that construction will have advanced to the point by early September that potential occupants may inspect the houses and make application by house number or type.

A total of 287 of the 345 chauffeurs in the Motor Transportation Division recently received safe driving awards for operating official vehicles without an accident which caused personal injury or property damage throughout the entire 1952 fiscal year.

Of that number, 109 drivers who have continuous service received awards for seven years of driving without accidents. Many of these probably have much longer safety records but records have been kept and awards issued only for seven years.

It is estimated that the average Motor Transportation Division chauffeur drives about 10,000 miles annually in the Canal Zone and the Republic of Panama.

There were no fatal accidents during the 1952 fiscal year and those that did occur were of a minor nature. Any accident or violation of the law, no matter how small, prevents the issuing of a safe driving award.

A new Selective Service regulation provides that full-time apprentices in designated crafts are now eligible for occupational deferment, it has been announced by A. C. Medinger, State Director of the Selective Service organization in the Canal Zone.

Deferments under this regulation

will be made only upon the request of the employer for apprentices in craft programs approved by Selective Service headquarters in each State.

Approximately 175 classified employees of the Company-Government who had been in temporary status because of provisions of the Whitten Amendment have been converted to permanent status. The transfer was possible because of the recent changes in the Whitten rider which delegate certain responsibilities to affected agencies, rather than to the Civil Service Commission.

Employees on permanent status are eligible for retirement benefits; those on temporary status are not so eligible. The conversion to permanent status of those employees who were qualified and eligible was started by the Personnel Bureau in July and was completed late in the month. In addition 21 employees whose position grades had been held at lower levels because of time-in-grade requirements have been promoted to higher grades.

The Whitten Amendment, which has been attached to a number of appropriations bills since the outbreak of the Korean fighting, is designed to keep government agencies at the force and permanent position levels which existed in 1950.

Practically all of the coal in stock at the Cristobal Coaling Plant has been sold and when the present supply is exhausted this once-important phase of Canal operations will be closed.

Notice that the Panama Canal Company would retire from coaling bunkering operations was issued to shipping interests at the first of last year. The plant in Cristobal was closed at the end of last year although the remaining stock has been made available for sale to vessels or others.

The sale of coal was one of the most important phases of the Canal's operation soon after the opening of the waterway in 1914 when coal-burning ships were still in predominance. The business declined rapidly after the close of the first World War and the sight of a coal-burner in Canal waters now is a rarity.

A limited stock of run-of-mine and galley coal will be maintained for sale by the Division of Storehouses in the future after marine bunkering is discontinued.

Summer Recreation Program Attracts Many

Youngsters from 5 to 18 wind up this month a summer of fun in the third Summer Recreation Program organized for the entire Canal Zone.

This year, fathers too, and pets and dolls and even mothers' hats, dresses, and high-heeled shoes played a part in the activities.

Fathers and sons pitted skills against each other in father and son horseshoes, one of the special events emphasized in this year's playground program. "Me and My Dog Day" gave Bowser his place in the fun.

Small fry sirens modeled their own creations in feminine headgear in a Little Ladies' Hat Show. Then there have been Hobo Day, on the opening day of the U.S. rate activities June 16; a pet show; a scavenger hunt and other special activities.

Before the U. S.-rate program closes August 30, there will be more special events in addition to the many arts, crafts, and sports activities which form the backbone of the program this year as in the past.

Youngsters in local-rate communities have had their traditional scooter derby and in inter-playground tournaments have played championship matches in basketball, volleyball, swimming, baseball, track, and softball. There have also been domino, checkers, archery, and shuffleboard tournaments.

Square-dancing, sewing, handi-crafts, weight-lifting, boxing, skating, and even jacks also provided entertainment and instruction for children in the local-rate programs, which opened June 11 and closed August 1.

The arts and crafts program, a community Chest function, is directed by the Canal Zone Recreation Committee. Mrs. G. O. Parker served for the second year as coordinator of the program in the U. S.-rate communities and E. Stanley Loney was coordinator, for the third year, of the local-rate program.

The playground program was under the general supervision of G. C. Lockridge, director of the Physical Education and Recreation Branch of the Schools Division.



NO PHASE OF THE SUMMER RECREATION PROGRAM attracts more enthusiasm than boxing. The two young hopefuls above are William Brownie, 9, left, and Randolph Sealey, 8, right, receiving instructions at the Santa Cruz Gymnasium in Gamboa from Phillip Walker. The boxing instructor is one of many volunteer workers in the summer recreation program who give many hours of their time. The gymnasium was crowded with many boxers when this picture was taken.



FLOWER MAKING attracts all age groups. Even a few boys lose their timidity and take instructions in this phase of the summer recreation program. The volunteer instructor for this group of flower-makers shown above is Isoline Medrick, center, who is showing Violet Reid at her left how to make a paper rose. Many examples of the work of the class are displayed on the table.



BIG AND LITTLE FAMILIES OF DOLLS went to a party with their "little mothers" all dolled up in their mothers' clothes in one of the special events of this year's Summer Recreation Program.

This typical group at the Balboa Gymnasium party featured, in addition to the dolls, combinations of peek-a-boo veils and striped anklets; evening gowns and pigtailed; and ostrich feathers and wobbly ankles above unfamiliar grown-up heels.

The doll "children" were judged on the basis of oldest, biggest, smallest, and largest families and the best dressed and best decorated dolls and buggies.

Everybody Talks About The Weather— Some People Do Something About It

Water makes the Panama Canal work and the Canal's Meteorological and Hydrographic Branch budgets the water so it will safely transit ships from ocean to ocean, fill Isthmian faucets, light the Canal Zone, and run its hoists and toasters.

The weather and water men—there is not a woman in the unit—also furnish authoritative information for the very large part of the population who talk about the weather or do something about it.

Ringling telephones at the Balboa Heights headquarters or Cristobal station may announce a housewife who wants to know if she should hang out her wash; an Isaak Walton inquiring about the water temperature in Panama Bay; or a ship captain who asks if there were an earthquake at 2:10 a. m. on July 30—if not, his ship must have hit an obstruction, he explains.

Or the caller may be a Dredging Division official who wants to know about the tide level in the bay; an obscure fact fancier who is curious about the average humidity at 3 a. m.; or the people after people who seek assurance that it is unusually hot or dry or wet or windy.

Weather Over 1,300 Square Miles

Most of the answers come originally from ink wiggles recorded on graph paper by instruments at weather recording stations spread over more than 1,300 square miles of Isthmus covered by Canal weather work—meteorology, hydrography, seismology, and climatology.

There's a lot of water in this area of rainy season tropical downpours and it takes a lot to run the Canal. Just how much there is and what to do with it to prevent either flood or water famine are the primary questions for which there is a Meteorological and Hydrographic Branch to supply the answer.

Back in the bush as far as 35 miles from

the Canal channel, hydrographers travel by launch, cayuco, and pack mules or trudge long jungle trails on foot to find out how much water there is and how much can be expected.

That is the question which hydrographic people labor constantly to reduce to reliable facts which they must have to beat floods to the draw and at the same time assure sufficient water for all Canal needs.

Must Meet Water Needs

Among the water expenditures, there are some fixed obligations that must be met—come high or low water. The first of these is the business of shuttling ships from ocean to ocean.

It takes $7\frac{1}{2}$ million cubic feet (a cubic foot is about $7\frac{1}{2}$ gallons) of water to lock a ship through the Canal—or 157 million for an average day of 21 lockages.

When that is used, it is gone forever from Gatun Lake, the main storage basin that forms 28 miles of the ship channel between Gatun and Pedro Miguel Locks and is the real heart of the lock-type Panama Canal. Madden Lake serves as an auxiliary reservoir for Gatun Lake.

Another heavy water expenditure goes for hydroelectric power. The Gatun Hydroelectric Plant at Gatun Dam uses an average of 2,500 cubic feet per second. Water used at the Madden Hydroelectric Plant at Madden Dam about 1,700 cubic feet per second—runs on down into Gatun Lake, where it is used over again.

Losses By Evaporation Heavy

About 47 cubic feet of water every second goes into Isthmian faucets for drinking water and Saturday night baths. Another 700 cubic feet per second disappear into thin air by evaporation and 22 more cubic feet per second leak out of the lock chambers.

Which all goes to show that there's a lot of water that doesn't go over the dams.



THIS "WEATHERMAN" at work is James Thompson, Jr., Engineering Aid, again, hitting the jungle trail that takes him to remote weather stations to gather the statistics on which the Canal water "budget" is based.

Between elevation 82 feet (the lowest that provides a minimum depth of 40 feet in the Canal), and 87 feet, Gatun Lake holds $22\frac{1}{2}$ billion cubic feet of usable water—enough to supply the entire city of New York for six months.

Madden Lake holds 28 billion cubic feet when it is full, practically all of which is usable.

With that much water to start with, the budgeting of the available supply seems simple enough—the object being to store the rain that runs into the lakes during the rainy season and use it during the four or five months of dry season. But there are complications.

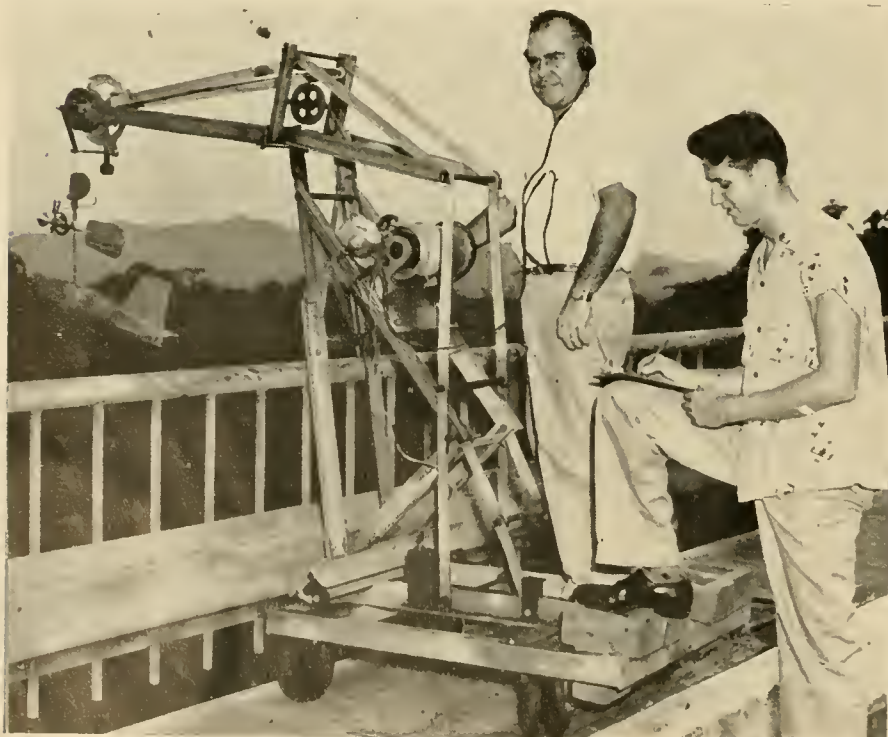
When both lakes are as full as they can, or should, be at the end of the rainy season, the rains are still coming and there is always the possibility that rampaging rivers may build up a water volume that couldn't be spilled safely before it damaged the dams and locks.

Again, it would seem simple in a case like that to open the spillway gates and let some water run out. But that is a ticklish and technical business that also takes time. If the spilling were delayed until floods happen it would be too late.

Dry Season Needs Urgent

The water budgeters must also consider first, last, and always the primary necessity of keeping water in storage for the dry season that comes around like death and taxes and the people who start worrying when Gatun Lake drops noticeably. They can't just let the water go if there seems to be too much of it.

There are emergency measures that could be used to hurry a dangerous amount of water out of the lake but it would take several hours to get them into



H. J. MILLION, Hydraulic Engineer, left, and James Thompson, Jr., Engineering Aid, are shown here using a current meter to clock the current of the Chagres River at Madden Dam, one step in the process of determining the amount of water coming into Gatun and Madden Lakes from the rivers in the huge Gatun Lake drainage basin.



W. H. ESSLINGER, Chief Hydrographer in charge of the Meteorological and Hydrographic Branch, and his assistant, T. C. Henter, left, are shown here with some of the weather equipment in the headquarters office at Balboa Heights.

On the desk is a quadruple register which records wind direction and velocity, sunshine, and rain. The tall old barograph, flanked by two barometers in the background, was inherited from French Canal diggers and is known to have been in constant operation since the 1880's.

operation with safety. Only the spillway gates can be used quickly.

In an extreme emergency, about 300,000 cubic feet of water per second could be poured out of the lake—if all 14 spillway gates were open and if Canal traffic were stopped and the water were spilled out through the emergency dams at the locks and the huge lock culverts which ordinarily supply water for lockages.

When the rains pour and the rivers rage up in the hills of the continental divide, Houston Esslinger, who heads the Meteorological and Hydrographic Branch, the first-hand observers on the spot and the men who man the gates and valves could wish they had been postmen or bus drivers.

Many Floods At Night

Floods have a habit of happening at night and they can't be stuffed in desk drawers until morning. So the midnight oil burns and telephone messages of information from the field and instructions from Balboa Heights shuttle back and forth until the danger is past.

In the dry season it's just the opposite. When the water is being used too fast the "budget" has to be adjusted by economy measures such as short chamber and tandem lockages, Diesel operation of power generating plants, or shifting of the power load from one station to another.

The hydrographers certainly think twice before recommending the Diesel operation of power plants since the increased cost of Diesel operation pushes electric rates up in proportion.

Another consideration in manipulating the power generation for the sake of water economies is that the Madden power plant generates twice as much power from a given amount of water as the Gatun station because the water falls farther at Madden Dam.

The ammunition used against either flood or water famine is a battery of statistics. They detail for weather men the situation that must be met—today and tomorrow or during that theoretical "1,000-year flood," the maximum eventuality, based on past weather records.

Network Of Weather Stations

The statistics come from a network of

rainfall and river gauging stations over a large piece of the Isthmus. Most of the weather outposts are located within the confines of the huge oval-shaped ridge that roughly encloses the 1,300 square miles of territory from which water runs into Gatun and Madden Lakes—the Gatun Lake Basin.

Rainfall observations are collected from 50 stations in the Canal Zone and Panama,

34 of which have automatic recorders from which statistics in wiggle form on graph paper are gathered. There are eight river stations on the rivers that run into Gatun Lake.

Trips to gather statistics from weather outposts start from the Madden Dam station where Charles Howe, Hydraulic Engineer, is in charge of the field work of the Meteorological and Hydrographic Branch. He is assisted by Engineers Jim Million and Elmer Kanz, seven engineering aids and 25 local-rate cayuco men, motorboat operators, observers, and helpers.

Palancamen Are Used

To get to the San Miguel station, for instance, some 9 miles above the upper tip of Madden Lake, an engineer and three local-rate "palancamen" (from palanca, the pole used to push a cayuco through the water) set out by launch across Madden Lake.

They have cayucos in tow and carry food and clothing for three days to a week (and might need more in event of a flood), a current meter, tool kit, and ink and graph paper to maintain weather instruments at the outposts.

From the head of navigation on the lake, an hour of poling their cayucos takes them to the Candelaria River Station on the Pequeni River. A local-rate observer is stationed here—and also at the Chico Station on the Chagres River—to keep a constant watch on the river.

At Candelaria the engineer removes the record of river heights from a recording gauge housed in a little 35-foot perpendicular tower that rests on a level with the river bottom and reaches up toward the trees on the river bank.

To measure the amount (See page 13)

BALBOA
August 15th

CRISTOBAL
August 22d

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the making!
Thousands in
the cast!
Actually filmed
in Rome by
M-G-M!

**QUO
VADIS**
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THE GREATEST SHOW ON EARTH

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Screenplay by **Fredric M. Frank, Barrie Lyndon and Theodore St. John** • Story by **Fredric M. Frank, Theodore St. John and Frank Cavett**



and **JAMES STEWART**

A PARAMOUNT PICTURE

ANNIVERSARIES

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

14 YEARS

Joseph C. Hannigan, Lockmaster, Atlantic Locks.

41 YEARS

***Enrique de la Ossa**, Local Agent, Panama, Terminals Division.

40 YEARS

George H. Cassell, Assistant Chief, Housing Division.

Eddie Holgerson, Foreman Stevedore, Terminals Division.

35 YEARS

George W. Smith, Property and Stock Control Clerk, Pacific Locks.

Randolph N. Trower, General Foreman, Dredging Division.

30 YEARS

George B. Smith, Plumber, Maintenance Division.

Stanley F. Yost, Marine Dispatcher, (Port and Canal), Navigation Division.

25 YEARS

C. F. Bertoncini, Cartographic and Compilation Aid, Dredging Division.

Nolan A. Bissell, Postal Clerk, Postal, Customs and Immigration Division.

***Joseph A. Corrigan, Jr.**, Storekeeper (Checker), Terminals Division.

James A. Driscoll, Assistant Dredging Chief, Dredging Division.

***Lyman Jackson**, Locomotive Machinist, Railroad Division.

Russell L. Klotz, Chief, Housing Division.

Jacques K. Lally, Postal Clerk, Postal, Customs and Immigration Division.

Lew W. McIlvaine, Assistant Supply Officer (Housewares—Toys), Commissary Division.

***Herbert K. Peterson**, Planning Estimator, Industrial Bureau.

***Anastasio Sogandares**, Boilermaker, Industrial Bureau.

Oscar M. Sogandares, Signalman, Navigation Division.

Anthony Tezanos, Chief Towboat Engineer, Ferry Service, Dredging Division.

***Wells D. Wright**, Assistant Designing Engineer, Engineering Division.

20 YEARS

W. H. Clinchard, Jr., Dental Officer, Hospitalization and Clinics, Health Bureau.

Oliver C. Culp, Supervisor Plumber, Maintenance Division.

Leon V. Heim, Customs Inspector, Postal, Customs and Immigration Division.

Caroline Hunt, Nurse, Gorgas Hospital.

Donald H. Spencer, Foreman Painter (Locks Division) and Diver, Pacific Locks.

John R. Szima, Operator-Electrician and Electrician, Terminals Division.

15 YEARS

***Errett R. Albritton**, Train Dispatcher, Railroad Division.

***Harlan P. Crouch**, Telephone Maintainer, Electrical Division.

***Philip T. Green**, Department Head (Vocational Subjects), Schools Division, (Industrial Training Coordinator).

Robert B. Grier, Lock Operator, Pacific Locks.

Reed E. Hopkins, Jr., Heavy Truck Driver, Motor Transportation Division.

***Teddy A. Marti**, Lock Operator (Machinist), Pacific Locks.

***Richard H. McConaughy**, Lock Operator (Pipefitter), Pacific Locks.

John A. McLain, Jr., Gauger and Foreman Cribtender, Terminals Division.

Sumner E. Parker, Lock Operator (Wireman), Pacific Locks.

William J. Stevenson, Hydraulic Grader, Dredging Division.

James G. F. Trimble, Construction Inspector (Electrical), Contracts and Inspection Division.

Dorothy Webb, File Clerk, Local-Rate Records Branch, Personnel Bureau.

***William G. Wood**, Yard and Road Locomotive Engineer, Railroad Division.

THIS MONTH'S CALENDAR

- 1st**—**American Legion**, Post No. 6, Gamboa Legion Home, 7:30 p. m.
2d—**Track Foremen**, No. 2741, B & B Shops, Balboa.
3d—**VFW**, Post No. 3857, Veterans' Club, Cristobal, 9 a. m.
4th—**Pedro Miguel Civic Council**, Community House, 7 p. m.
Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
VFW, Post No. 727, Fort Clayton, 7:30 p. m.
VFW, Post No. 3822, Curundu Road, 7:30 p. m.
American Legion, Post No. 3, Gatun Legion Hall, 7:30 p. m.
Postal Employees, No. 23160, K. of C. Hall, 7:30 p. m.
5th—**Machinists**, No. 811, Balboa Lodge Hall, 7:30 p. m.
Gamboa Civic Council, Community Center, 7:30 p. m.
Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
VFW, Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
6th—**VFW**, Post No. 40, Balboa, Wirz Memorial, 7:30 p. m.
7th—**Carpenters and Joiners**, No. 667, Margarita Clubhouse, 7:30 p. m.
8th—**Blacksmiths**, No. 400, with **Boilermakers** No. 462 and No. 471, K. of C. Hall, Margarita, 7:30 p. m.
10th—**Plumbers**, No. 606, Balboa Lodge Hall, 9:30 a. m.
Pipefitters, Margarita Clubhouse, 9:30 a. m.
Sheet Metal Workers, No. 157, Balboa Clubhouse, 9:30 a. m.
11th—**American Legion**, Post No. 1, Legion Home, 7:30 p. m.
Machinists, No. 699, K. of C. Hall, Margarita, 7:30 p. m.
12th—**American Legion**, Post No. 7, Fort Clayton, 7:30 p. m.

- American Legion Auxiliary**, No. 1, Balboa Legion Home, 7:30 p. m.
Electrical Workers, No. 397, Wirz Memorial, 7:30 p. m.
13th—**Pacific Civic Council**, Board Room, Administration Building, Balboa Heights, 7:30 p. m.
American Legion, Post No. 2, Legion Home, Old Cristobal, 7:30 p. m.
Carpenters and Joiners, No. 913, Balboa Lodge Hall, 7:30 p. m.
17th—**CIU-MTC**, Margarita Clubhouse, 8:30 a. m.
18th—**Truckdrivers**, Balboa Lodge Hall, 7:30 p. m.
Electrical Workers, No. 677, Masonic Temple, Gatun, 7:30 p. m.
19th—**Machinists**, No. 811, Balboa Lodge Hall, 7:30 p. m.
Operating Engineers, No. 595, K. of C. Hall, Margarita, 7 p. m.
20th—**AFGE**, No. 14, Balboa Clubhouse, 7:30 p. m.
American Legion Auxiliary, No. 3, Legion Hall, Gatun, 7:30 p. m.
21st—**American Legion Auxiliary**, No. 6, Gamboa Legion Hall, 7:30 p. m.
25th—**VFW Auxiliary**, Post No. 3822 Post Home, 7:30 p. m.
Machinists, No. 699, K. of C. Hall, Margarita, 7:30 p. m.
26th—**VFW**, Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
Operating Engineers, No. 595, Lodge Hall, Balboa, 7 p. m.
Marine Engineers Beneficial Association, Gamboa Golf and Country Club, 7 p. m.
27th—**American Legion Auxiliary**, No. 2, Legion Home, Old Cristobal, 7:30 p. m.
AFGE, Lodge No. 88, Margarita Clubhouse, 7:30 p. m.
28th—**Governor's Conference**, Board Room, Administration Building, Balboa Heights, 2 p. m.

SEPTEMBER

- 1st**—**Pedro Miguel Civic Council**, Community House, 7 p. m.
Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
VFW, Post 727, Fort Clayton, 7:30 p. m.
VFW, Post 3822, Curundu Road, 7:30 p. m.
American Legion, Post No. 3, Gatun Legion Hall, 7:30 p. m.
2d—**Machinists**, No. 811, Balboa Lodge Hall, 7:30 p. m.
Gamboa Civic Council, Community Center, 7:30 p. m.
Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
3d—**VFW**, Post No. 40, Wirz Memorial, 7:30 p. m.
4th—**Carpenters and Joiners**, No. 667, Margarita Clubhouse, 7:30 p. m.

August Sailings

From Cristobal

<i>Cristobal</i>	August 1
<i>Ancon</i>	August 8
<i>Panama</i>	August 15
<i>Cristobal</i>	August 22
<i>Ancon</i>	August 29

From New York

<i>Panama</i>	August 6
<i>Cristobal</i>	August 13
<i>Ancon</i>	August 20
<i>Panama</i>	August 27

PROMOTIONS AND TRANSFERS

June 15 Through July 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another (unless the change is administrative) or from one type of work to another. It does not contain within-grade promotions or regradings.

CIVIL AFFAIRS BUREAU

Bruno L. Emanuele, from Security Guard, Atlantic Locks, to Fireman, Fire Division.

Joseph L. Sestito, from Security Guard, Pacific Locks, to Postal Clerk, Postal Service.

Shirley S. Makibbin, from Elementary School Teacher to Substitute Teacher, Schools Division.

ENGINEERING AND CONSTRUCTION BUREAU

Walter E. Marek, from Plumber, Main-

tenance Division, to Plumbing Inspector, Contract and Inspection Division.

Joe W. Crawford, from Junior Foreman, Ferry Service, to Apprentice Wireman, Electrical Division.

James A. Fraser, Jr., from Policeman, Police Division, to Apprentice Cablesplicer, Electrical Division.

Joseph G. Black, Sr., from Armature Winder to Electrical Machinist, Electrical Division.

William J. Turner, **Richard Swearingen**, **Richard C. Scheidegg**, from Apprentice Wiremen to Wiremen, Electrical Div.

Philip R. Sanders, from Armature Winder Apprentice to Armature Winder, Electrical Division.

Burman S. Spangler, from Planing Mill Hand to Carpenter Leader, Maintenance Division.

PROMOTIONS AND TRANSFERS

HEALTH BUREAU

Dr. John E. Marshall, Dr. Jack D. Summerlynn, Dr. Homer L. Graff, Jr., Dr. William T. Bailey, from Intern to Medical Officer, Gorgas Hospital.

Dr. Steve R. Maharry, from Hospital Resident to Medical Officer, Gorgas Hospital.

Dr. Robert W. Bonifaci, Dr. Rodolfo V. Young, Dr. Douglas M. Hardy, from Resident to Medical Officer, Gorgas Hospital.

Dr. Jesse E. Douglass, from Intern, Gorgas Hospital, to Medical Officer, Atlantic Medical Clinics.

Dr. Joseph G. Sebrand, Dr. Michael J. Takos, Dr. James M. Young, Jr., Dr. Alfred B. Hinkle, from Intern to Hospital Resident, Gorgas Hospital.

Dr. Thomas G. Bouland, from Hospital Resident No. 1 to Hospital Resident No. 2, Gorgas Hospital.

Dr. Russell H. Mitchell, from Intern, Gorgas Hospital, to Medical Officer, Pacific Medical Clinics.

Mrs. Mary C. Holmer, from Clerk Typist, Contract and Inspection Division, to Clerk Typist, Sanitation Division.

INDUSTRIAL BUREAU

Daniel G. Zitzmann, from General Supply Clerk, Housing Division, to Fiscal Accounting Clerk, Industrial Bureau.

MARINE BUREAU

Mrs. Velma D. Todd, from Clerk-Stenographer, Personnel Bureau, to Clerk-Stenographer, Navigation Division.

Benjamin R. Brundage, from Second Assistant Marine Engineer, Aids to Navigation Section, to Chief Towboat Engineer, Navigation Division.

Charles T. Jackson, Jr., from Administrative Assistant, Navigation Division, to Administrative Assistant, Office of the Director.

Peter M. Riley, from Clerk (Shorthand Reporter) to Administrative Assistant, Navigation Division.

Thomas B. Idol, from Physical Science Aid, Engineering Division, to Guard Supervisor, Dredging Division.

Albert L. Taylor, from Dipper Dredge Engineer to Chief Towboat Engineer, Dredging Division.

Lloyd M. Kent, from Property and Supply Clerk to Small Tug Operator, Dredging Division.

Frank P. Marczak, from Meatcutter-in-charge, Commissary Division, to Senior Foreman, Dredging Division.

Herman H. Keepers, from Electrical Assistant, Aids to Navigation Section, to Electrical Supervisor, Aids to Navigation Section, Atlantic.

Alexander Watt, from Steam Engineer (Floating Crane) to Dipper Dredge Engineer, Dredging Division.

Norman A. Terry, from Towboat Master to Senior Towboat Master, Ferry Service, Dredging Division.

Albert H. Shockey, from Lockmaster to Mechanical Supervisor, Pacific Locks.

Frank O. Bryan, from Lock Operator, Machinist Leader, to Lockmaster, Pacific Locks.

Ferdinand G. Berwanger, from Lock Operator Machinist to Lock Operator Machinist Leader, Pacific Locks.

Curtis L. Coate, from Wireman, Electrical Division, to Lock Operator Wireman, Atlantic Locks.

PERSONNEL BUREAU

Billy Gene Mauzy, from Personnel Assistant to General Fields Training Officer, Personnel Bureau.

Mrs. Shirley L. Cozzens, from Clerk-Stenographer, Administrative Branch, to Secretary, Office of the Director.

Mrs. Dorothy A. Andress, from Clerk-Stenographer, Wage and Classification Division, to Secretary, Office of the Director.

RAILROAD AND TERMINALS BUREAU

Arba E. Beck, from Chief Stevedore Foreman to Marine Terminal Superintendent, Terminals Division.

John W. B. Hall, from Principal Stevedore Foreman to Chief Stevedore Foreman, Terminals Division.

David S. Brown, from Head Stevedore Foreman to Principal Stevedore Foreman, Terminals Division.

Peter A. Tortorici, from Stevedore Foreman to Head Stevedore Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Carleton F. Hallet, Jr., from Lifeguard,

Lt. Gov. Paxson Meets Civic, Labor Leaders At Monthly Conference

(Continued from page 3)

overhaul time.

Mr. Hoffmeyer questioned what he termed the "unofficial recruitment" of employees for certain types of work. They come to the Canal Zone at their own expense and are hired here. They fail to understand why employees recruited in the United States are entitled to provisions of Public Law 600 while employees hired locally are not.

Edward A. Doolan, Personnel Director, and Forrest G. Dunsmoor, Administrative Assistant to the Governor, pointed out that personnel for certain types of work is available locally; the administration has no authority for States recruitment of this group. The administration, they said, is not responsible for paying the travel expenses of someone who has been told by a friend that there are jobs which he might get if he comes to the Isthmus.

Lt. Gov. Paxson agreed to take up with the Health Bureau the question of the copra bugs which are believed to come from ships and are a nuisance in towns along the Canal. He will also discuss with the new Health Director, Brig. Gen. Don Longfellow, the matter of facilities at Colon Hospital.

Just before the meeting adjourned, Charles W. Hammond, Chairman of the General Committee of Civic Councils, asked for a later answer on the future of Corozal and the disposition of the present town of Pedro Miguel and its residents.

Employee representatives attending the conference were: Andrew Lieberman of the Marine Engineers; Walter Wagner, Owen J. Corrigan, Mr. Hoffmeyer, Mr. Tobin and Mr. Hatchett of the Central Labor Union-Metal Trades Union; Mr. Kiley of the Pacific Locks Association; Rufus Lovelady and H. J. Chase of the AFGE; Mr. Daniels of the Railway Conductors; Mr. Hammond, of the General Committee of Civic Councils; Mrs. Bronson Rigby of the Pacific Civic Council; Rev. Havener of Cristobal-Margarita; Raymond Ralph of Gatun, and William H. Ward of Gamboa.

RETIREMENTS
IN JULY

Employees who retired at the end of July, their birthplaces, titles, length of service at retirements, and their future addresses are:

Harry A. Comley, Pennsylvania; Surveying Officer; 39 years and 17 days; Washington, D. C.

Grover C. Gravatt, New Jersey; Truck Driver and Heavy Crane Operator, Motor Transportation Division; 31 years, 9 months, and 13 days; Canal Zone.

Mrs. Jewell W. Hobby, Georgia; Property and Stock Control Clerk, Balboa Storehouses; 12 years, 1 month, and 1 day; Balboa, C. Z.

John H. Schneider, Pennsylvania; Secretary to the Governor; 23 years, 6 months, and 9 days; probably Florida.

George B. Smith, Texas; Plumber, Maintenance Division; 22 years, 9 months, and 16 days; Brownsville, Tex.

Wilbur A. White, Tennessee; Assistant Superintendent, Terminals Division; 29 years, 2 months, and 13 days; Houston, Tex.

Schools Division, to Student Assistant, Commissary Division.

Grady G. Gailey, from Utility Operator, Maintenance Division, to Automobile Serviceman, Motor Transportation Division.

Everybody Talks About The Weather—
Some People Do Something About It

(Continued from page 11)

of water in the

river, he raises himself up to the cable car that runs across the river and from this perch takes soundings of the depths at five or ten-foot intervals across the river.

How Streams Are Measured

Then he dons headphones, lowers his current meter into the water and clocks the clicks made by a certain number of revolutions of the windmill-like cups of the meter. The current is then clocked at two different depths at each of his measured intervals across the river.

From computations of the size of the blocks of water measured off in the river and the speed of the current, the amount of water passing a certain point is figured. Then, using the recorded gauge height and the slope of the river, so-called discharge curves are drawn by weather statisticians in the headquarters office which show the amount of water in the entire range of the river.

Then, when the measurements are made and the curve plotted, a flood shifts the sand and rock and changes the shape of the river bottom so the computations must be started at the beginning again. And this is a continuous process.

Floods Are Measured

To measure a river at flood stage, the engineer must get up the river before the flood happens (you can't pole a cayuco in a flood) wait until it occurs, get the measurements, and get out when the water goes down.

Back to the engineer at Candelaria. He and his palancamen stay there overnight and start out in cayucos the next morning for a two-hour trip up the Pequeni. They turn at the San Miguel River and follow it to the beginning of the climbing trail on which they walk for several hours to the San Miguel Station, 1,700 feet above sea level.

There, they remove from the rainfall recorder its graphed statistics and put it in good order for the month ahead and hit the trail back for Candelaria, where they stay overnight before returning to the Madden Station.

Other weather information comes into the Balboa Heights headquarters from larger regular stations.

Meteorological Aid Raymond Osman, in charge of the Cristobal station, looks out for rains and storms coming off the Caribbean and keeps tide records and other weather data. Another tide station in the one-time jail building at Dock 17 in Balboa keeps tab on the Pacific.

Seismological Equipment

In a darkened spooky room in the basement of the Administration Building at Balboa Heights, a tiny light beam records on a revolving drum more wiggles on a photographic sheet that tell the weathermen the distance and intensity of earthquakes. This is a seismological observatory.

Then there is more weather information recorded on instruments in the headquarters office, some of which were inherited from the French canal builders, whose weather records starting in 1881 formed the basic data for the original American hydrologic studies for the construction of the Canal.

A "Division of Meteorology and River Hydraulics" was created by the American canal diggers in June 1905 about a year after the United States acquired the interests of the French New Panama Canal Company.

Cricket Holds High Place In Sports Calendar Of Local Rate Communities

The grand old British game of cricket is dear to many hearts in the Canal Zone.

Those who play the game and line the field for matches at La Boca Ball Park and Mount Hope Stadium include both the old time Panama Canal diggers who brought cricket from the West Indies to the Canal Zone and the younger generation who have also caught the American enthusiasm for baseball.

In recent years the younger group has taken more and more to baseball but cricket holds its own as one of the major attractions on sports calendars in all local-rate Canal communities.

The Canal Zone version of the "gentleman's game" differs from the British version only in a few of the traditional trimmings. All in all, it's the same old game that has been played since the Middle Ages.

The white cricket uniform of flannel trousers and silk shirts, that has come down from its blue blood originators, has given way in the Canal Zone to clothing more fitting for strenuous exercise in the tropics.

The local umpire also often adds an "elephant hunter" hat to his traditional white duck "duster."

In the British and traditional game, there is tea between the long-drawn-out innings (after ten men on a team have been out). At the end of the two or three-day matches, of the type played in international competitions, there is a gathering at which there are speeches and toasts honoring both winners and losers.

When opponents fraternize after a match, it's a gentlemanly gathering of friends, just as it was in early times when cricket was first played on castle grounds.

Cricket hospitality, Canal Zone style, omits the traditional tea. It's more of a banquet plus a family reunion when local cricketers get together.

When the La Boca eleven play at Mount Hope, they are met with to-do at the station, to be escorted to the playing field—the pitch. After the match, dinner is laid out at the home of a home-town team member. Then a party follows to



THE LA BOCA CRICKET CLUB, three-time Canal Zone champions, is shown here with Umpire John Tudor (back left). The team members who played in the match with the team from the HMS *Sheffield*, are left to right, back row: Van McLeod, Kenneth Brathwaite, E. Belgrave, Alfred Bowen, Christopher Greaves, Leonard Roberts, A. Williams. Front row: M. Forde, Captain; Marcus Grannum, James Lord, Edgar Roberts, and E. Wiltshire.

make anyone forget the most wicked battle at the wickets.

Canal Zone cricket *aficionados* say the local game has benefited from the influence of baseball—particularly in the quality of the fielding. This view, however, has been questioned warmly by visiting British cricketers. But whatever the effect on cricket skills, many young men on Canal Zone cricket teams are also outstanding in baseball.

In one respect, cricket is the same—in Gamboa, Oxford, or Sydney. The umpires call the plays and what they say goes without boos or bouquets from the grandstand. It isn't cricket to question a decision or show undue feeling about the game or its outcome.

The ethics of cricket are a most revered tradition with followers of the English national game.

There are small points of etiquette that might seem strange to followers of baseball. When a bowler bowls a very good ball (like the pitcher, in baseball language) or a batsman smothers a " Yorker," he is politely applauded by his opponents, in and out of the stands. On the other hand, if he's hit "for a six," the crowd and players keep still.

When the captain of a team comes up to bat—he be a "William Tell" or just awful—the crowd and the players note his position with a good rousing ovation.

This isn't to say cricket competition isn't keen or that spectators find it dull. When a slugger of a batsman comes up to the crease in a hotly fought match at La Boca, the crowd and the players react the same as they do for Ralph Kiner in the Series.

If he "snicks" a four across the boundary "over the tanks" at La Boca—everyone can relax while four points are scored automatically without any baseball-type running around bases.

Cricket in local-rate Canal communities is played under the sponsorship of the Atlantic and Pacific Cricket Leagues, organized five years ago. The Atlantic and Pacific Championship Series have been played for three years under the sponsorship of the Physical Education and Recreation Branch of the Schools Division.

On the Pacific side, 98 players on six teams fight it out on Sunday afternoons from January to May. The teams are the La Boca, Clovelly, Ancon, Red Tank, Spartan, and Gamboa Cricket Clubs (usually called just "C. C.'s").

There are 171 players in eight cricket clubs on the Atlantic side, that sound like Merrie Olde England. They are the Excelsior, Fenwicks, Midland, Surrey, Moreland, Rainbow City, Wanderers, and Sussex C. C.'s. They play from January to July.

The Atlantic Cricket Board of Control serves as the regulatory body for that side of the Isthmus. The members are: Sidney Anderson, President; Charles Davis, Vice President; B. Clarke, Secretary-Treasurer; S. Cross, Assistant Secretary-Treasurer; and George Newton and Harold Clarke.

The Pacific Cricket Council, in charge of cricket on the Pacific side, consists of Hilton D. Perkins, President; William Griffith, Vice President; and Roy Best, Secretary-Treasurer.

The playoffs for the Canal Zone championship will be held this month, with matches at both La Boca and Mount Hope. The Excelsior C. C. again will try to down the three-time top team, La Boca.

AUTOMATIC TELEPHONES INSTALLED AT LOCKS

Work has been started by Electrical Division forces on the installation of an automatic telephone system for Pedro Miguel Locks, similar to that recently placed in operation at Miraflores Locks.

Both of the systems, which will be separate, will operate through automatic equipment installed in the Pedro Miguel telephone exchange. It will be several months yet before the new system is ready for use at Pedro Miguel Locks since the necessary re-wiring is being done in connection with the general rehabilitation program of the electrical system at all locks.

Work on the modernization program at Gatun Locks was recently begun and installation of an automatic telephone system is a part of that long-range program which probably will extend over the next two years.

Mimeographed lists of the new telephone numbers at Miraflores Locks were distributed last month to various Canal offices. The information number of the automatic exchange at Miraflores is 4-833.



BATSMAN RONALD ASHDOWN, from the HMS *Sheffield*, is shown here making a forward stroke in a game with the La Boca Cricket Club, in one of three matches played by teams from the *Sheffield* when the British cruiser visited recently in Canal waters. Behind the batting crease is James Lord, wicket keeper for La Boca. The visitors drew one and lost two of their matches with Canal Zone cricket clubs.

STATISTICS ON CANAL TRAFFIC

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

Most Former Canal Traffic Records
Are Broken In Past 12-Month Period

Although many new records were set in commercial traffic through the Canal during the past fiscal year, which ended June 30, total traffic failed by more than 450 transits to equal the all-time high of 9,586 transits established in the fiscal year 1946.

The chart on this page shows the fluctuations of Canal traffic, both of commercial shipping and total traffic during the past 14-year period. It was during this period that ocean-going commercial traffic reached its lowest and highest levels since the close of World War I.

Last fiscal year was the fourth time in the Canal's operating history that ocean-going commercial traffic exceeded 6,000 transits and the second time when total transits exceeded the 9,000-mark.

The heavy traffic in the fiscal year 1946, composed chiefly of tolls-free vessels, resulted from the mass movement of shipping in the Pacific to the Atlantic after the close of World War II.

New Records Last Year

Several new traffic records were set by commercial shipping through the Canal during the past year. A new monthly record of 613 ocean-going commercial vessels was set in March, only to be broken two months later by the 622 transits in May. New monthly records also were established on the amount of tolls, cargo shipments, and net tonnage of vessels.

Yearly records were established in the number of transits, net tonnage of vessels, and cargo tonnage.

The new record in cargo tonnage last year was established as the result of heavy commodity shipments from the Atlantic to the Pacific. The tonnage of commodity shipments in this direction in the past fiscal year was 15,129,000 tons, as compared with 11,132,000 tons in the previous fiscal year, an increase of almost 40

percent.

West-East Shipments Drop

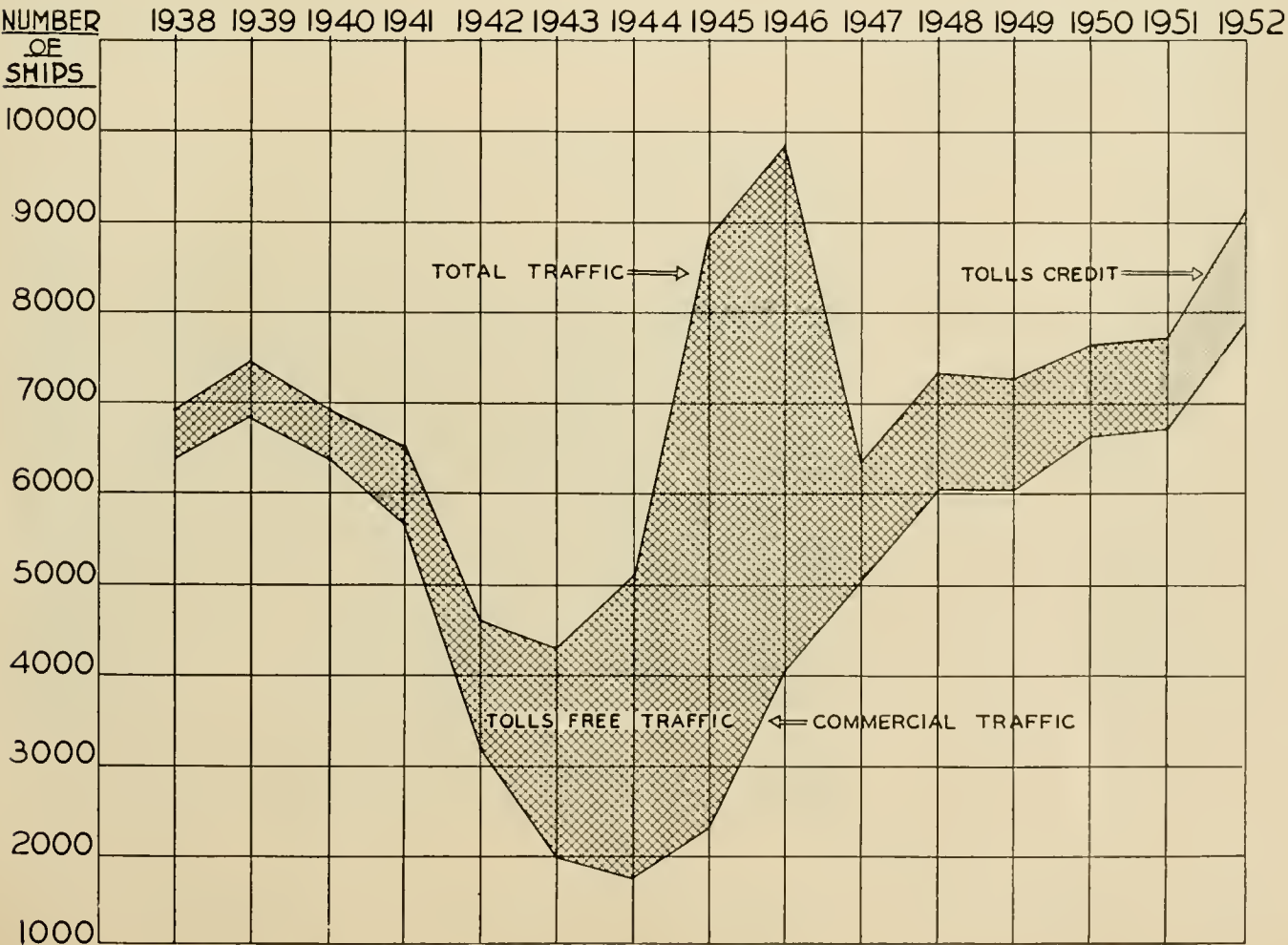
There was a slight decrease last year in the amount of cargo shipped from the Pacific to the Atlantic from the previous year's figures.

The amount of mineral oil shipped through the Canal last year from the Atlantic to the Pacific was more than double the tonnage of the (See page 18)

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	FISCAL YEAR				
	1952			1951	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going -----	3,184	3,340	6,524	5,593	5,524
*Small -----	725	676	1,401	1,113	931
Total, commercial -----	3,909	4,016	7,925	6,706	6,455
**U. S. Government vessels:					
Ocean-going -----	409	365	774	693	441
*Small -----	237	192	429	315	
Total commercial and U. S. Government --	4,555	4,573	9,128	7,714	6,896

* Vessels under 300 net tons Panama Canal measurement (or under 500 displacement tons on vessels assessed on displacement tonnage).
** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.



Canal Celebrates 38th Anniversary

August 15 - Early Transits Listed

The Panama Canal will observe its 38th birthday on August 15 as an interoceanic link for commercial ship traffic.

The inaugural voyage for the new channel was made August 15, 1914 by the Panama Railroad steamer *Ancon* with a cargo of freight for transshipment at Balboa and about 200 specially invited guests. The *Ancon* made the voyage from deep water in the Atlantic to deep water in the Pacific, the trip requiring the entire day. The ship discharged its cargo at Balboa and returned through the Canal eight days later.

Although the *Ancon's* trip was listed as the first commercial transit, it was not the first self-propelled vessel to make the trip nor the first cargo to be shipped through the Canal between the two oceans.

The first transit by a self-propelled vessel was made by the craneboat *Alex LaValley* on January 7, 1914. The craneboat had been in use at the Atlantic entrance, but was moved to Culebra (now Gaillard) Cut for some work. After completing the work there, it was sent to the Pacific side rather than back to Cristobal.

Many Inquiries Received

Many inquiries are received from time to time concerning the first trips through the Canal by various types of vessels. A summary of this information was compiled and printed in THE PANAMA CANAL RECORD in the September 15, 1933 issue. The summary, except for the description of the *Alex LaValley's* trip, follows:

"On February 1, 1914, the tug *Reliance*, passing through Gatun Locks, completed a voyage around South America; it had sailed from Colon for Balboa via the Strait of Magellan on February 11, 1912, and arrived at Balboa on June 17, 1912.

"On May 18, 1914, three barges loaded with sugar transferred to them at Balboa from the steamer *Alaskan* were towed as far as the lower end of Pedro Miguel Locks; and their transit, after a change of towboats, was completed at 9 p. m. on May 19. This was the first handling of cargo through the Canal.

"On May 19, 1914, the tug *Mariner* towed two empty barges through the Canal from Cristobal to Balboa, arriving at 6:40 p. m. This was the first direct or continuous voyage of a vessel through the Canal from ocean to ocean.

"In anticipation of the opening of the Canal, a test voyage from Cristobal to Balboa was made by the steamship *Cristobal* of the Panama Railroad Steamship Line on August 3, 1914, and a return trip was made on August 4. The *Advance* of the same line was sent from the Atlantic to the Pacific and back as far as Gatun Locks on August 9, 1914, completing the return transit on August 10. The *Panama* made a similar trip on August 11, completing the return transit on August 12. Guest passengers were carried on these trips but no cargo was handled.

S. S. "Ancon" Led Procession

"The *Ancon* of the Panama Railroad Steamship Line was sent through the Canal from Cristobal to Balboa on August 15, 1914, carrying cargo for transshipment at Balboa and about 200 passengers who were invited by direction of the Secretary of War. This is considered the first tran-

sit of an ocean steamship in commercial service. The ship discharged cargo at Balboa and returned through the Canal to Cristobal on August 23.

"On August 15, 1914, following the departure of the *Ancon*, transit of the Canal was begun by the steamship *Arizonan* of the American-Hawaiian Line, leaving Cristobal at 10:23 a. m.; this vessel completed transit on the following day, passing Balboa at 4:10 p. m., August 16. The *Arizonan* carried cargo. The yacht *Lasata*, owned by Morgan Adams, started transit through the Canal apparently about 1 p. m., August 15, and completed transit at 5:35 p. m. on the 17th. The steamship *Missourian* of the American-Hawaiian Line, carrying cargo, left Cristobal at 2 p. m. on August 15 and passed Balboa at 11:05 a. m. August 17.

First Northbound Transits

"The *Pleiades*, of the Luckenbach Steamship Company, transited the Canal on August 16, 1914, from Pacific to Atlantic. She left Balboa at 6:50 a. m. and arrived at Cristobal at 5:30 p. m. the same day. The *Pleiades* was followed by the *Pennsylvanian* of the American-Hawaiian Line, which left Balboa at 9:40 a. m., August 16, and arrived at Cristobal at 8:50 a. m., August 17.

"These early transits of seagoing merchant vessels may be summarized as follows:

Test Transits

Atlantic to Pacific—August 3, *Cristobal*; August 9, *Advance*; August 11, *Panama*.

Pacific to Atlantic—August 4, *Cristobal*; August 9-10, *Advance*; August 11-12, *Panama*.

Opening Voyage

Atlantic to Pacific—Steamship *Ancon*, August 15; return through Canal, August 23.

Normal Commercial Transits (Atlantic to Pacific)

Arizonan, began transit August 15 at 10:23 a. m.; arrived at opposite terminal August 16 at 4:10 p. m.

Lasata, began transit August 15 at 1 p. m.; arrived at opposite terminal August 17 at 5:35 p. m.

Missourian, began transit August 15 at 2 p. m.; arrived at opposite terminal August 17, 11:05 a. m.

Pacific to Atlantic

Pleiades, began transit August 16 at 6:30 a. m.; arrived at opposite terminal August 16 at 5:30 p. m.

Pennsylvanian, began transit August 16 at 9:40 a. m.; arrived at opposite terminal August 17 at 8:50 a. m.

"From the foregoing it may be stated that the first self-propelling, ocean-going vessel to pass through the Canal was the *LaValley*, completing transit on January 7, 1914; the first passage of commercial cargo was on May 18-19, 1914; the first vessel to make a direct, continuous voyage from ocean to ocean through the Canal was the tug *Mariner* on May 19, 1914; the first regular merchant vessel to transit the Canal in commercial service was the *Ancon* on August 15, 1914; and the first merchant vessel to use the Canal on a voyage between ports beyond the Canal terminals was the *Arizonan* on August 15-16, 1914."

Other commercial vessels which transited during the first few days the Canal was open included the *Arizonian*, *Kentuckian*, and *Montanan*, of the American-Hawaiian Steamship Company, and the *Santa Catalina*, of the W. R. Grace and Company, all northbound; and the *Missourian*, American-Hawaiian Line, the *Isabella*, Luckenbach Line, and *Admiral Dewey*, of the Pacific-Alaska Navigation Company, all southbound.



SEVERAL TEST RUNS were made in the operation of the Panama Canal Locks prior to the opening of the Canal on August 15, 1914 by the S. S. *Ancon*. These early tests generally attracted large crowds from the employees who had helped in the construction of the waterway and the gigantic locks. The picture above shows a test operation of Pedro Miguel Locks on October 24, 1913, when part of the dredging fleet was moved from the Pacific entrance to Culebra Cut after the new channel was flooded.

Panama Canal Traffic Figures Show World Changes During Past 25 Years

Some of the vast economic and political changes which have taken place in the world during the past quarter century are indicated in comparative statistics on Panama Canal traffic for the fiscal years 1929 and 1952, the two peak years in its 38 years of operation.

Most of the Canal records for commercial shipping established in the fiscal year 1929 were broken during the past fiscal year. New records were set last year in the number of large, ocean-going commercial vessels, the net tonnage of commercial shipping, and the amount of cargo shipped through the Canal.

Comparative figures on transits, tonnage of vessels, amount of cargo and tolls are shown in the accompanying chart at the bottom of this page for the two peak years.

The amount of tolls collected on ocean-going commercial vessels using the Canal last year was nearly \$200,000 under the tolls for the fiscal year 1929, even though the number of vessels and the aggregate net tonnage of these vessels were higher last year. This variance was caused by the change in the rules of measurement and rate of tolls which was made in 1938.

Economic and Political Changes

Although most of the principal statistics on Canal traffic for the two years are within a comparative range, the changes which have taken place in the world's economic and political pattern are revealed in more detailed statistics for the two years on cargo shipped over the various trade routes, commodity tonnage figures, and the nationality of vessels using the Canal.

Some of the major changes in the move-

ment of cargo over the principal trade routes as shown in the comparative statistics for 1929 and 1952 are the following:

The cargo shipments in the United States intercoastal trade last year were less than half of those in 1929;

Shipments of commodities between the east coast of the United States and the Far East last fiscal year were almost triple those of 1929;

Cargo tonnage moved over the trade

route between Europe and Australia in 1952 was more than double that of 1929.

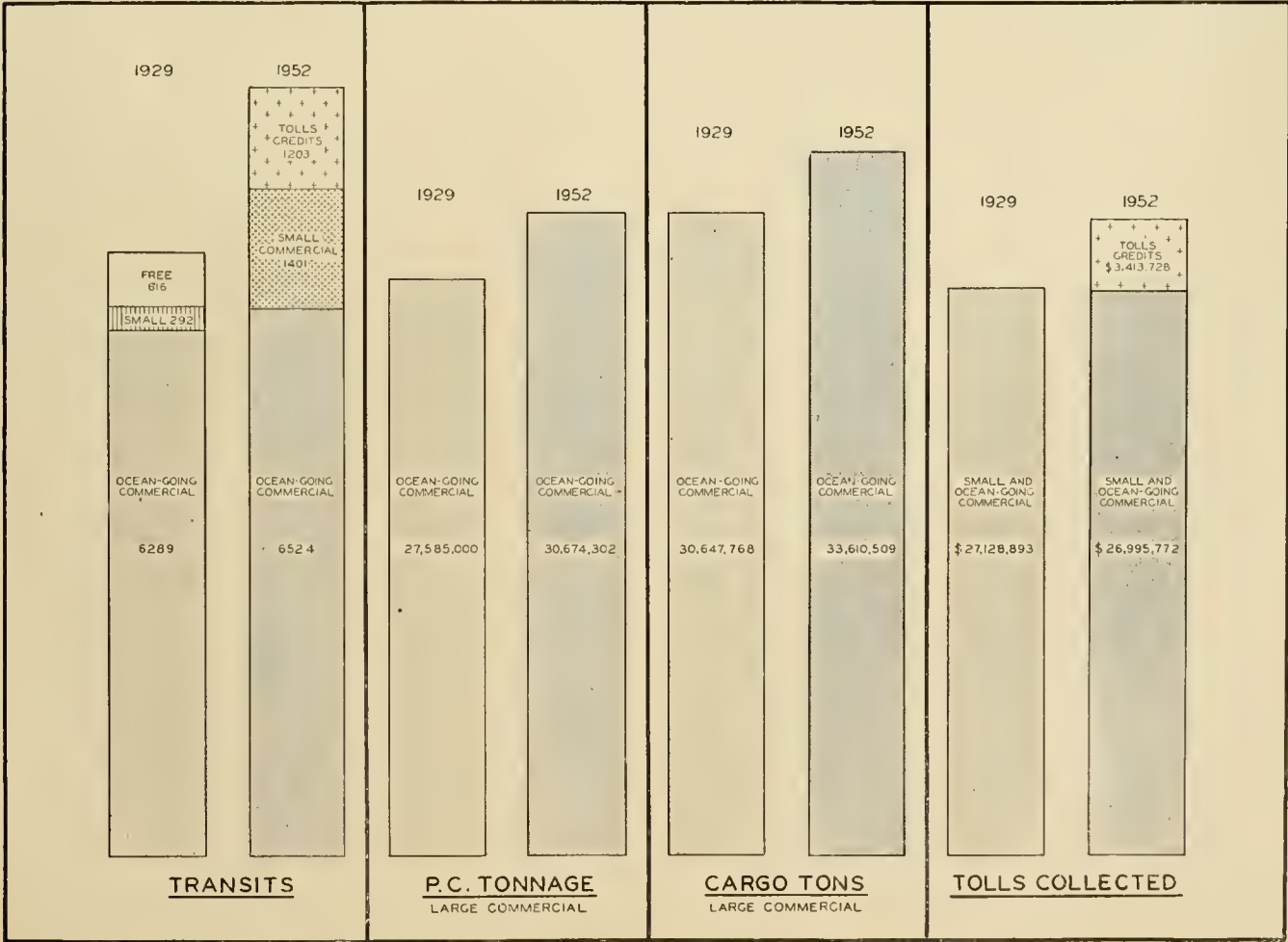
South American Trade Doubles

And, the South American trade has almost doubled within the 23-year period over the routes through the Canal to the East Coast of the United States and to Europe.

The following shows the relative position of the ten leading *(Continued on page 18)*

MONTHLY COMMERCIAL TRAFFIC AND TOLLS
Vessels of 300 tons net or over
By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1952	1951	1938	1952	1951	1938
July-----	463	513	457	\$1,981	\$2,373	\$2,030
August-----	490	453	505	2,103	2,093	2,195
September-----	516	446	444	2,189	1,982	1,936
October-----	544	480	461	2,230	2,068	1,981
November-----	502	446	435	2,053	1,845	1,893
December-----	550	452	439	2,347	1,886	1,845
January-----	522	452	444	2,121	1,854	1,838
February-----	507	444	436	2,082	1,853	1,787
March-----	613	474	506	2,512	1,943	2,016
April-----	601	470	487	2,423	2,007	1,961
May-----	622	485	465	2,481	2,020	1,887
June-----	594	478	445	2,401	1,982	1,801
Totals for fiscal year-----	6,524	5,593	5,524	\$26,923	\$23,906	\$23,170



Panama Canal Traffic Figures Show World Changes During Past 25 Years

(Continued from page 17) commodity shipments, in total tonnage, for the two years:

ATLANTIC TO PACIFIC

1929	1952
1. Mfg'rs of iron and steel	Mineral oils
2. Mineral oils	Coal and coke
3. Cement	Mfg'rs of iron and steel
4. Cotton	Phosphates
5. Phosphates	Sugar
6. Tinplate	Paper and paper products
7. Automobiles	Automobiles
8. Railroad material	Machinery
9. Sulphur	Sulphur
10. Coal and coke	Cement

PACIFIC TO ATLANTIC

1929	1952
1. Mineral oils	Various ores
2. Lumber	Lumber
3. Nitrate	Wheat
4. Wheat	Nitrate
5. Various ores	Canned food products
6. Canned goods	Sugar
7. Sugar	Bananas
8. Various metals	Various metals
9. Cold storage food products	Cold storage food products
10. Dried fruit	Mineral oils

The number of nationalities represented in the commercial shipping moved through the Canal increased from 24 in 1929 to 34 last year. Flags in Canal traffic last year which were not listed in 1929 included those of Brazil, China, Ecuador, Guatemala, Honduras, Iceland, Iran, Eire, Liberia, Nicaragua, Philippines, Portugal, Switzerland, and Venezuela.

Among the flags listed in 1929 which were not represented in the 1952 traffic were those of Belgium, Cuba, Danzig, and Yugoslavia.

The major shift in the nationality of vessels was indicated by the number of ships under flags last year which were not listed in 1929. Of the 6,524 transits by ocean-going commercial vessels last year, more than 800, or more than one-eighth of this traffic, were under flags not listed in the 1929 Canal transit records.

Most Former Canal Traffic Records Are Broken In Past 12-Year Period

(Continued from page 15) previous year. Coal and coke shipments also were more than double the 1951 figures.

There was a substantial increase in the tonnage of most of the 15 leading commodities listed in the Atlantic-Pacific trade. These included phosphates, sugar, paper and paper products, automobiles, machinery, sulphur, cement, tinplate, and various ores. The shipments of raw cotton, ammonium compounds, and canned food products were all lower in 1952 than the previous year.

Wheat Shipments Heavy

Two of the most notable increases in commodity shipments from Pacific to the Atlantic last year were in the tonnage of bananas and wheat shipments. Wheat shipments through the Canal increased from 1,404,000 long tons in the fiscal year 1951 to 2,105,000 long tons last year. The shipment of bananas from the Pacific to the Atlantic, which has been constantly increasing during the past few years because of the development of new banana plantations in Ecuador, amounted to

758,000 long tons last year, as compared with 505,000 tons in the fiscal year 1951.

Increased cargo tonnage was reported last fiscal year over the previous year's totals on all of the principal trade routes through the Canal with the exception of the United States intercoastal trade, which dropped from 5,731,000 long tons in 1951 to 4,279,000 tons last year.

The heaviest gains in cargo shipments last year were shown on the trade routes

between the east coast of the United States and the Far East; the United States and Canada east coast and Australasia; Europe and the west coast of the United States and Canada; and Europe and Australasia. Lesser gains were shown on the routes between the east coast of the United States and Central America; Europe and South America; and the east coast of the United States and South America.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the cargo shipments, in thousands of long tons, of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	FISCAL YEAR		
	1952	1951	1938
United States Intercoastal.....	4,279	5,731	6,395
East Coast of U. S. and South America.....	5,098	5,063	2,652
East Coast of U. S. and Central America.....	528	389	46
East Coast of U. S. and Far East.....	6,146	4,900	4,850
U. S. Canada East Coast and Australasia.....	1,634	962	992
Europe and West Coast of U. S. Canada.....	5,970	4,096	4,237
Europe and South America.....	1,706	1,642	2,974
Europe and Australasia.....	2,478	1,611	1,251
All other routes.....	5,772	5,679	3,989
Total Traffic.....	33,611	30,073	27,386

Principal commodities shipped through the Canal (All figures in thousands of long tons)

Figures in parentheses in 1938 and 1951 columns indicate relative positions in those years

ATLANTIC TO PACIFIC

Commodity (in thousands of long tons)	FISCAL YEAR		
	1952	1951	1938
Mineral oils.....	3,704	1,759 (1)	907 (3)
Coal and Coke.....	2,061	867 (3)	137 (15)
Manufactures of iron and steel.....	1,635	1,600 (2)	1,859 (1)
Phosphates.....	777	502 (4)	328 (6)
Sugar.....	476	354 (7)	57 (31)
Paper and paper products.....	453	370 (5)	423 (5)
Automobiles.....	345	286 (10)	208 (9)
Machinery.....	312	223 (11)	168 (10)
Sulphur.....	309	296 (9)	297 (7)
Cement.....	296	174 (15)	154 (11)
Raw cotton.....	271	362 (6)	142 (13)
Tinplate.....	246	218 (13)	238 (8)
Ammonium compounds.....	135	210 (14)	71 (22)
Canned food products.....	121	130 (17)	133 (16)
Ores, various.....	80	71 (26)	104 (18)
All others.....	3,908	3,710	4,463
Total.....	15,129	11,132	9,689

PACIFIC TO ATLANTIC

Commodity (in thousands of long tons)	FISCAL YEARS		
	1952	1951	1938
Ores, various.....	3,574	3,722 (1)	2,127 (3)
Lumber.....	3,466	3,575 (2)	2,851 (2)
Wheat.....	2,105	1,404 (4)	706 (7)
Nitrate.....	1,239	1,371 (5)	1,401 (5)
Canned food products.....	1,127	1,164 (6)	991 (6)
Sugar.....	955	941 (7)	1,487 (4)
Bananas.....	758	505 (9)	53 (29)
Metals, various.....	659	632 (8)	698 (8)
Refrigerated food products (except fresh fruit).....	612	462 (10)	335 (10)
Mineral oils.....	481	1,664 (3)	2,875 (1)
Wool.....	227	219 (12)	175 (16)
Coffee.....	280	209 (13)	123 (21)
Fresh fruit (except bananas).....	198	140 (17)	348 (9)
Raw cotton.....	166	149 (15)	127 (20)
Dried fruit.....	144	127 (19)	291 (12)
All others.....	2,491	2,657	3,109
Total.....	18,482	18,941	17,697

Intercoastal Traffic Through Canal Decreases 25% in Past Fiscal Year

A 25 percent decrease in the amount of cargo shipped through the Panama Canal over the United States intercoastal route from the previous fiscal year was one of the most significant factors in the shipping statistics of the fiscal year 1952, which ended June 30.

The intercoastal trade has been the most important of the Panama Canal traffic in peacetime operation since the waterway was opened. In most years it has led all other of the trade routes in the cargo tonnage figures.

The heavy decrease in the intercoastal trade was reflected in comparative statistics with cargo tonnage moved over other routes. During the past fiscal year the tonnage moved over the intercoastal route was the fourth highest, being exceeded by the tonnage on routes between the east coast of the United States and the Far East; Europe and the West Coast of the United States and Canada; and the East Coast of the United States and South America.

Only 12% Of Total Tonnage

The amount of cargo moved over the inter-coastal route during the past fiscal year represented only 12 percent of the total shipped through the Canal on all routes.

During the late 1920's cargo tonnage over the intercoastal route was approximately one-third of the total. In the five-year period immediately preceding World War II the cargo shipped between Pacific ports and those on the Gulf and Atlantic seaboard constituted slightly more than 25 percent of the total. Throughout both of these periods the cargo tonnage over the intercoastal route was the highest of any major trade route through the Canal.

This intercoastal trade—on a commercial basis—was practically eliminated during the past year when the War Shipping Administration early in 1942 requisitioned all American flag vessels of more than 1,000 tons burden.

The trade was gradually revived after the close of the war with the release of both dry cargo vessels and tankers for commercial shipping. By the fiscal year 1949 cargo tonnage moved over the intercoastal route amounted to 3,091,000 long tons out of a total of 24,306,000, or approximately 12 percent.

The percentage figures increased to 26 percent during the fiscal year 1950 but dropped to 19 percent in 1951, when the cargo tonnage figures were 7,376,000 and 5,741,000 tons, respectively. During the past fiscal year the amount of cargo totaled only 3,704,000 long tons, or slightly less than 12 percent of the 33,661,000 total.

Drop In Oil Shipments

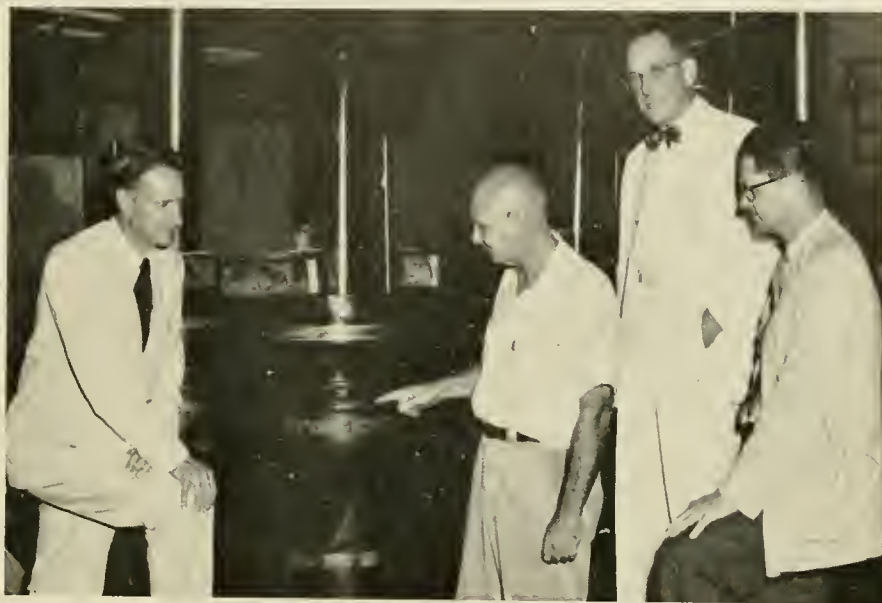
The comparatively high tonnage figures for the intercoastal route in the fiscal year 1950 were attributed primarily to heavy oil shipments made during that year from the west coast to Atlantic ports. The shipments dropped over 2,000,000 tons during the fiscal year 1951, but dry cargo shipments maintained a steady pace. The decrease this year of more than 2,000,000 tons represented chiefly a loss in dry cargo shipments.

The major decrease in traffic over the intercoastal trade route was reflected in the comparative number of American flag

vessels using the Canal in the fiscal years 1951 and 1952. There were 2,084 American flag ships listed in last year's Canal traffic, as compared with 2,203 in the

fiscal year 1951. The total amount of cargo shipped on these vessels was approximately 1,200,000 tons less in 1952 than the previous fiscal year.

Inspect Miraflores Diesel Plant



AN EXPLANATION of the work involved in the overhaul of one of the big Diesel power generators at Miraflores Power Plant is being given to Colonel Craig Smyser, new Engineering and Construction Director, left, in picture above, by Walter E. Benny, Mechanical Supervisor of the Power Branch on the Pacific side. The visit to the Miraflores power station was one of many inspection trips Colonel Smyser has made since his arrival early last month. He was accompanied on this trip by Col. George K. Withers, (facing camera), whom he succeeds as head of the Engineering and Construction Bureau, who is scheduled to leave today for his new assignment in Omaha, Nebr., and J. Bartley Smith, Electrical Engineer, right.

Canal commercial traffic by nationality of vessels

Nationality	FISCAL YEARS					
	1952		1951		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentinian	2	18,507				
Brazilian	7	6,319				
Belgian			1	8,489		
British	1,267	7,967,866	1,004	6,414,452	1,281	6,417,016
Chilean	49	209,541	52	252,056	9	28,787
Chinese	24	211,855	6	49,024	2	13,113
Colombian	109	115,389	75	76,863		
Costa Rican	10	36,370	3	9,994		
Cuban					2	
Danish	206	978,969	191	708,735	223	865,235
Ecuadorian	143	98,104	247	98,358		
Estonian					2	4,695
Finnish	2	7,680	1	196	1	4,021
French	134	559,073	108	584,476	105	567,288
German	30	105,632	4	4,994	357	1,518,593
Guatemalan	2	3,152				
Greek	89	814,429	103	814,064	94	525,351
Hungarian					5	24,411
Honduran	476	575,457	346	546,821	22	8,478
Icelandic	3	746	3	346		
Iranian	1	9,220				
Irish	26	13,164				
Italian	86	462,451	70	353,177	52	153,417
Japanese	105	696,794	40	317,796	300	1,877,502
Latvian					3	4,900
Liberian	106	337,271	23	96,595		
Mexican	7	19,916	9	34,359		
Netherlands	106	566,607	115	492,295	285	749,642
Nicaraguan	2	1,027	8	1,751		
Norwegian	830	3,067,799	513	2,090,632	667	3,433,571
Panamanian	352	1,858,041	220	1,270,909	182	415,561
Peruvian	17	13,788	26	64,770	5	7,151
Philippine	27	159,299	25	141,972	3	8,441
Portuguese	5	21,167	9	30,089		
Soviet					5	10,419
Spanish	22	130,992	23	86,752	2	15,280
Swedish	165	761,701	148	625,179	119	763,049
Swiss	11	58,567				
United States	2,084	13,693,521	2,203	14,881,540	1,780	9,892,619
Venezuelan	19	30,095	17	16,338	4	3,971
Yugoslavian					14	73,413
Total	6,524	33,610,509	5,593	30,073,022	5,524	27,385,924

Yacht Club Provides Fun For Seagoers



ABOUT 75 BOATS belonging to members of the Balboa Yacht Club anchor here in the Club's moorings on the east side of the Canal channel

The Balboa Yacht Club of some 125 members is founded on the near-universal appeal of fishing and faraway places and the feeling for skipping your own good boat to your choice of destinations.

On the Isthmus of Panama, nearly surrounded with water and busy with seagoing business, it is not surprising the general fascination of boats has fostered several such organizations.

Home port for the Balboa Club extends from Navy Pier 2, reaching out toward the Panama Canal channel from Fort Amador, to the wartime mine dock just inside the anchorage for ships entering the Canal from the Pacific.

There, in the Club's moorings on the east side of the channel, the members' 75-odd boats lie at anchor, using only about half of the waters assigned for their use by the Panama Canal Marine Bureau.

Biggest of the boats that bob up and down as the big ships stir the waters in the channel is the *Tondelayo*, a 46-foot sailing ketch owned by a Navy employee, Walter E. (Wally) Pearson.

The *Tondelayo* raced to first place in the Club's 1952 racing season and was flagship last year when her owner was the Club's Commodore.

"Waif" is Flagship

The flagship now is the *Waif*, a 16-foot sailing sloop owned by a Balboa High School instructor, Charles R. (Bob) Bowen, who is now Commodore.

The former Navy Officers' Club at Fort Amador has served as clubhouse for the Yacht Club since 1946, when it was transferred by the Navy to the Yacht Club and the Pacific Sailfish Club. Now the building is occupied jointly with the American Legion, whose members fish off the Yacht Club pier and receive other small friendly considerations in return for which Yacht Club members use some American Legion facilities.

Smallest of the sailboats in the Yacht Club fleet are the centerboard sloops from about 18 to 25 feet long.

The power boats start at about that size—those with little inboard motors and go up to the cabin cruisers, topped in size among the Yacht Club boats by Kyle G. Bishop's 42-foot twin-screw cruiser, *Martha*.

In between, craft of many shapes and sizes add their individualities to the Yacht Club's boat collection. Big or little, trim or tublike, one or more owners love them—or at least look on them with mixed parental feelings for the cost, care and time they consume.

Although most Yacht Club boats usually stay close to home, the members get the feel of faraway places from yachts

from all parts of the world that put into their hospitable pier.

Some visitors like the place so well—like Lee and Ann Gregg off the ketch *Novia*, and "Buzz" and June Champion of the ketch *Little Bear* all of whom came from San Diego—that they come ashore and go to work and stay in the Canal Zone.

It sometimes works the other way. Yacht Club members catch the fever of faraway places and take their own boats or join the crew of a visiting yacht bound for a faroff atoll in the Pacific.

For instance, Mr. and Mrs. John W. Litton and their small daughter left recently in the ketch *Calypso* for the Society Islands to visit the Kim Powells (Mrs. Powell and Mrs. Litton are sisters), former Yacht Club members who now make their home in Tahiti.

Listed in Lloyd's Register

The Balboa Yacht Club enjoys full recognition by other such clubs throughout the world and is listed in Lloyd's. It also is a member of the North American Yacht Racing Union, and the International Game Fishing Association.

Among the visitors who use the Club's facilities on a reciprocal basis are members of the Panama Canal Yacht Club of Cristobal and the Pedro Miguel and Gamboa Boat Clubs, who visit most often during the red snapper and corbina seasons when they come to try their luck in Panama Bay.

Fishing members of the Balboa Yacht Club receive timely tips in a bulletin issued monthly by the Club's Fishing

Committee, whose chairman is Sam R. Moody. For instance, this month the committee advises that sailfish and marlin come into the inner bay in August and that marlin are best baited with whole bonita.

When the dry season winds blow strong and steady, the Racing Committee goes into action, scheduling races and cruising picnics (luaus) and an annual treasure hunt on Taboga or Taboguilla Island. Bill Clark is Chairman of the Sail Yacht Racing Committee.

Winners of Sail Races

In the last racing season, the *Tondelayo* placed first; Bill Clark's *Kelpie*, second; Lee Gregg's *Novia*, third; and Bill Wymer's *Kon Hiro*, fourth.

The Balboa Yacht Club burgee has flown in several ocean races off the United States coasts. Tucker McClure's ketch *Chiriqui*, with his local manager, George Bobbitt aboard, last year won the Class "B" trophy, and was second on corrected time for the Time Prize in the Los Angeles-Honolulu Yacht Race.

Ed McIntosh's *Starcrest* has also competed in winter races around Florida, the most notable being the St. Petersburg-Havana Ocean Race in 1950, in which *Starcrest* placed third in Class "C."

The Balboa Yacht Club was organized in 1946 from the remaining interested members of the former Balboa Boat Club, which operated before the war from the present home base of the Yacht Club and the Panama Bay Yacht Club, which operated in Panama during the war.



AT THE HELM OF THE BALBOA YACHT CLUB are these members of the Board of Governors (left to right): Edwin F. Rigby, Secretary; Charles R. Bowen, Commodore; Captain Clinton Baverstock, Mooring Master; James L. Harned, Treasurer; Frank C. Stockton, Railways Master; and John L. Haas, Vice Commodore. The seventh Board Member who is not shown in this picture, is Kyle G. Bishop, House Officer.