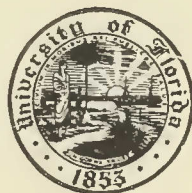
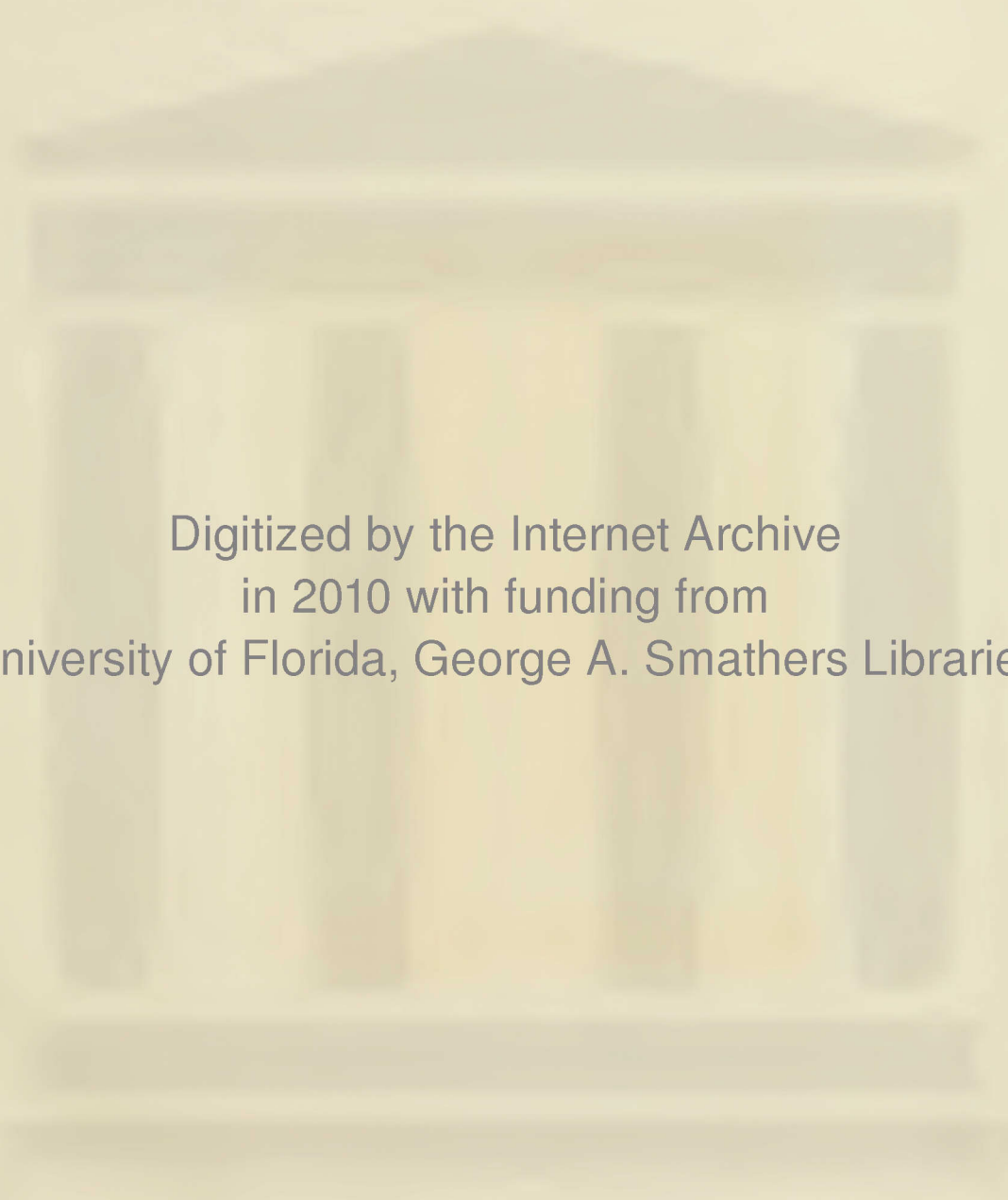


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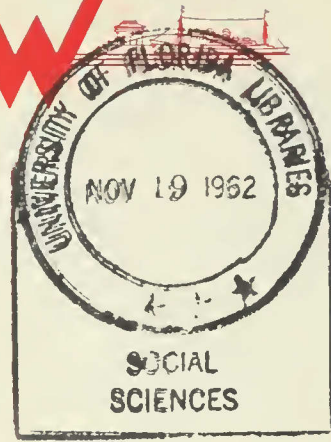


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15

PANAMA CANAL
REVIEW



SU DEK...
EXCEPTO A PASA...



IN THIS ISSUE
On-Farm Training
New Crosswalk Guards
Diamond Jubilee
Dedication Scenes

ROBERT J. FLEMING, JR., Governor-President

W. P. LEBER, Lieutenant Governor

WILL AREY

Panama Canal Information Officer



Official Panama Canal Publication

Published monthly at Balboa Heights, C.Z.

Printed at the Printing Plant, Mount Hope, C.Z.

Publications Editors

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On sale at all Panama Canal Service Centers, Retail Stores, and the Tivoli Guest House for 10 days after publication date at 5 cents each.

Subscriptions, \$1 a year; mail and back copies, 10 cents each.

Postal money orders made payable to the Panama Canal Company should be mailed to Box M, Balboa Heights, C.Z.

Editorial Offices are located in the Administration Building, Balboa Heights, C.Z.

Proclamation

WHEREAS the people of the Republic of Panama observe the 59th anniversary of their independence on November 3, 1962; and

WHEREAS the continued understanding and friendship between the peoples of the Republic of Panama and the Canal Zone set an example of harmony for the rest of the world; and

WHEREAS it is a desire of the Canal Zone to give due recognition to the vital role played in operation of the Panama Canal by Panamanians, now and in the past; and

WHEREAS the people of the Canal Zone join in the aspirations of their neighbors in Panama for a way of life which promises increased political, spiritual, cultural, and economic well-being and which are so vital for the growth of democratic society;

NOW, THEREFORE, I, Robert J. Fleming, Jr., Governor of the Canal Zone, do hereby invite all the people of the Canal Zone to take part in celebrating with Panama the 59th anniversary of her independence on November 3, 1962.

I request all agencies of the Panama Canal to encourage, foster and participate in the observance. I especially encourage our schools, libraries, churches and religious bodies, civic, service and patriotic organizations, and our learned and professional societies to participate in the observance as appropriate, all to the end of enriching our knowledge and appreciation of the history of the neighboring Republic.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the Canal Zone to be affixed at Balboa Heights, Canal Zone this 18th day of October, 1962.

Governor.

By the Governor:

Executive Secretary.

Route of History

CELEBRATION on November 3 of the 59th anniversary of the founding of the Republic of Panama provides an opportune time to take note of other important dates in the history of the Isthmus, from the time Rodrigo de Bastidas discovered Panama in 1501 to the present day.

Among the many other dates spotlighting the route of Isthmian history from the time of the first visits are the following:

1502—Christopher Columbus explored the Atlantic Coast of the Isthmus, attempted to found Belen, but was prevented from doing so by hostile Indians.

1508—Panama first was called "Tierra Firme" and "Castilla del Oro."

1510—The first city populated by Europeans on American soil, Santa María la Antigua, was founded in Darien.

1513—Vasco Núñez de Balboa and Martín Samudio were elected the first mayors on American soil; Fray Juan de Quevedo was named First Catholic Bishop in America; Balboa discovered the Pacific Ocean on September 25.

1519—Panama, first European settlement founded on the Pacific coast of Isthmus, was established on August 15.

1520—First City Council (Cabildo) was established on American soil, at Santa María la Antigua in Darien.

1521—Charles V granted Panama City charter and Coat of Arms.

1538—Royal Audiencia of Panama was created by Spanish Crown, with jurisdiction to Nicaragua in the north and Argentina to the south, and including Cartagena, Peru, and Chile; first transcontinental highway, Panama to Portobelo, was built.

1671—Pirate Henry Morgan pillaged Panama City and inhabitants put city to the torch.

1673—Panama City rebuilt 6 miles away from old site.

1698—Patterson established ill-fated Scottish settlement on Northern coast of Darien Province.

1821—Panama declared its independence from Spain, joining Union formed by Colombia, Venezuela, and Ecuador.

1826—First Inter-American Congress held in Panama City.

1830, 1831, and 1840—Panama frees self from Colombia and becomes a sovereign State but rejoins Colombia again each time.

1855—First trans-continental railroad in America inaugurated in Panama on January 28.

1880—French began unsuccessful attempt to build a Canal.

1903—Panama seceded from Colombia on November 3 and became an independent Republic.

1904—United States started building the Panama Canal.

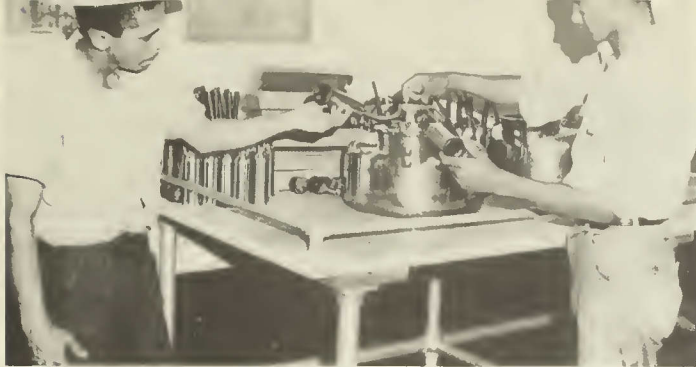
1914—Panama Canal opened to traffic.

1936—First revision of Panama-United States Canal Treaty effected.

1955—Revised Canal Treaty negotiated between Panama-United States.

1962—Opening of a high level bridge over the Canal.

Panama-United States Presidents appoint representatives to explore possible Treaty modifications.



Manuel Guardia, left, and Rigoberto Quijada check mechanization for "bossy."



Dr. Paul H. Dowell, Mindi Farm manager, explains advantages of lime-coated floors: bacteria, algae are killed, it's non-skid, and inexpensive.

PANAMANIAN GET TRAINING AT MINDI

THREE YOUNG Panamanians return to their agricultural studies at the National Institute of Agriculture at Divisa next week after several weeks of learning by doing at the Mindi Farm on the Atlantic side of the Isthmus.

Manuel Guardia of La Pintada and Rigoberto Quijada of Penonome are spending 6 weeks at the farm, while, César Alvarez is spending 5 weeks, having arrived a week after the others.

During recent weeks they've been checked out on hand milking, machine milking, general sanitation, milk-room handling, pasteurization plant operation and bottling. Along the route they've had on-the-job contact with such diverse items as pouring of proper cement flooring, vaccination, tractor and bulldozer operation, fencing, record-keeping, and study of grasses—including baling and personal contact from the business end of a pitchfork.

(See next page)



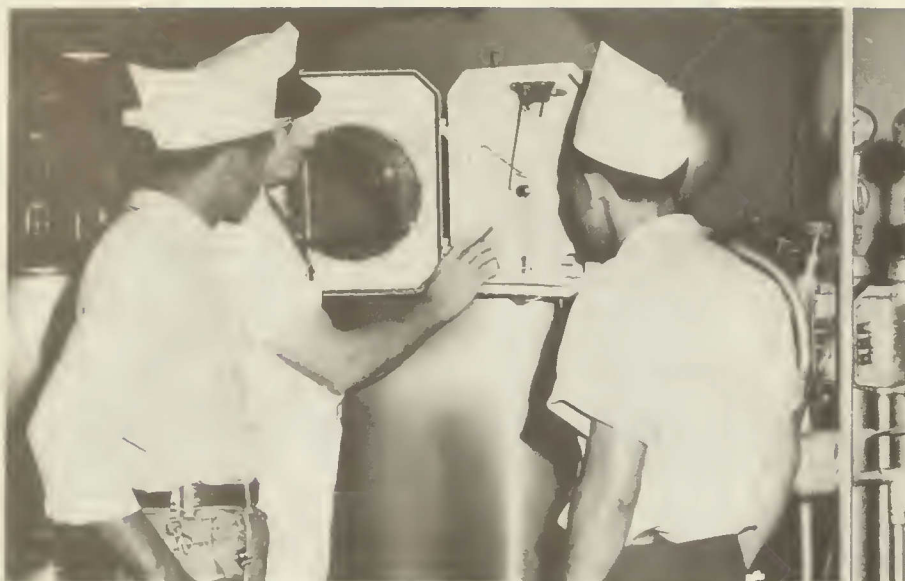
Trainees peer into huge bulk milk cooler.

Dr. Dowell shows how needle is prepared.



And the boys show calf how it's done.





Leon S. Willa, milk plant manager, at graphs showing temperature milk is heated to, how long it's held at that level.



Bulk raw milk arrives in these.

Joint goals of the Divisa school and Mindi Farm are continued improvement of sources of supply at farm level and constantly widening spread of knowledge of sanitation and processing practices to maintain adequate quality.

The Divisa school has been operating a general agricultural course 8 years. In recent years it has included on-the-job training at ranches and farms many places on the Isthmus, with Mindi as one of these.

Mr. Guardia and Mr. Quijada got off to a fast start at Mindi. They helped deliver a calf the day they arrived. Their milking machine duties are not just operational; they also learned to tear down and repair the equipment. They learned to throw and tie a horse, and the best methods for restraining bulls or cows, with least injury to the animal and themselves.

The trainees live in family-type quarters in Catun, eat at the farm with a farm family and, while learning and doing, receive a token salary to cover food and transportation costs and give them a little spending money.

Two other young Panamanian dairy-men have taken the same course. These two are Alfredo Orange of Santiago and Juan Manuel Peralta of Chitre.

Alfredo Orange has been working since February 1962 as chief of milk production for the La Estrella sugar company in Aguadulce.

He showed signs of leadership from early youth, and now has 60 employees under his orders. His supervisors are very satisfied with his work, for he has shown great efficiency.

Trainees view work in processing department.



Tied up like Christmas package, horse not worried. He nibbled grass.



Ten Are To Be Assigned **TRAFFIC STOPPERS**

CANAL ZONE motorists are accustomed to slowing, or coming to a halt, when approaching a crosswalk. In the near future, astonished motorists may need a shove to remind them to move on. For, instead of a member of the Canal Zone's finest keeping peak traffic and pedestrians on the go, the traffic is to be directed by crosswalk women guards.

Ten women are to be assigned in the Balboa Cristobal districts communities. They will not be policewomen, but will be under Canal Zone police supervision and police trained.

The crosswalk guards will be from 21 to 50 years of age, and must be able to read and speak English. Physical fitness, mental alertness, 1 year general office experience, or 1 year's completed studies at a business school or junior college, and moral soundness will be other requirements.

While on duty, the crosswalk women guards will wear dacron-and-wool skirts of the same material and color as the Canal Zone policemen's shirts, and white dacron-and-cotton blouses. The outfit will be completed with a natty overseas type cap of the same material as the skirt.

Each crossing guard will wear miniature chrome badges, similar to the Canal Zone police guard badges, on shirt and cap, and each will have a round shoulder patch bearing the Canal Zone seal.

With the employment of crosswalk women guards, the Canal Zone is joining important cities in the United States, where women have been employed on crosswalk traffic duty for some time. The new look on the crosswalks of the Canal Zone comes about as a follow-up of a recommendation made by J. W. Kelly, executive secretary to the mayor of Kansas City, Mo., when he visited the Isthmus in March 1958.

At present the only uniformed women who work with the Canal Zone Police Division are the matrons at Gatun Prison for women and juveniles.

Interested and qualified applicants should contact Canal Zone Police Headquarters, Civil Affairs Building, during office hours.

Employment will be part time and will be for about 20 hours each week, during school terms.



Mrs. Frances Hunnicutt models one of the new uniforms. She's secretary to Chief E. S. Shipley of the Police Division of the Panama Canal.

THE TIME when prisoners sat in cells and marked off the days on the walls is past. New practices in criminology and penology are constantly improving the rehabilitation chances of men who have been convicted of crimes.

Men and women have been taken out of the roles of mere guards and given the responsibilities of counsellors, offering guidance and help to those under their care.

A relatively small penal institution, like the Canal Zone Prison at Gatun has the opportunity to give special attention to those people who need help and want it. In addition to the wood-

Self-Help Stressed At Prison

shop, where the inmates are allowed to do constructive work, and the extensive grounds used for fruit growing and recreation, Gatun Prison has instituted a special program geared toward improving the educational background of the prisoners.

The program was first started more than 6 years ago when Eloise Carnes, of the teaching staff of Rainbow City Elementary School, volunteered to conduct classes at the prison in Gatun. Instruction was given 1 hour weekly in Spanish on school subjects consistent with the educational level and ability of the inmates, following the Canal Zone Latin American school curriculum.

The program was expanded to classes on Mondays, Wednesdays, and Fridays from 1 to 3 p.m. under a teacher assigned by the Canal Zone Division of Schools and now has been extended even further to the hours of 7:30 to 9:30 a.m. Monday through Friday under the direction of Mrs. Yvonne Frederick Wood for the male prisoners. One-half hour classes are held daily for the women prisoners who wish to attend.

"No inmate is forced to attend these classes, but I can't remember any who have refused to go," says Sgt. George A. Martin, sergeant-in-charge at the Gatun Prison. The boys look forward to the hours in classes and many of them who could only make an "X" for their names and couldn't even tell time when they entered the prison soon could do both—and more as their educational levels were raised.

Panama's Fire Brigade

PANAMA'S FIRE BRIGADE, founded 75 years ago with two small hand-engines, today is proudly referred to by fellow firefighters in the Canal Zone as "one of the best volunteer fire departments in the world."

So high is the prestige of Panama's firefighters on the continent that they have been invited to organize similar fire departments in Colombia, Nicaragua, and Venezuela, as well as assisting in organization of such units elsewhere in Latin America.

Today the fire brigade possesses modern equipment, but the early Panama firefighters had to surmount one difficulty after another. Chief problem was lack of water, for Panama City in the 1880's had no aqueduct and, as one historian states, "either by unhappy coincidence or by the calculation of criminals, fires always seemed to occur during the hours of low tide so that it was almost impossible to obtain sufficient ocean water to combat the flames."

Finances posed almost as great a

View of the disastrous San Miguel area fire in Panama City. The flames leveled three blocks of dwellings. Canal Zone fire truck can be seen in background.

problem as water, for the fire brigade was supported mainly by contributions from businessmen.

In Panama City, with reorganization of the firefighters and election of David H. Brandon as Commander in 1903, matters took a turn for the better. Commander Brandon's first action was toward supplying the city with water through construction of large reservoirs. While the greater part of the fire brigade still was formed by volunteers, permanent guards were established in barracks in several quarters of the city.

Marks

The Colon fire department owes its origin to a disastrous fire on March 31, 1885, when the city was entirely consumed, with the exception of the buildings of the Panama Railroad, the French Canal Company, and the Pacific Mail Steamship Line. The loss was estimated at \$6 million and 10,000 persons were left shelterless. As a result, the Colombian Government authorized organization of a fire brigade.

The 1885 fire was started by a group of insurgents at the outset of a so-called "revolution." The insurgents arrested Mr. Wright, the American consul; Captain Dow, the general agent of the steamship company; the local agent, Mr. Conner; and Lieutenant Judd and Midshipman Richardson of the U.S.S. *Galena*, then in port. During the night

Captain Kane of the U.S. warship landed a force, and the next day Colombian troops came over from Panama. The insurgents were routed, but not before they set fire to the town.

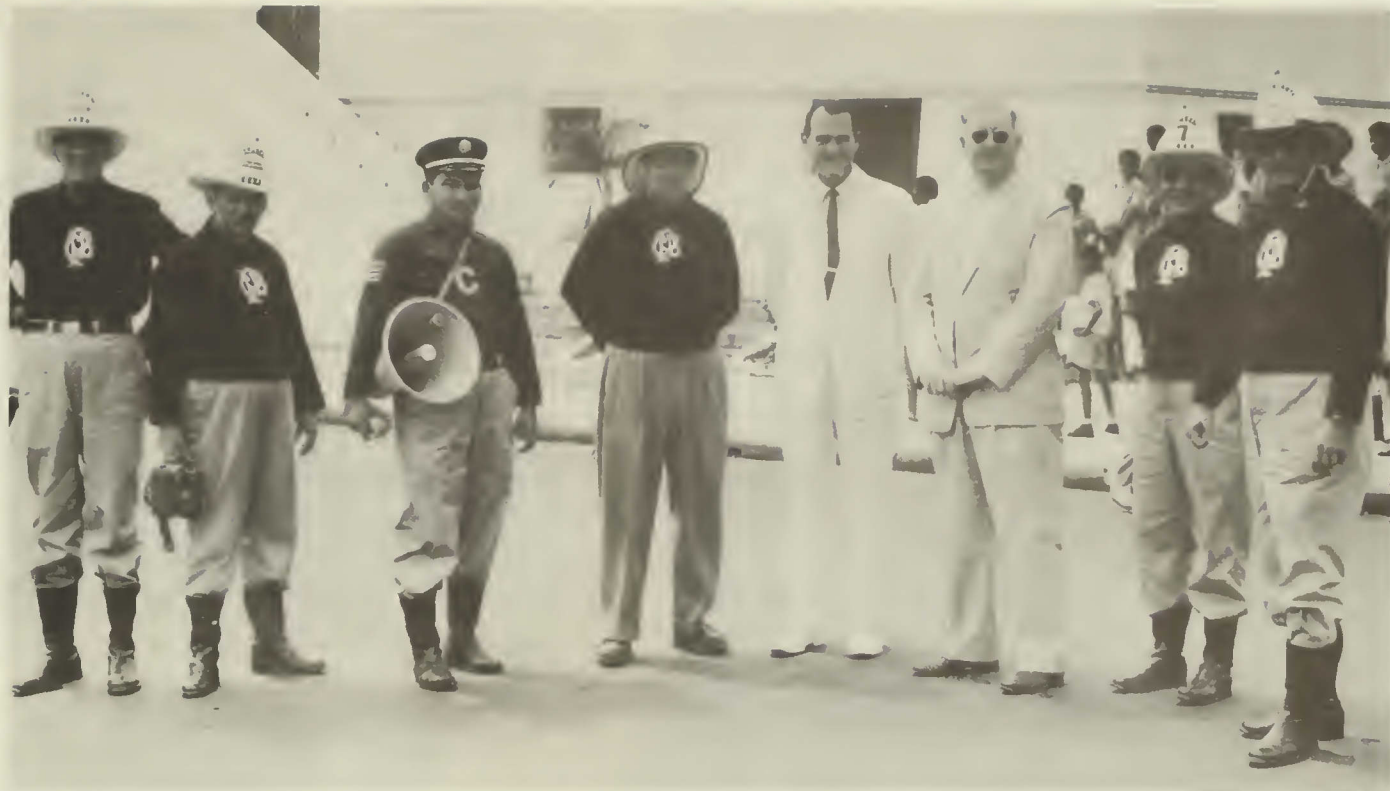
Panama City has had disastrous fires, but none of the magnitude of some of Colon's April conflagrations. "April seems to be the month of tragedy for the Colon fire brigade," says a history of the corps. In fact, an April fire in Colon which occurred in 1940 is credited with a major change in organization of Panama firefighting forces.

Only six firemen of the permanent fire company were on duty in Colon on April 13, 1940 when a fire was reported in a 30-year-old wooden house on 6th Street in the Atlantic terminal city. A general alarm was sounded after a brisk wind fanned the flames to nearby structures. Firemen of Panama City and the Canal Zone, as well as volunteers, entered the battle against the flames.

Diamond Jubilee

Canal Zone tug boats put 800 feet of hose into use to throw up a water screen on the blocks from Front Street to Balboa Avenue. Dynamite was used on burning houses on 9th, 10th, and 13th Streets. After 7 hours' work, during





which the firefighters were hampered by panic-stricken citizens who filled the streets by the hundreds, the fire was brought under control. But 293 buildings, most of them of wood construction, had been destroyed and the fire loss totalled \$4 million.

That conflagration was a turning point in the history of Panama firefighting, for organization of a permanent fire department was undertaken, "with the members to be paid a living wage."

Modern Panama City's greatest fire tragedy, commemorated by a statue in Fifth of May Plaza, was the explosion on May 5, 1914, of the powder magazine, then situated in the vicinity of the old Casino. Several members of the Cuerpo de Bomberos lost their lives and a number of others were left invalids. The Second Commander, Daro Vallarino, and Jose Thompson, one of the

Chief W. G. Dolan and William E. Jones, former chief of the Canal Zone Fire Department, joined Second Comandante Luis C. Endara and group of Panama firemen during ceremonies marking the 70th anniversary of the Panama brigade in 1957.

seniors in the Brigade, each lost a leg in the catastrophe.

Throughout the 75 years of its history, the Panama fire brigade has lived up to its motto, "Discipline, Honor, Self-Denial."

Besides the functions inherent to firefighters, the Panama fire department has, in national emergencies, acted as guardian of public order. In 1931 a political movement in Panama City, Colon, and other areas of the Republic, resulted in panic and chaos.

The firemen of Colon and Panama City were called upon to establish and maintain order in both cities. Fire-

fighters were on duty day and night until the country returned to normal. "Never were citizen rights and order better guaranteed than when the men in the red shirts served as police," stated Panama Governor Efraín Tejada in commending the firefighters for this action.

As the Cuerpo de Bomberos of Panama prepare to observe the organization's 75th anniversary this month, its members can look with pride on the record of service written by them and their predecessors in combating fire and its horrors.

RAUL ARANGO N., Panama fire chief since April 1950.



Canal Zone fire engine joins in parade held in Panama City during Fire Prevention Week.





Maurice H. Thatcher snips ribbon opening bridge, as Governor Fleming, Frank A. Baldwin, and many of those attending ceremonies watch.



Pelican State steams under Thatcher Ferry Bridge to become first ocean-going vessel to pass under structure after official dedication October 12.



Representatives from Panama, the Canal Zone, and the men who built the bridge seated in reserved area at dedication ceremonies. From left to right, they are: Capt. George F. Hudson, a senior Canal pilot; Anthony Poczatek, one of the many who labored on the bridge; and German Batista, a small farmer whose products will move to market across the bridge.

IN THE SCENES AND BEHIND THEM

THE DEDICATION of Thatcher Ferry Bridge and Stevens Circle last month involved many people and events which escaped public notice in the press of more urgent "news." A few of these events and some of the people involved in them are presented on these pages.

This month's cover picture also involves a group which participated in the dedication ceremonies for Thatcher Ferry Bridge, but of which only minor note was taken at the time of the event.

The picture shows members of the Pan-American Round Table displaying flags of various countries in the hemisphere.

Flags displayed by the group, headed by Ester de Boutaud as president, were of Panama, the United States, Brazil, Bolivia, Canada, El Salvador, Honduras, Mexico, Nicaragua, Dominican Republic, Uruguay, Venezuela, Colombia, Paraguay, Argentina, Ecuador, Costa Rica, Haiti, Chile, Guatemala, and Peru.



A number of Isthmian oldtimers made a partial transit of the Canal and shared a buffet aboard Las Cruces during the dedication weekend.

Josephus Liverpool, president of the Canal Zone Retired Workers Association, and Karl Curtis of Gamboa, both construction-era Canal employees, watch dedication of Stevens Circle from speaker's stand.



Approximately 2,500 Isthmian residents gathered in Balboa for dedication of Stevens Circle on October 13.

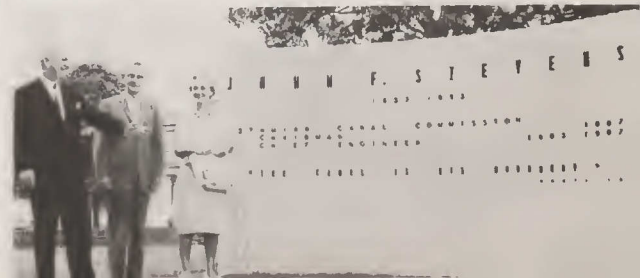


Ferryboat President Roosevelt moves through locks on way to Gamboa after being removed from service in wake of bridge opening.

Several hundred guests from the Atlantic side traveled across the Isthmus aboard special trains during the 2 days of events.



The Honorable Stephen Ailes, Under Secretary of the Army and Chairman of the Board of the Panama Canal, poses beside memorial to John F. Stevens in Balboa with John F. Stevens III, and Mrs. John U. Hawks, grandchildren of the Canal engineer. Mr. Ailes was the main speaker.



PROMOTIONS AND TRANSFERS

September 5 through October 5

EMPLOYEES who were promoted or transferred between September 5 and October 5 are listed here. Within-grade promotions and job reclassifications are not listed:

ADMINISTRATIVE BRANCH

William S. Wigg, from Management Technician to Supervisory Management Technician.
Cleveland C. Soper, from Photographer, Information Office, Canal Zone Guide Service, to Photographic Laboratory Technician.

CIVIL AFFAIRS BUREAU

Rudolph R. Beatty, Clerk-Typist, from Industrial Division to Fire Division.
Fitardo A. Henry, from Kitchen Attendant to Cook, Customs Division.

Postal Division

Dick R. Brandom, from Clerk-in-Charge, City Division, Balboa, to Finance Branch Superintendent.
Donald H. Secrest, from Window Clerk to Relief Supervisor, Cristobal.

Division of Schools

Mildred S. Rowe, from Substitute Teacher and Visiting Teacher to Elementary and Secondary School Teacher.
Martha M. Browder, Jane A. Gruver, Mary F. Harmon, Rosario R. Maymi, Janice C. Pitts, Sara H. Platt, Rosalie A. Rowell, from Substitute Teacher to Elementary and Secondary School Teacher.
Carlos A. Vaz, Jr., from Elementary and Secondary School Teacher, Latin American Schools, to Senior High Principal, Latin American Schools.
Ana T. Bennett, from Elementary and Secondary School Teacher, Latin American Schools, to Elementary Teacher-Principal, Latin American Schools.
Janet A. Marshall, from Substitute Teacher, Latin American Schools, to Senior High Teacher, Latin American Schools.
Millicent F. Forchney, from Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.
Nora D. Brown, Kathleen D. Stromberg, from Student Aid to Recreation Assistant (Sports).

ENGINEERING AND CONSTRUCTION BUREAU

Mary T. Herring, from Student Assistant, Contract and Inspection Division, to Clerk-Typist, Balboa Bridge Project.

Dredging Division

Katherine G. Headrick, from Clerk-Stenographer to Accounting Clerk (Stenography).
Rosemary D. Reardon, from Supervisory Clerical Assistant to Accounting Assistant.
Klaus Reichert, from Seaman, to Launch Captain.
Manuel Macías, from Seaman to Winchman.
Adolfo C. Quintero, from Winchman to Leader Seaman.
Domingo Muñoz, from Boatman to Seaman.
Laureano Hidalgo, Cristóbal Torres, from Railroad Trackman, Railroad Division, to Boatman.

Dionisio De León, from Grounds Maintenance Equipment Operator, Community Services Division, to Boatman.
Guillermo López, from Laborer Cleaner to Boatman.
Agustín Torres, from Heavy Laborer, Panama Local Agency, to Helper Core Drill Operator.

Electrical Division

Howard E. Munro, from Power System Dispatcher to Chief Power System Dispatcher.
Norman C. Anderson, from Shift Engineer (Mechanical) to Test Operator-Foreman (Mechanical-Power System).
Cosme Morales, from Laborer Cleaner to Helper Cable Splicer.
Francisco A. Estrada, from Pinsetter, Supply Division, to Laborer Cleaner.
Mary N. Sanders, Clerk-Typist, from Coco Solo Hospital.

Maintenance Division

Héctor M. De Souza, from Refrigeration and Air Conditioning Plant Operator to Electrical Equipment Repairman.
Alfonso D. Gittens, from Laborer to Leader Laborer Cleaner.
Isidro Avila, Evert M. Plato, from Laborer to Heavy Laborer.
Joseph F. Shea, Engineman (Hoisting and Portable) from Motor Transportation Division.
Elbert T. Chappell, Jr., Welder, from Industrial Division.

HEALTH BUREAU

Gorgas Hospital

Margaret R. Goulet, from Staff Nurse, Medicine and Surgery, to Staff Nurse, Operating Room.
Carol J. Smith, from Staff Nurse to Staff Nurse, Obstetrics.
Jeanene K. Zimmerman, from Voucher Examiner, Supply Division, to Clerk-Typist.
Joseph D. Buendia, from Ward Service Aid to Nursing Assistant, Medicine and Surgery.

Corozal Hospital

Mary E. Ausnehmer, from Staff Nurse, Medicine and Surgery, to Head Nurse, Psychiatry.
Lloyd G. Wilson, from Bell Boy and Special Waiter, Supply Division, to Nursing Assistant, Psychiatry.

MARINE BUREAU

Navigation Division

William M. Brown, from Wood and Steel Carman, Railroad Division, to Marine Traffic Controller.
Walter J. Williams, from Laborer Cleaner, Division of Schools, to Heavy Laborer.

Industrial Division

M. Lucille Behre, from Clerk-Typist, Division of Preventive Medicine and Quarantine, to Stock Control Clerk.
Earl A. Escalona, from General Helper to Toolroom Attendant.

Locks Division

Oliver H. Hendrickson, Joseph H. Young, from Leader Lock Operator Machinist to Lead Foreman Lock Operations.
Kenneth F. Millard, from Electrician, Electrical Division, to Lock Operator Electrician.

Baldur Norman, from Lock Operator Carpenter to Lead Foreman Carpenter.
Kenneth P. Scanlon, from Machinist to Lock Operator Machinist.
Hortensio Gutiérrez, from Maintenance Painter to Painter.
Cleveland Bennett, Dudley Francis, Emiliano Mares, from Line Handler to Maintenance Painter.
Robert J. King, Clerk-Typist, from Gorgas Hospital.
Joseph L. Findlay, Gilberto Morales, Samuel Walker, from Line Handler to Helper Lock Operator.
Dodson Hinds, from Line Handler to Messenger.

OFFICE OF THE COMPTROLLER

Accounting Division

Louis C. Caldwell, from Time, Leave, and Payroll Clerk to Accounting Technician.
Myron A. Schroeder, from Accountant to Staff Accountant.
Burton F. Mead, from Voucher Examiner to Accounting Technician.
Pauline L. Blais, Lucille D. Van Riper, from Accounting Technician to Voucher Examiner.
Fulvio Terán, Training Instructor, Conversational Spanish, from Office of the Governor-President.

SUPPLY AND COMMUNITY SERVICE

Community Services Division

Alejandro Gómez, Diego Martínez, Laborer, from Dredging Division.
Eduardo D. Armas, José Del C. Morán, Francisco Pinzón, from Laborer to Grounds Maintenance Equipment Operator.
Cayetano Hernández, from Laborer Cleaner to Heavy Laborer.

Supply Division

Phyllis D. Powers, from Service Center Supervisor to Accounting Assistant.
Reginald A. Carter, Ronald Chambers, Jr., David J. Failey, Hector J. Markland, Newton Walker, from Commissary Service Trainee to Meat Cutter Assistant.
Oscar Edmund, Jr., from Counter Attendant to Food Service Sales Checker.
George C. Bennett, from Utility Worker to Sales Clerk.
Roy A. Cox, Cyril E. Hewitt, Ivy F. Lewis, from Utility Worker to Counter Attendant.
Arthur M. Butcher, Harold Hall, from Laborer Cleaner to Utility Worker.
Morton F. Levee, from Theater Usher to Theater Doorman.
Robert C. Husband, from Package Boy to Heavy Laborer.
Elías Gill, from Package Boy to Laborer Cleaner.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

William B. Huff, from Administrative Assistant to Supervisory Cargo Checking Officer.
Tomás A. Salinas, from Maintenance man to Leader Painter (Maintenance).
Domingo Quintero, from Line Handler to Leader Line Handler.
Walton G. Green, Albert A. McQueen, from Heavy Laborer to Cargo Checker.

Dimas Alvarado, Juan M. Aráuz, Delfín García, Pedro Martínez, Humberto Ossa, Bernabé Saavedra, from Dock Worker to Stevedore.

Cristóbal Cedeño, from Heavy Laborer, Dredging Division, to Dock Worker.

Celio Cedeño, Julián González, from Laborer, Dredging Division, to Dock Worker.

Leopold T. Douglas, from Line Handler to Maintenance Painter.

Gouldbourn Lewis, from Dock Worker to Guard.

Calixto Villarreal, from Surveying Aid, Engineering Division, to Dock Worker.

Federico Hudson, from Laborer, Maintenance Division, to Cargo Marker.

Alberto Muñoz, from General Helper, Maintenance Division, to Dock Worker.

Motor Transportation Division

Paul R. Kuyoth, from Supervisory Transportation Operations Officer (Motor) (Chief, Southern District) to Motor Transportation Operations Officer (Chief, Southern District).

Maurice L. McCullough from Supervisor Transportation Operations Officer (Motor) (Chief, Northern District) to Motor Transportation Operations Office (Chief, Northern District).

Elsie E. Yates, from Clerk-Stenographer to Clerical Assistant (Stenography).

Cecile C. Marceau, from Clerk-Stenographer to Secretary (Stenography).

Michael A. Shan, from Accounting Clerk to Clerk.

Clifford E. Bovell, Victor H. Hines, from Helper Automotive Mechanic (Body and Fender) to Glazier (Limited).

OTHER PROMOTIONS which did not involve changes of title follow:

Paul J. Coleman, Valuation Engineer (General), Accounting Division.

Norbert M. Schommer, Supervisory Accountant (Chief, Budget and Statistics Section), Office of General Manager, Supply Division.

Gerard L. Lavigne, Industrial Engineer (General), Industrial Division.

Thomas J. Dwyer, Leon N. Sharpensteen, Leon T. Williams, Admeasurer, Navigation Division.

George A. Black, Jr., Supervisory Accounting Assistant, Motor Transportation Division.

James D. Dunaway, Finance Branch Superintendent, Postal Division.

George H. Moore, Time, Leave, and Payroll Clerk, Accounting Division.

Grace E. MacVittie, General Claims Examiner, General Audit Division, Claims Branch.

Joseph J. Wood, Jr., Graduate Intern (Administrative Services), Administrative Branch.

Marie D. Quinn, Medical Radiology Technician (Diagnosis), Gorgas Hospital.

George B. Erskine, Raymond D. Parker, Accounting Clerk, Motor Transportation Division.

Ricardo A. Honeywell, Clerk, Customs Division.

Marcus M. Smith, File Clerk, Gorgas Hospital.

Harold G. Fergus, Utility Worker, Supply Division.

Charles C. James, Utility Worker, Customs Division.



A gob of this and a touch of that. It may be a work of art. Mrs. H. M. Armistead, center, seems pleased as she watches pupils Gail Harrison, Nancy Burns, Jim Young, Jenise McDaniel, and Gene Benson as they work on their ceramics projects in the basement of her Balboa house.

Pottery, Not Puttering

"THE POTTERY. Jump in and have fun with us."

This is the sign on the workshop door. And the sign really means what it says. Mr. and Mrs. Howard Armistead, who live on Barnaby Street in Balboa, are like pied pipers.

Everyone from the maid to the little kids down the street to the older members of the community can be found most any time working with clay in various stages of its development into ashtrays, dishes, vases, pitchers, or figures.

Regular classes are held Friday evenings from 7 to 10, officially, but

often the members of the class work far into the night if they "really get wrapped up in something."

Mrs. Armistead became interested in ceramics during college where she also worked in sculpture. "We first started to learn about ceramics from the books in the library, and then to find out if we were really interested in it, we took a course from Vada Pence who lived in Balboa but has since retired and now is in the States." Since then, they have had their basement converted into a work area and storage space complete with two kilns, one of which was constructed by Mr. Armistead.

RETIREMENTS

PAMANA CANAL employees who retired in September, with the positions they held at the time of retirement and their years of service with the Canal organization are:

Louis W. Chenis, cement finisher, Maintenance Division; 40 years, 16 days.

Santiago Córdoba C., stevedore, Terminals Division; 22 years, 11 months, 5 days.

Kenneth M. Edwards, general foreman lock operator, Locks Division; 28 years, 4 months, 6 days.

Raymond L. Harvey, auto machinist, Motor Transportation Division; 16 years, 5 months, 21 days.

Robert E. Howell, helper wood and steel carman, Railroad Division; 47 years, 3 months, 17 days.

Philibert J. Jeanmarie, letterpress pressman, Printing Plant, Administrative Branch;

38 years, 5 months, 27 days.

Gonzalez Joseph, chauffeur, Motor Transportation Division; 39 years, 2 months, 24 days.

Daniel Lawrence, helper machinist, Railroad Division; 20 years, 9 months, 15 days.

Henri E. Moehrke, chief engineer, towboat or ferry, Dredging Division; 29 years, 15 days.

William R. Simmons, cement finisher, Maintenance Division; 34 years, 3 months, 6 days.

Henslee S. Smith, police private, Police Division; 1 year, 11 months.

Ashton B. Spence, deckhand, Navigation Division; 10 years, 8 months, 21 days.

Stewart P. Trail, police captain, Police Division; 26 years, 4 months.

Robert E. Welborn, fire lieutenant, Fire Division; 18 years, 1 month, 7 days.

CANAL HISTORY

50 Years Ago

PANAMA CANAL toll rates were announced in a proclamation by President William Howard Taft of the United States on November 13, half a century ago. Merchant vessels carrying passengers or cargo were to be charged on the basis of actual earning capacity. Vessels in ballast were to be charged 40 percent less than the rate for vessels with passengers or cargo.

The largest force in the Canal's history, 40,159 persons, was at work on the Canal and railroad at the end of November 1912. The personnel figure included 3,499 men employed by the contractors on the lock gates and similar work, and the development of the lock machinery under the Assistant Chief Engineer of the Panama Canal.

The contract for the manufacture and construction of two 56-foot gate leaves and anchorages complete for the new drydock at Balboa was awarded to the McClintic-Marshall Construction Co., the only firm that submitted a bid. The contract called for manufacture of the leaves, the assembly of one of them at the company's shops, and the erection of the gate complete in 425 days for \$110,000.

The grand total of Canal excavation to November 1 was 182,991,045 cubic yards, leaving 29,235,955 cubic yards, or a little less than one-sixth of the entire amount necessary for the completed Canal to be excavated.

25 Years Ago

"BOYCOTT JAPAN" posters were being issued free by one of the Panama newspapers as part of a campaign to "aid China in her brave fight against a ruthless invader," the paper said. The Canal Zone commissaries were asked to stock lists stockings for the benefit of Zone ladies who wished to actively participate in the boycott.

On November 24, 1937, the ashes of Gen. Jay J. Morrow, third Governor of the Panama Canal, were scattered to the swirling waters of the Chagres as they pounded over Gatun Spillway. Benediction was by Father E. J. Cooper and flowers were strewn on the waters by boys and girls of the then famous Red, White, and Blue Troop, followed by an 11-gun salute.

10 Years Ago

CANAL TRAFFIC and tolls broke all previous records during October, according to final statistics for the month released on November 17, 1952. Final figures on tonnage were not yet available, but it was expected that these, too, would top previous highs. There were 674 transits of the Canal by ocean-going commercial vessels and the tolls totalled \$2,917,634.

A special supplement of THE PANAMA CANAL REVIEW containing essential facts on the proposed rent increase was distributed by mail to all U.S. employees of the Canal organization. Featured in the supplement was a financial statement showing comparative costs in oper-

ation of the U.S. employee quarters for the fiscal year 1947 and for 1952, and the projected financial results after the rental increase scheduled to become effective December 7.

One Year Ago

THRONGS OF Canal Zone residents, led by Gov. W. A. Carter, joined their Panamanian neighbors in observing Flag Day ceremonies and a 3-hour long parade as part of the celebration of Panama's 58th Independence Day. Speaking in Spanish, the Governor welcomed the officials and spectators at Shaler Triangle in the Canal Zone for the ceremony of the pledge of allegiance which opened the observances.



SAFETY

Seat Belts Protect Good Drivers, Too

WE DEPLORE senseless speeding like that which recently caused a car in the States carrying two young men to skid 250 feet on a sharp curve, change lanes, skid another 90 feet back into its own lane, skid 50 feet more, flip over, sail 15 feet through the air, slide upside down for 49 feet, carom off a stone wall, and flip back onto its wheels.

Yes, the car was a mess: but the occupants received only minor bruises.

Both were wearing seat belts. They were lucky—but how lucky would an innocent family have been if it had been coming the other way in a car without seat belts and couldn't get out of the way of that bouncing, sliding wreck? Obviously, seat belts offer pro-

tection for good as well as bad drivers.

A warning has been issued by The Society of the Plastics Industry that most plastic "Jerry" cans (shaped like those GI metal gasoline cans during World War II) are not safe for storing gasoline. At temperatures from about 145 degrees Fahrenheit and up, easily reached in the trunk of a car or the covered bow of an outboard boat on a hot day, gasoline will disintegrate the plastic.

Don't be deceived by the shape of plastic cans. The safest way to carry spare gasoline is in heavy gage metal cans carrying the approval of the Underwriters' Laboratories or Factory Mutual Laboratories.

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
SEPTEMBER

ALL UNITS
YEAR TO DATE



FIRST AID
CASES

'62 '61
227 236

2217 2788(699)



DISABLING
INJURIES

'62 '61
9 4

95 100(4)



DAYS
LOST

'62 '61
280 365

8228 15360(95)

() Locks Overhaul Injuries Included In total.

ANNIVERSARIES

(On the basis of total Federal Service)

ENGINEERING AND CONSTRUCTION BUREAU

Max C. Conover
Lead Foreman (Buildings)

SUPPLY AND COMMUNITY SERVICE BUREAU

William F. A. Hill
Stockman

ENGINEERING AND CONSTRUCTION BUREAU

Howard S. Engelle
Chief, Communications
Branch

Charles W. Hummer
Supervisory Construction
Inspector

George V. Allen
Oiler

Alejandro Morrell
Oiler

Dario E. Pérez
Guard

MARINE BUREAU

Leonard B. Wilson
Towing Locomotive
Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Clifford Niles
Field Tractor Operator
Mack P. Atton
Garbage Collector

TRANSPORTATION AND TERMINALS BUREAU

Jacinto Peters
Guard
Sixto Atencio
Heavy Laborer

CIVIL AFFAIRS BUREAU

George L. Cooper
Police Sergeant
Robert P. Carey
Relief Supervisor,
Cristobal
Hubert S. Wilson
Detention Guard
Ivan B. Hooker
Laborer Cleaner

ENGINEERING AND CONSTRUCTION BUREAU

Faye C. Minton
Administrative Officer
Egbert F. R. Watson
Surveying Aid
Ernest Wray
Launch Seaman
Walwin H. Gaynor
Automotive Equipment
Serviceman
Louis L. Seldon
Electrician
Rodolfo Estable
General Helper
Domingo Barrios
Seaman
Jesús M. Moreno
Painter
Vicente Angel Smith
Launch Operator

HEALTH BUREAU

Selvin Rowe
File Clerk
Inez D. Barker
Nursing Assistant,
Psychiatry
Victor Ulate
Nursing Assistant, Medicine
and Surgery

MARINE BUREAU

C. V. Torstenson
Pilot
Dixie P. Bender
Towing Locomotive
Operator

Raymond F. Hesch
Lock Operator Machinist
Antonio N. Hudson
Helper Lock Operator
Agustín Fajardo
Helper Lock Operator
Enos A. Williams
Seaman
Pedro A. Gasparini
Deckhand
Juan R. Valladares
Launch Operator
Acres Vantipool
Deckhand
Frank Morris
Deckhand
Jonas P. Archibold
Helper Lock Operator
Frank H. Thomas
Line Handler
Arturo Jiménez
Deckhand
Lionel Olton
Maintenanceman
Franklin E. Phillips
Launch Operator
Felicito Luna
Helper Lock Operator
Lu Yun Sing
Deckhand
Jorge Tuñón
Maintenance Painter

OFFICE OF THE COMPTROLLER

Francis J. Reilly
Plant Accounting Assistant

PERSONNEL BUREAU

Nye C. Norris
Personnel Clerk

SUPPLY AND COMMUNITY SERVICE BUREAU

Curtis B. Parnter
Clerk Typist
Juan Mejía
Baker
Martha Bryan
Kitchen Attendant

Alvaro Ramos
Heavy Laborer
May Jamieson
Retail Store Sales Checker
Maudline A. Lashley
Counter Attendant
Doris Yard
Food Service Sales Checker
Pura C. Adams
Meat Packager
Pablo Coto
Meat Cutter
Amanda T. Green
Sales Clerk
Miguel A. Pineda
Heavy Laborer
Violet K. Delrozario
Counter Attendant
Rene J. Agnoly
Warehouseman
Flora E. Sutherland
Stock Control Clerk
Ruben N. Padmore
Laundry Checker
Catalina C. Mendoza
Sales Clerk
Juan Arriaga
Utility Worker
Hylin Casanova
Baker
Roy A. Carter
Storekeeping Clerk
Arcadio Barlanoa
Grounds Maintenance
Equipment Operator

TRANSPORTATION AND TERMINALS BUREAU

John Louis Smith
Helper Liquid Fuels
Wharfman
Manuel Herrera
Leader Stevedore
Leopold V. Dutton
Stevedore
Harris T. Phillips
Stevedore
Hector Prestan
Heavy Laborer
Homer L. Marcum
Heavy Truck Driver

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	First Quarter, Fiscal Year 1963		
	1963	1962	Avg. No. Transits 1951-55
United States intercoastal	113	118	178
East coast of United States and South America	599	643	387
East coast of United States and Central America	118	120	113
East coast of United States and Far East	536	535	239
United States/Canada east coast and Australasia	82	62	49
Europe and west coast of United States/Canada	227	214	167
Europe and South America	321	268	111
Europe and Australasia	90	77	83
All other routes	751	663	353
Total traffic	2,837	2,700	1,680

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

(Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1963	1962	Avg. No. Transits 1951-55	1963	1962	Average Tolls 1951-55
July 1961	978	931	557	\$4,980	\$4,776	\$2,432
August	950	934	554	4,926	4,749	2,403
September	909	892	570	4,617	4,523	2,431
October			607			2,559
November			568			2,361
December			599			2,545
January 1962			580			2,444
February			559			2,349
March			632			2,657
April			608			2,588
May			629			2,672
June			599			2,528
Totals for 3-month			1,681			\$7,266
Fiscal year	2,837	2,757	7,062	\$14,523	\$14,048	\$29,969

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	First Quarter, Fiscal Year 1963					
	1963		1962		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
Belgian	20	26,376	6	26,034	1	2,307
British	314	2,012,718	271	1,788,327	286	1,753,044
Chilean	36	203,165	32	226,270	15	67,567
Chinese	28	183,627	18	95,801	3	28,206
Colombian	70	115,063	59	107,020	35	40,056
Danish	78	398,827	101	328,024	60	220,751
Ecuadorian	16	13,642	13	24,684	34	20,882
French	26	204,148	44	216,402	31	129,938
German	300	876,260	275	887,886	38	85,956
Greek	162	1,572,161	157	1,498,122	28	221,195
Honduran	34	32,653	43	31,973	93	131,492
Israeli	27	44,776	6	4,092		
Italian	49	238,172	47	236,931	30	146,915
Japanese	235	1,256,617	223	1,328,877	57	367,978
Liberian	207	1,611,840	272	2,222,645	31	189,420
Netherlands	164	841,287	113	666,393	28	131,769
Nicaraguan	14	13,536	20	42,264	4	3,288
Norwegian	366	2,313,389	301	2,005,177	189	723,252
Panamanian	122	413,107	71	431,025	96	548,900
Peruvian	21	127,445	18	80,438	5	13,392
Philippine	18	53,257	5	26,990	6	30,561
Swedish	95	577,583	70	353,744	48	183,337
United States	411	2,290,839	497	3,011,115	538	3,364,851
All others	24	173,305	38	146,264	24	97,633
Total	2,837	15,593,793	2,700	15,786,498	1,680	8,502,690

SS "France" on Cruise

THE FRENCH LINE'S famous *France*, the worlds longest ship, is due to make a call at Cristobal next March on a winter cruise. The 1,033-foot luxury liner will arrive March 25 and dock at pier 9, which is 1,036 feet long. Port authorities believe the ship can be comfortably brought to dock with the use of a pair of harbor tugs.

Built last year and put into service in February, the *France* is too large to use the Panama Canal. She not only is too long to fit into the Canal locks, but also too wide. The big ship has a 110.6-foot beam and weighs in at 67,000 gross tons. This will be her first visit to the Canal, the French Line in Cristobal announced.

Cruise Season Under Way

THE 1962-63 cruise season began last month with the arrival of the Norwegian American Line *Osloffjord* and the Swedish American *Kungsholm*. A number of well-known luxury liners will follow them to Canal Ports during the next few months.

In addition to the *France*, which will make her maiden visit to the Canal, ships lined up for cruises which will include Panama are the *Homeric* and *Hanseatic* of the Home Lines; *Gripsholm* and *Kungsholm* of the Swedish American Line; the Norwegian American liner *Bergansfjord*; the *Stella Polaris* out of New Orleans; The Zim Line's well-known *Jerusalem*; Moore-MacCormack's *Argentina*; Grace Line's *Santa Paula*; the *United States* of the United States Line; the *Bremen* of the North German Lloyd Line; the *Rotterdam* and *Nieuw Amsterdam* of the Holland-America Line; the American Export Line's *Independence*; and the *Empress of England* of the Canadian Pacific Line.

C. B. Fenton & Co., agents for several of the shipping lines, have announced that most of these vessels will visit Cristobal for a day or two as part of a cruise through the Caribbean islands. The *Kungsholm*, however, is due at Cristobal January 22 and will transit the Canal the following day on her way to the South Seas. The *Bergansfjord*, due January 21, also is bound for the South Pacific. Both will return to the Canal in March and April on their way back to New York.

The small luxury cruise ship *Stella Polaris*, which will come to Cristobal

from New Orleans, is due here both February 28 and March 2. She will call at the San Blas Islands before docking at Cristobal.

Panama Agencies have announced that the Grace liner *Santa Paula* probably will make a call at the Canal November 17 on her way back to New York following a cruise to the Caribbean. This same agency handles the huge *United States*, which, next to the *France*, will be the largest commercial vessel to dock in Cristobal this year. The *United States* is due February 9 and in March, following calls at Nassau, Martinique, Trinidad and Curacao.

The *Jerusalem*, operated by the Zim Lines, will make two calls, according to the United Fruit Co. The first will be December 26 and the second February 12. This company also represents the *Argentina*, which is slated for three visits.

The *Bremen* of the North German Lloyd Line is calling twice this year and the *Rotterdam* will call at the Canal in April on her way back to New York after a round-the-world cruise. The *Nieuw Amsterdam*, an old cruise customer, will call at Cristobal once in February.

Dedicated To Panama

THE \$17,500,000 Grace Line passenger-cargo ship *Santa Maria*, sponsored jointly by Mrs. Aquilino Boyd, wife of the Panamanian Ambassador to the United Nations, and by Mrs. Edwin M. Martin, wife of the Assistant Secretary of State for Inter-American Affairs, is dedicated to the Republic of Panama.

Two of the *Santa Maria*'s sister ships, the *Santa Magdalena*, dedicated to the Republic of Colombia, and the *Santa Mariana*, dedicated to the Republic of Ecuador, are being completed. The *Magdalena* will be the first of the 20-knot, 127-passenger liners to go into service the early part of next year.

A fourth sister ship, as yet unnamed, dedicated to the Republic of Peru, will be built on the ways from which the *Maria* was launched last month.

The *Santa Maria* will have accommodations for 127 passengers in air-conditioned first-class quarters. Her cargo space of 616,200 cubic feet can handle containers, cargo packed on pallets, liquids, and shipments requiring refrigeration or cooling.

The new Grace Line vessels will operate from New York to the Caribbean, the Canal Zone, and the Pacific coast of South America.

CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

	First Quarter, Fiscal Year				
	1962			1961	Avg. No Transits, 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going-----	1,410	1,427	2,837	2,757	1,680
Small°-----	52	59	111	94	304
Total commercial-----	1,462	1,486	2,948	2,851	1,984
U.S. Government vessels: °°					
Ocean-going-----	42	23	65	49	201
Small°-----	16	27	43	35	89
Total commercial and U.S. Government-----	1,520	1,536	3,056	2,935	2,274

° Vessels under 300 net tons or 500 displacement tons.

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

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	First Quarter, Fiscal Year		
	1963	1962	Average 1951-55
Ores, various-----	1,744,426	2,003,487	987,567
Lumber-----	846,560	777,993	798,109
Petroleum and products (excludes asphalt)-----	423,933	555,489	339,598
Wheat-----	101,464	116,196	473,208
Sugar-----	539,182	791,009	346,218
Canned food products-----	257,815	260,157	309,830
Nitrate of soda-----	154,428	183,833	250,093
Barley-----	119,884	46,511	25,235
Bananas-----	260,739	249,295	155,958
Metals, various-----	259,404	276,972	175,110
Food products in refrigeration (except fresh fruit)-----	214,947	171,829	142,823
Coffee-----	131,022	105,792	60,065
Fishmeal-----	211,528	-----	-----
Iron and steel manufactures-----	179,013	89,677	39,171
Pulpwood-----	147,650	119,882	44,248
All others-----	1,158,907	1,132,619	722,517
Total-----	6,750,902	6,880,741	4,869,750

Atlantic to Pacific

Commodity	First Quarter, Fiscal Year		
	1963	1962	Average 1951-55
Petroleum and products (excludes asphalt)---	3,235,828	2,174,384	709,710
Coal and coke-----	1,363,624	1,780,714	539,013
Iron and steel manufactures-----	345,803	396,912	376,917
Phosphates-----	379,159	488,427	156,591
Sugar-----	481,555	695,444	99,311
Soybeans-----	189,419	201,390	43,705
Metal, scrap-----	402,243	1,285,250	10,321
Wheat-----	175,917	236,921	49,017
Cotton-----	76,384	93,861	72,834
Paper and paper products-----	85,887	95,058	90,900
Ores, various-----	140,991	140,874	53,676
Machinery-----	107,231	84,088	66,690
Corn-----	234,562	116,974	12,729
Chemicals, unclassified-----	144,080	155,760	45,236
Fertilizers, unclassified-----	101,065	87,531	35,221
All others-----	1,379,143	1,395,346	1,271,029
Total-----	8,842,891	9,428,934	3,632,900

SHIPPING

SHIPPING was in a slump at the end of the first quarter of the current fiscal year.

While traffic for the first quarter of the 1963 fiscal year continued at a high level for transits and tolls, cargo tonnage was down, according to figures compiled by the Executive Planning Staff of the Canal.

One of the factors responsible for the decline of cargo tonnage is that Japan early this year applied stringent exchange controls to try to control loss of foreign exchange. Approximately one-third of the Canal's cargo tonnage travels to and from Japan.

Coal is an important import of Japan, and hundreds of thousands of tons of coal per month have traveled through the Canal for use in the country's growing industries. A year ago in August 692,000 tons of coal transited the Canal headed for Japan. In August 1962 the coal cargo to Japan dropped to 381,000 tons.

Another important import for Japan is scrap iron. A year ago in July 556,000 tons transited the Canal, as compared with 97,000 in July 1962. Scrap iron to Japan in August 1961 totaled 366,000, while the August 1962 shipments totaled 67,000 tons.

Tolls and transits for the first quarter of the current fiscal year were slightly higher, totaling \$14,886,430, as compared with \$14,299,354 for the same period last year. Transits the first 3 months of the current fiscal year totaled 2,902 ocean-going vessels as compared to 2,806 for the same period last year.

But there is a drop, when cargo figures are compared. The total long tons of cargo during the first 3 months of the current fiscal year was 15,593,793, as compared to 16,309,675 last year in the same period.

More ships transited in ballast this first quarter, the total of 501 in ballast transit since July comparing sharply with the 462 ballast transits from July through September 1961.

The load factor, according to Executive Planning Staff figures, is the lowest since 1959. Referring only to cargo carried inside ships transiting the Canal, the load factor in August 1962 was 0.91, lowest for an August since 1934. The July 1962 load factor of 0.96 was the lowest since July 1936, and the 0.93

TRANSITS BY OCEAN-GOING VESSELS IN SEPTEMBER

	1961	1962
Commercial.....	892	909
U.S. Government.....	13	21
Free.....	2	9
Total.....	907	939

TOLLS *

Commercial....	\$4,525,029	\$4,618,152
U.S. Government	73,131	109,284
Total....	\$4,598,160	\$4,727,436

CARGO**

Commercial....	5,021,956	4,932,450
U.S. Government	72,521	138,709
Free.....	2,916	42,580
Total....	5,097,393	5,113,739

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

figure for September was the lowest since 1959.

Petroleum and petroleum products, among the major commodities shipped through the Canal, were at record levels. A big rise in petroleum shipments was noted, especially in increased move-

ments of crude oil from Venezuela and the Lesser Antilles to California.

A movement of crude oil from Libya to the west coast last month marked the first such movement of African crude oil to the West Coast.

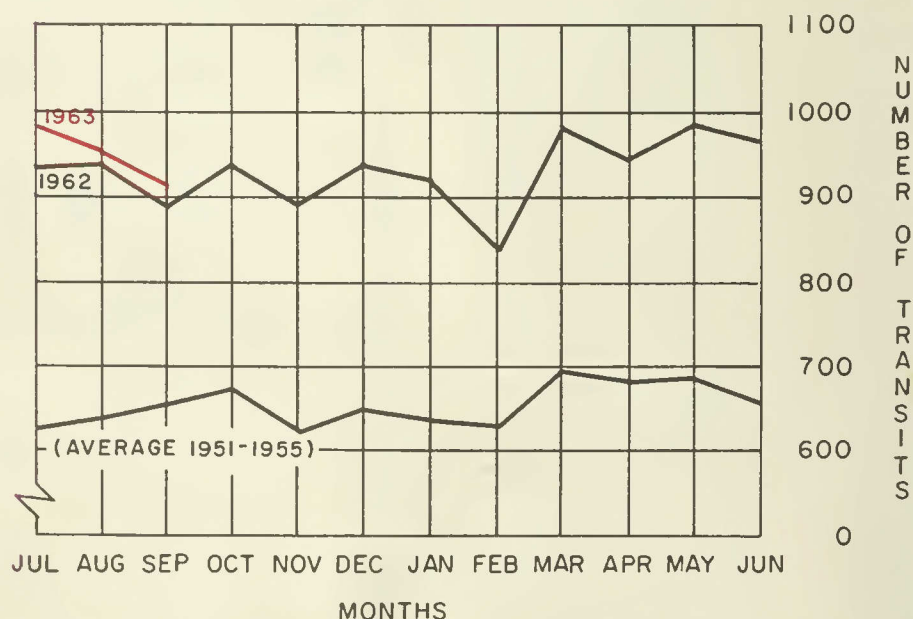
Indicative of the slump in shipping was the transit of an average of 29.06 ships per day for the first 18 days of October, the lowest average for the same period since 1960.

On October 14 a low of 21 ships transited the Panama Canal. A peak day was May 7, 1960 when 47 ships made the transit.

Service To Be Expanded

THE MARITIME SUBSIDY BOARD has authorized Grace Line, Inc., and Gulf & South American Steamship Co., Inc., to provide subsidized service between Atlantic ports in Panama and U.S. Atlantic and gulf ports. At the same time, the board authorized Grace's subsidized vessels serving U.S. Atlantic and east coast of South America ports to call at the Canal Zone on a privilege basis.

In a related decision, the board ruled that present U.S. service from New York to the Canal Zone is adequate and no additional sailings are necessary.



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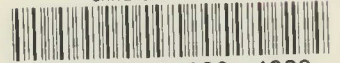
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LATIN AMERICA

UNIVERSITY OF FLORIDA



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