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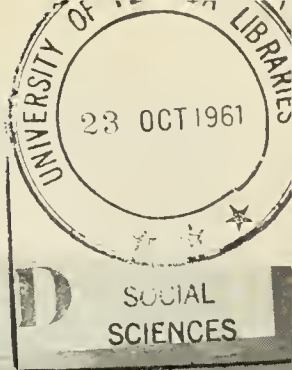


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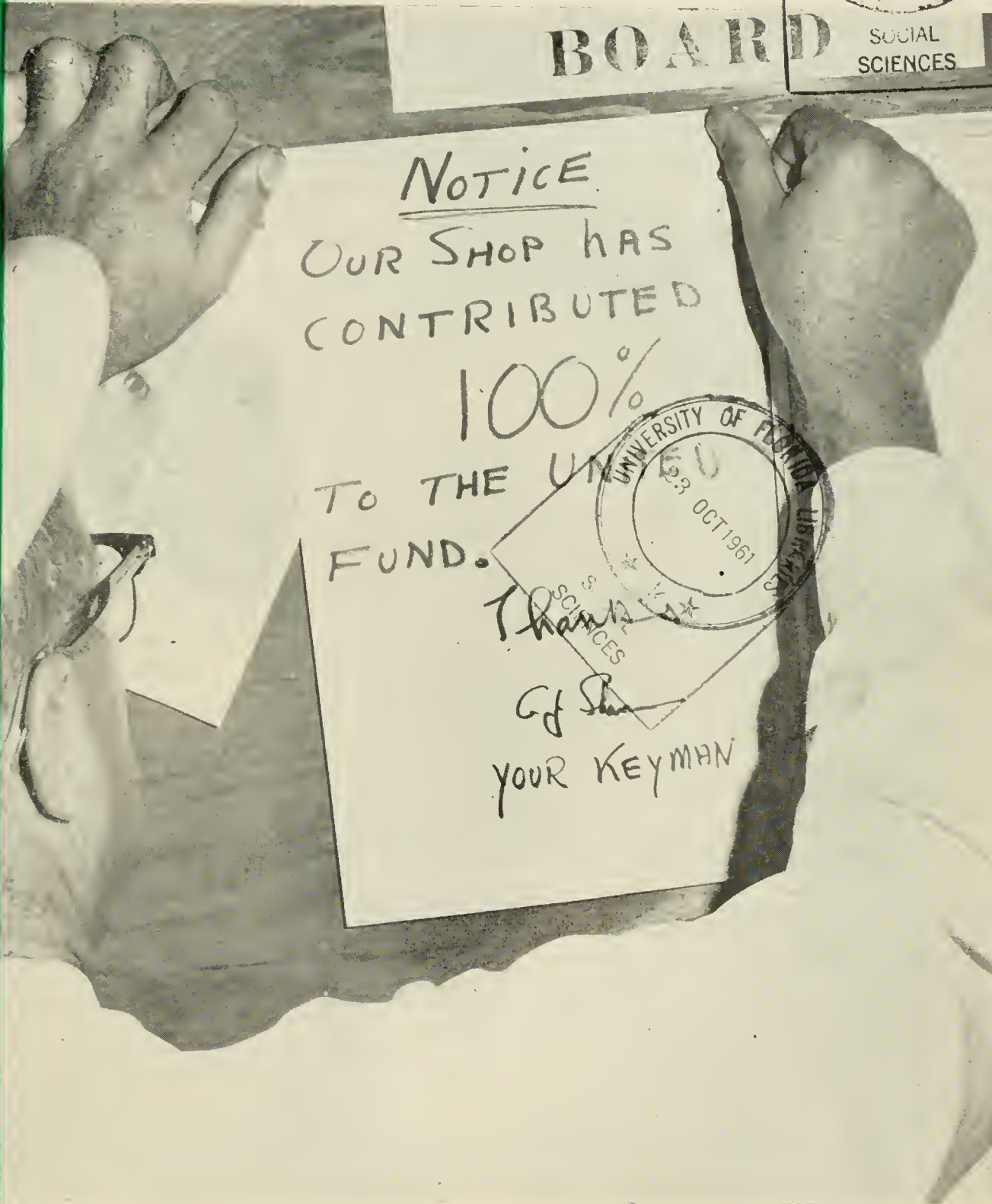


CANAL

REVIEW



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The United Fund

One Contribution Many Agencies

EACH YEAR about this time, in both the Canal Zone and the United States, massive efforts are mounted to raise money for non-profit agencies engaged in various community programs of recreation, social welfare, charity, and other benevolences.

Millions of people give readily and willingly to the United Fund each year because they believe in supporting the work of the agencies involved and prefer not to solicit or be solicited throughout the year on behalf of first one agency and then another.

This year, more than 650 volunteer workers in the Company/Government organization are doing the work connected with conducting a coordinated drive on behalf of 20 different agencies. Among these volunteers are Bureau and Division Chairmen, responsible for seeing that employees of their respective units are contacted and given an opportunity to contribute. And at the grassroots level of the drive are almost 600 Keymen, who have the tedious and often thankless task of making the actual contact with each employee.

These Keymen are neither beggars nor high-pressure salesmen. They are simply men and women doing a job which must be done if the member agencies of the United Fund are to get the money they need to conduct their activities during the coming year.

It is not the responsibility of the Keymen to make sure that each contributor gives what might be considered his or her "fair share." The size of each contributor's donation is something which each individual must decide for himself. This should not be difficult if the programs of the 20 agencies are balanced against the carefully considered goal of \$145,000 being sought for them.

This month's self-explanatory cover picture is symbolic of the many units in the Company-Government which will be able to post such 100 percent participation notices before the end of the drive. Will your unit be one of them?

In This Issue

THE STUDENT assistants who worked for the Canal organization this past summer have returned to school or entered other jobs by now, but evidence of their presence is contained at several points in this issue of THE PANAMA CANAL REVIEW.

On page 18 there is an article describing the appreciation to fellow workers shown by some of the student assistants, while the work of two others appears at two other places. The work shown was done by Wayne Wall of Diablo and Delano Stewart of Paraiso, both student assistants in the photographic section during the summer months. Mr. Wall took the pictures used with the fire prevention article on pages 14 and 15, while Mr. Stewart took those of Latin American kindergartens which appear on pages 10 and 11. Our appreciation goes to both of them.

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Francisco Corro, who farms with his father in the Chitre area, demonstrates recently installed irrigation system to Robert Kerns, Point Four Agricultural Advisor in the area.



Zone \$ \$ Provide

Help for a Growing Economy

CANAL ZONE agencies, which each year send millions upon millions of dollars coursing into the economic bloodstream of the Republic of Panama, are providing a basic market which farmers and other producers in the Republic are using to build new futures for themselves and, very likely, their entire country.

The seldom-recognized fact is that the Zone market for goods and services represents the basic demand necessary for producers and suppliers in the Republic to enter hitherto untried lines of endeavor. Such efforts often are

aimed at supplying Zone residents and agencies, but they frequently overflow into the domestic market and become an accepted and integral part of the Republic's economic life.

This process by which the Panamanian economy is stimulated by the presence of the Canal operation has been going on for many years, of course, but one aspect of it has been brought into sharp and understandable focus during the past 18 months through a program involving the production and marketing of fruits and vegetables.

This program, sponsored by SICAP,

a joint agency of the Panama Ministry of Agriculture and the United States Point Four Program, is aimed at developing a coordinated grading and marketing system for fresh fruits and vegetables grown in the Republic. Zone agencies, cooperating with SICAP, have provided a market large enough to nurture and support the program through its preliminary stages.

Officials working with the 400 farmer-cooperators presently participating in the program say Zone purchases have provided the volume essential to development of a workable system of production-grading-marketing for high-quality agricultural products. But they say the real opportunity for the program is the domestic market and exportation.

Even in its present preliminary stage of development, the system established under the program has been able to provide a regular, dependable supply of such items as tomatoes, bell peppers, oranges, and, in season, watermelons and cantaloupes. Purchasing representatives of Canal Zone agencies have utilized the system since it first was established and outlets in the Republic are turning to it to supply their needs.

One of the most dramatic changes resulting from the program has been in the production and sale of locally-grown tomatoes. Between May and September of 1960, thousands of pounds of tomatoes were imported to meet the demand in both the Zone and the Republic, but



Farmers in the Chitre area prepare to unload tomatoes at the collection station.

because of the markets made available as a direct result of the grading and marketing system, producers in the Republic expanded their production enough to supply all tomatoes for the Zone and the Republic between May and September of this year.

With the Zone market for tomatoes and other fresh fruits and vegetables readily available, and assured that Government agencies in the Zone would cooperate fully, SICAP officials and technicians helped farmer-cooperators near Chitre and Boquete to establish central collection and packaging facilities, develop a field grading system, obtain tomato plants suited to the particular locales, and joined with technicians from Panama's Agricultural Extension Department (DAP) to advise farmer-cooperators on new and improved growing methods.

All this effort was capped by establishment of a final grading and packaging plant in Panama City, with the Institute for Economic Development (IFE) supplying the building and Point Four providing the equipment. Tomatoes picked, field graded, and packaged are trucked from the collection stations to the Panama City plant, where final grading and packaging is done. Thus, for the first time, a central supply point has been established from which buyers for both Zone agencies and retail outlets in the Republic can obtain regular deliveries of high-quality fruits and vegetables.

Encouraged by the promise of a pro-

Most of these
melons will be taken
to the final
grading plant and
wholesale outlet in
Panama City.



fitable market, the farmer-cooperators increased the amount of land planted to vegetables and started year-round production, particularly of tomatoes, instead of limiting themselves to the dry season months, as they had in the past. From the start of the program, Zone agencies have purchased large quantities of the available production. Retail outlets in Panama consistently have purchased from the central plant in Panama City, also. Marketing officials who have guided the program during its early stages say the preliminary success of the entire production-grading-marketing complex would have been virtually

impossible without the availability of the Zone market, but maintain that its eventual aim is to supply the ever-growing requirements of residents of the Republic itself.

In many countries which have not developed an efficient production-grading-marketing system, these officials say, it is necessary to develop simultaneously both a demand for quality products and the necessary facilities for growing and selling them. Such a program is extremely intricate, easily disrupted by unexpected problems, and very slow to reach a level of even moderate success. The presence of the Zone market provided the preliminary sales outlet, thus eliminating any need to develop a basic demand and enabling officials to direct all their efforts toward production, grading, and packaging.

SICAP officials, pleased with the preliminary successes of the program, hope to expand it to include several other crops in the months immediately ahead. They are planning programs for the production, grading, and marketing of five major additional products: potatoes, onions, celery, lettuce, and carrots. Backstopping their plans for these crops is the Zone market which exists for them, providing a base for getting the programs under way, just as it has for those already initiated. The domestic market in Panama eventually is expected to be far more important to all the programs than the Zone, SICAP officials say, contrasting the Zone's population of 45,000 with the population of more than a million in the Republic.

Officials planning the new programs say there is an immediate market in the Zone and the Republic for approximately \$1 million worth of high-quality potatoes, onions, celery, lettuce, and carrots. This estimate is based on the



President Roberto F. Chiari visited the Panama City plant to watch it in operation.

volume in which these items are imported by Panama retailers and Zone agencies. Once the programs are in full operation, that \$1 million a year will flow into the hands of the farmer-cooperators of the Republic rather than being spent in other countries.

Dr. Manelco Solís, Director of SICAP, says the Zone demand has been important to the programs, but voices the opinion of other officials in the agency that the domestic market and exportation offer the greatest possibilities for the future.

In a recent statement, Dr. Solís said, "In the past year and a half, SICAP has utilized the Canal Zone demand for fresh fruits and vegetables to get the grading and marketing programs started, but it is not the Canal Zone market which offers the greatest potential for the sale of fresh fruits and vegetables. I believe our city residents and the possibility of exportation offer the greatest possibilities for the future, even though the presence of Zone purchasers accustomed to demanding high quality and regular deliveries is very important and constitutes a constant stimulus for the producer."

The beneficial effect of the Zone's purchases of fresh fruits and vegetables from the production-grading-marketing system during its preliminary stages of development is only one of many economic developments which have occurred in Panama as a direct result of needs created by the presence of the Canal and those who operate, maintain, and defend it.

The greatest and most obvious economic benefit accruing to the Republic from the presence of the Canal is, of course, the employment which it and other U.S. Government agencies in the Zone provide for thousands of Panama-



A trial shipment of fresh fruits and vegetables was flown to Miami during the dry season.

nian citizens. Salaries paid to non-U.S.-citizen employees during the fiscal year which ended June 30 this year totaled approximately \$31 million.

Wages paid to Panamanian citizens by contractors engaged on various Canal Zone projects adds several million more dollars to the payroll figures. And in addition to the direct employment by the various Government agencies and contractors employed by them, there are several thousand residents of Panama employed by private individuals and organizations in the Zone. These individuals and organizations are here only because of the Canal's presence.

Purchases of food products, beverages, construction materials, services, and commercial and consumer goods from suppliers in the Republic all serve to improve economic conditions in

Panama. Direct purchases of this type during the past year by Government agencies totaled more than \$7 million.

And these are only the direct expenditures by Government agencies. They do not include the millions of dollars spent in Panama each year by Canal Zone residents, by transients visiting the Republic as a result of the waterway's presence, or by ships calling at the Canal, many of which buy stores and other supplies from Panamanian firms engaged in that business, which is not part of the Canal's operations. Many millions of dollars would be added to the total economic benefits accruing to the Republic of Panama and its citizens as a result of the waterway if these things were evaluated and included.

The multi-million dollar expenditures of Government agencies in the Zone, and the additional millions spent by Zone residents and those visiting the Isthmus because of the waterway are vast but may prove to be only minor in comparison to the internal development of the Republic which they are helping to make possible through programs such as those sponsored by SICAP. Such programs are believed by many to offer the brightest economic hope for the future of the Republic and its citizens.

The presence of the Canal makes the development of such programs easier and more quickly successful than elsewhere. Nevertheless, those directing the programs through their infancy are convinced that the Zone demand can most effectively be utilized as a base on which to build a system that some day will result in greatly expanded consumption of goods and services produced locally.

Zone Spending in Panama¹

	1960	1961
Food products	\$2,328,000	\$2,619,000
Beverages	887,000	925,000
Construction materials	818,000	649,000
Auto parts, supplies	123,000	123,000
Gases—domestic, industrial	130,000	178,000
Other commercial, consumer items	2,150,000	3,006,000
Services (dry cleaning, etc.)	530,000	716,000
Contracts to local firms	5,581,000	7,928,000
Wages to non-U.S. citizens by all U.S. agencies	27,950,000	31,000,000
Cash payments to former non-U.S. citizen employees	2,000,000	2,200,000
Annuity to Panama	1,930,000	1,930,000
Total spending by U.S. agencies	\$44,427,000	\$51,272,000

¹ Private spending by Zone organizations and individuals is not included. This was estimated at more than \$21½ million during fiscal year 1960. A similar estimate for fiscal year 1961 would place the total at approximately \$73 million.

² All figures are rounded to nearest thousand. Minimum estimates are shown where exact figures were not available.

Elmer B. Stevens

Bridge Man for Canal

WATCHDOG for the Panama Canal Company on the \$20 million Thatcher Ferry Bridge Project at Balboa is Elmer B. Stevens, a quiet, self-effacing civil engineer who joined the Panama Canal organization in 1936 and who probably has had more bridge experience than any other man in the Engineering and Construction Bureau.

From the time he was graduated from the University of Vermont with a civil engineering degree until he joined the bridge project, Mr. Stevens has spent a good part of his working time designing and building bridges. Because of his early association with the Canal Office Engineers, there have been times, however, when he says people have regarded him as a "housing engineer" and, therefore, "a suspicious character."

Elmer, or "Steve," as he is known to his many friends and co-workers, was appointed in 1959 to the position of resident engineer for the bridge project and in this capacity is responsible for carrying out the designer's concept of the project to its physical completion. He reports to Col. Matthew C. Harrison, the Canal's Engineering and Construction Director and Contracting Officer.

Riding herd on the activities of the various contracting firms which have been employed on the construction of the bridge and its approaches as well as acting as liaison man between the Canal authorities and the men building one of the largest bridges south of the Rio Grande is only part of Steve's job.

Steve has found that he also must be prepared to deal diplomatically with visitors and others seeking information and, in the process, convince the public that construction problems are not as bad as some laymen are inclined to think.

He points out that cofferdams are, after all, only construction accessories and not part of the final product. He also notes that even though the bridge substructure is being completed about 5 months behind schedule this has not



Elmer B. Stevens, at right, and Walter Cathey during brief moment away from bridge work.

delayed the final completion schedule of the Thatcher Ferry Bridge.

With one phase of the bridge work reaching a successful conclusion, Steve is prone to recall some of the lighter moments of the past 2 years. There was the time that a load of concrete grout pelted—but did not injure—a group of Balboa Heights engineers who were inspecting the bottom of a cofferdam. And the time a barge was sunk by an endless stream of wet concrete despite desperate efforts of contractor's employees to close the gate of the concrete mixing plant's loading hopper.

Recently, Steve has been sharing the successes and defeats of substructure construction with Walter Cathey, project manager for the joint contracting firms of Fruin-Colnon, LeBoeuf & Dougherty. Mr. Cathey, a retired construction man working as a consultant, was called to the bridge job about a year ago by the contracting firm and gets along with Steve just fine. Mr. Cathey, says Steve, is one of the finest "rigging" men in the construction business, and that is high praise in anyone's engineering language.

As proof of Mr. Cathey's ability as an expert on bridge substructure construction, Steve cites the fact that 5 difficult cofferdams have been completed without mishap or delay since Mr. Cathey arrived.

In contrast to many construction men, Steve seems shy and soft spoken. But when visitors or co-workers get out of line or tend to become obstreperous, they quickly find that Steve is made of sterner

stuff and is well able to hold up his end of the argument.

This ability probably was inherited from his father, a hard-working, devoted Baptist minister who had a pastorate in DeLand, Fla., where Steve was born, and who subsequently took his family to Sioux City, Iowa, and later Vermont.

Steve went to high school in Sioux City, but received his degree in civil engineering from the University of Vermont. He was married in 1923 to a girl from Grafton, Vt. The following year he took his first job with the Fort Pitt Bridge Works of Pittsburgh, Pa., making shop drawings and layout on a \$5 million bridge being built across the Monongahela River.

This was only the beginning of many years of work connected with bridge building. For 2 years he was with the bridge department of the New York Central Railroad in Cleveland, Ohio, where he worked on the design of several railroad bridges. He then spent 5 years with the Cincinnati Union Terminal Co. as one of the principal bridge designers of a \$43 million project to bring seven railroads into a new high-level terminal area. A half-mile-long conveyor bridge from Baton Rouge to the Mississippi River and a long-span \$6 million highway viaduct for the City of Cincinnati were two other projects with which he was associated before joining the Canal.

His first job in the Canal Zone was with the former Office Engineers, but much of his time was spent on bridge

work and civil engineering. For 5 years he was in direct charge of both the design and inspection of wartime projects totaling \$40 million.

Except for a short break in his service in 1945, Steve has been with the Canal organization for the past quarter-century. For 9 years, prior to his appointment as resident engineer for the Bridge Project, he was chief of the structural branch. During this period, he spent at least 3 years on the design, inspection, and studies of both existing and proposed bridges. He designed the Gatun Locks swing bridge and made the cost estimate for the bridge at Balboa, on which the appropriation was based. With most of the work under contract, that original estimate still holds.

Although the Gatun Locks bridge was considerably smaller than many of the bridge contracts with which he has been associated, Steve is justifiably proud of this part of his bridge career because of the special engineering difficulties which it entailed.

He also is proud of a letter he received from Col. Craig Smyser, former Engineering and Construction Bureau Director, who stated his sincere appreciation for Steve's "fine engineering analysis and detailed design."

Colonel Smyser expressed what is probably the lament of all civil engineers when he said that he was sure Steve had long since sadly realized that the engineer or architect is generally forgotten in hailing the accomplishments of the builder. "No one knows," he said, "the undoubtedly poor civil engineer who worked out the details for Xerxes' bridge across the Hellespont and Colonel Goethals is honored more for the completion of the Panama Canal than the design."

This month the last of the six water piers of the Thatcher Ferry Bridge was nearing completion and the substructure work was coming to an end. Superstructure work was on schedule, and, except for contracts for the approach paving which are due to be awarded in October, the end of the bridge construction in late 1962 was in sight.

Also in sight was the end of Elmer B. Stevens' career with the Canal enterprise. The job as resident engineer for the bridge project probably will be the last he will hold with the organization. Steve hopes to retire sometime in 1963 and after that may spend some time gossiping with Indians from the Upper Bayano region of the Darien, with whom he has been on good terms for many years, having made a number of trips into the area to visit with them. He also hopes to continue his engineering career, although on a somewhat less strenuous schedule.

It's Open Season on Health Insurance

OPEN SEASON for health insurance is here. This month, all employees of the Federal Government in the Canal Zone will have a chance to enroll in a group health insurance plan or to change the plan they now have, without taking any physical examination.

Premiums for the Canal Zone Health Benefit plans available to U.S.-citizen

and non-U.S.-citizen employees have been increased somewhat to provide coverage for the increases in Canal Zone hospital charges which go into effect November 1. Premiums for the Service Benefit Plans, the Indemnity Benefit Plans, and the American Federation of Government Employees Health Benefit Plans have not been changed. Changes have been made in several of the plans to provide greater benefits.

U.S.-citizen employees in the Zone may make changes in their health insurance coverage during the first half of the month, October 1-16, but non-U.S.-citizen employees will have the period October 10-31 to enroll or make any other changes they may wish.

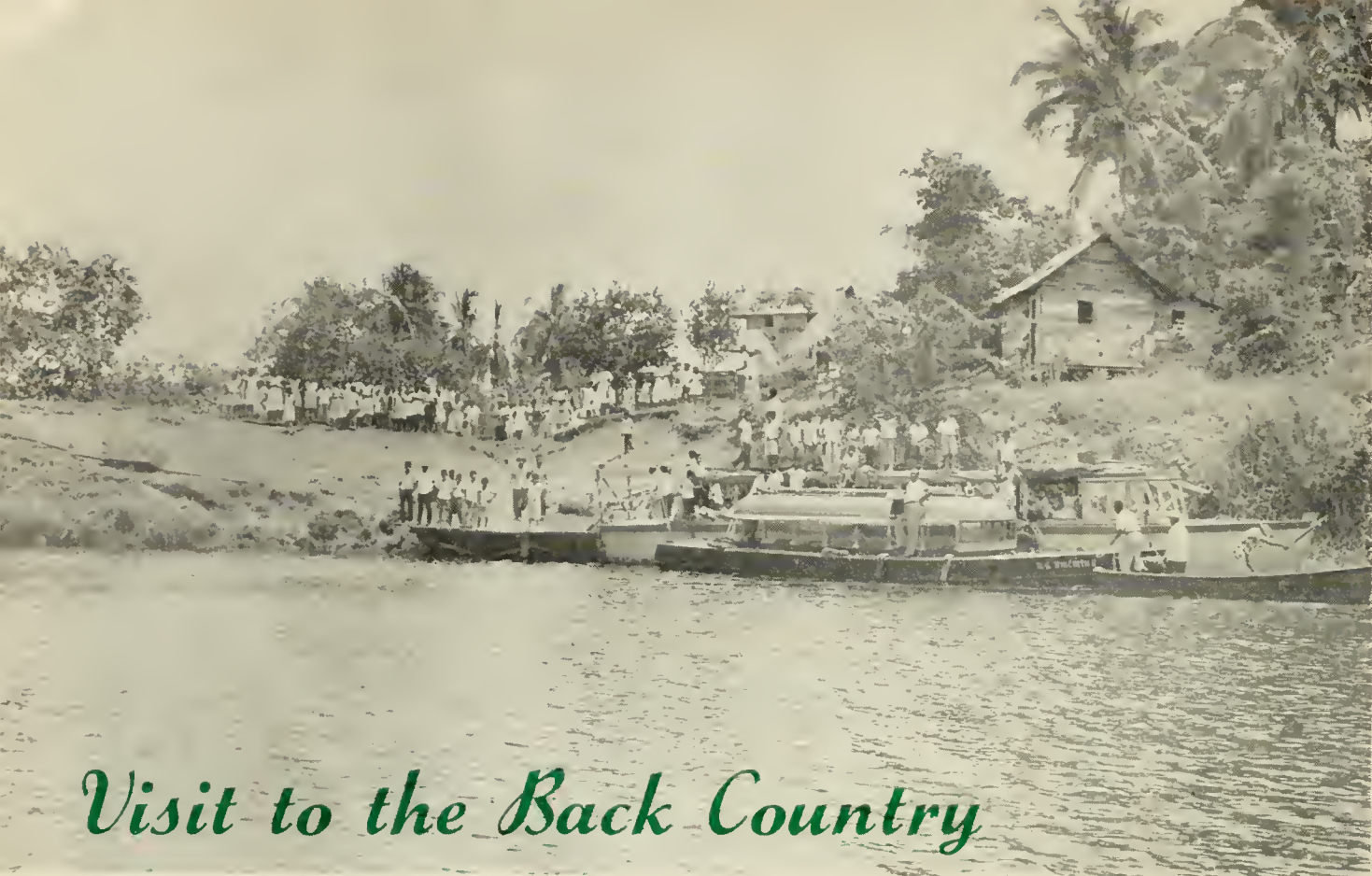
Because of the alterations which have been made in the various plans, all employees are urged to study brochures which have been prepared and distributed to explain the various plans. Those wishing to make a change in plans or to enroll for the first time should contact the insurance counselor in their unit to obtain the necessary forms and information. Those who do not wish to change their plan should do nothing. The plan, with any alterations which may have been made, will be continued in effect automatically.

A summary of the plans available to U.S.-citizen employees and the cost of each was presented in the August issue of THE REVIEW, together with a listing of the hospital rates which will go into effect November 1. The cost of the revised plan available to non-U.S.-citizen employees is as follows:

Bi-Weekly Premiums

(For Canal Zone Health Benefit Plan available to Non-U.S.-citizen employees.)

Rate Group	Member only	Member and one dependent child	Member and two or more dependent children	Member and Spouse	Member, Spouse, and one dependent child	Member, Spouse, and two or more dependent children	Member and one or more dependents
A \$2.61 per hour or more	\$2.69	—	—	—	—	—	\$6.61
B \$1.48-\$2.60 per hour	1.23	\$2.00	\$3.09	\$2.51	\$3.22	\$4.30	—
C \$0.64-\$1.47 per hour	.66	1.12	1.71	1.38	1.77	2.29	—
D Less than \$0.64 per hour	.45	.76	1.15	.93	1.19	1.58	—



Visit to the Back Country

Residents of Arenosa turned out en masse to welcome visitors who had helped provide school supplies for village children.

THE WEEKEND of September 16-17 was similar to most any other 2-day period in Panama at this season of the year, with no more heat, rain, or sunshine than normal, but nine representatives of Nationwide Insurance Companies of Columbus, Ohio, always will remember those 2 days.

The insurance company representatives were in Panama to observe firsthand the use of funds which they and other employees of Nationwide have contributed to CARE for use in Panama, Costa Rica, Guatemala, and Honduras. A non-profit agency approved by the U.S. Government for person-to-person international assistance, CARE conducts a variety of programs in Panama, including the furnishing of milk and supplies for school children.

Local officials of CARE had arranged for the visitors to travel to four villages in the Gatun Lake region to see schools and pupils furnished with school supply kits purchased with contributions from Nationwide employees. The Panama Canal Company was to provide a launch to take the group to La Laguna from Gamboa and to return them from Arenosa the following day. The trip really got underway about 8:30 a.m. Saturday, as the 14-member party boarded the *Hyacinth II* to start the memorable 32-hour visit to Panama's back country.

The launch ride across Gatun Lake to La Laguna was uneventful, with some of the more avid camera fans, such as sandy-haired Robert Huff of Annapolis, Md., spending much of their time on the open rear section of the craft, shooting pictures and inquiring about local fishing conditions.

Teacher distributes school supply kits.



Arriving at La Laguna, the visitors were greeted by residents of the village and escorted to the 1-room school building, where the teacher and pupils presented a program of appreciation to CARE and Nationwide. Caleb Hill, self-styled unreconstructed Rebel from Mount Airy, N.C., responded for the Nationwide employees, voicing their pleasure at being able to help.

While the villagers served sancocho to the visitors, horses arrived from Mendoza to carry members of the group to that village, an hour's ride away. To the accompaniment of singing children's voices, members of the party selected horses and mounted, just as a few drops of rain started to fall.

Frank Jones, field representative for CARE, helped get everything in readiness, then, waving farewell to the residents of La Laguna, the group set off on the first overland leg of the trip, the more able riders leading the way and the inexperienced horsemen—and women—sandwiched between them and the better riders who drifted to the rear to help anyone who might get into trouble.

Except for the steady downpour of rain which turned the narrow trail into a slippery, treacherous path over hill and dale, the ride to Mendoza was uneventful, with inexperienced riders

such as Miss Elizabeth Rulong, slightly graying lady from White Plains, N.Y., taking the saddle jouncing as well as chubby, pleasure-loving Michael Pacelli of Stamford, Conn., and Herman Frasc, wit and crackerbarrel philosopher of Gettysburg, Pa., both unfamiliar with horseback riding.

Clothing soaked despite raincoats, the dripping visitors arrived in Mendoza shortly before noon to find residents, teachers, and students crowded under a gaily decorated bohio at the base of a small knoll on which the 1-room school building is perched.

Crowding under the bohio, shaking water from their caps, hunting for dry cigarettes, drinking chicha, listening to a native musical group, and watching school children in colorful polleras and other native costume dance the tamborito, the visitors laughed at their sodden clothes and enjoyed themselves, with John Burkey of Columbus using a limited knowledge of Spanish to talk with some of the local residents.

Again there was an exchange of statements, with the Mendoza teachers thanking Nationwide and CARE for the help supplied to the school children and Bob Huff responding on behalf of the visitors. With the continuing rain making it imperative to avoid delay in starting for Cerro Cama, a 3½-hour ride away, goodbyes were said and horses which had been brought from Cerro Cama for that purpose were accepted in exchange for those ridden to Mendoza.

Leaving Mendoza at 1 p.m., the travelers appeared somewhat dismayed at the steady rainfall and the long horseback ride over the steep and slippery trail through the hills, but no one voiced a desire to turn back. During that difficult ride, even experienced rider Miss Peg Berky, described by other members of the party as the Girl Friday of the Trenton, N.J., personnel office of Nationwide, took a minor spill. (She had an explanation, though, her saddle came off the horse.)

And José H. Trujillo of La Laguna, Panamanian guide, translator, and general assistant for the trip, took a spill when his mount slipped and threw him into a mudbank, which cushioned the blow to his shoulder. There was an anxious moment when Miss Rulong's horse bolted, threatening to throw her, but mishap was avoided as a Panamanian youth familiar with the horse grabbed the rein and brought him under control, then led her mount for the remainder of the trip.

William Nichols, of Columbus, director of the Expansion Planning Division of Nationwide, riding alongside his wife, Jennie, called a momentary halt at one point until the single large stream on



Pupils and their elders demonstrated rapt interest in the visiting supporters of CARE.

the route was tested by señor Trujillo, to determine its depth and the footing under the water. It was found to be safe, however, and the journey was resumed, with Mrs. William Salas, wife of the CARE Mission Chief, dismounting to cross the stream on foot.

Russell Wileman, personnel manager from Lynchburg, Va., made the ride without mishap, only to have a hammock rope break during the night at Cerro Cama and drop him unceremoniously to the earthen floor of the house in which male members of the party spent the night, resting from the unaccustomed exertions of the day.

As the first arrivals at Cerro Cama rode into the village square, the steady downpour slackened somewhat and within 15 minutes had virtually stopped. Those who had brought spare clothes with them quickly changed, hanging their rain-sodden garments up to dry. Those who had not brought dry clothes were forced to leave their garments on, letting them dry as they would.

A brief ceremony of appreciation for

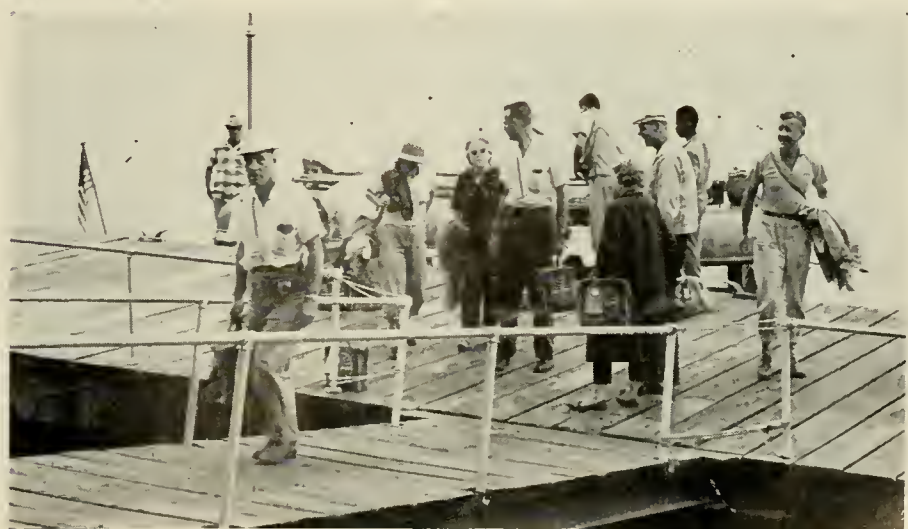
CARE's help was held in the open area in front of the 3-room Cerro Cama School, with the Nationwide representatives capping it off by distributing candy to all the children and Miss Berky being transformed into a female Pied Piper, surrounded by laughing, boisterous children, her own laughter occasionally rising above the crescendo.

As the early tropical night settled over Cerro Cama, the visitors went to the school house to eat a delicious dinner of arroz con pollo by lamplight, laughing off the more grueling experiences of the day, but wondering aloud about the 2-hour horseback ride facing them in the morning.

After dinner, what seemed to be the entire village population gathered at a large bohio with a concrete floor for a dance program, followed by an open dance. The Nationwide representatives danced with a number of the local residents, after the formal program, attempting with fair success to learn native steps and introducing their part-

(See p. 19)

Weary travelers land at Gamboa, pleased and happy despite tiring nature of trip.





Janet A. Marshall, Paraiso kindergarten teacher, tells class a story.



Girls make like mothers and housewives during regular play period.



What are you doing with that camera?

Strictly for Children

TUITION-FREE kindergartens for all non-U.S.-citizen pupils residing in the Canal Zone are scheduled to become a reality when Latin American schools reopen for the new school year in May 1962.

Governor Carter earlier this year requested authorization to extend the tuition-free privilege to non-U.S. pupils in the Canal Zone. Congress has approved his request, but stipulated that any additional costs would have to be absorbed within the present level of appropriations.

Beginning July 1, 66 non-U.S.-citizen pupils who had been paying to attend kindergartens in Canal Zone Latin American schools on both sides of the Isthmus began receiving tuition-free schooling as a result of Washington's approval. Prior to this action, and before July 1, a monthly tuition fee of \$2 per child had been charged for kindergarten pupils in the Canal Zone Latin American schools.

No additional kindergarten enrollments can be accepted at this time in the Latin American schools due to lack of classrooms. It is planned to design and construct more kindergarten classrooms before the May 1962 opening of the Latin American school term.

Plans now being drawn up by Panama Canal engineers call for the construction of two additional schoolrooms in the Rainbow City Elementary School, two additional schoolrooms in the Santa Cruz Elementary School, and conversion of a study hall into two classrooms at the Paraiso Elementary School, to accommodate the expected increase of enrollments in the tuition-free kindergartens. When the additional classrooms are ready, an increased enrollment of about 200 non-U.S. kindergarten pupils is expected in the Canal Zone Latin American schools.

Half-day sessions are planned, to accommodate the expected enrollment, and the Division of Schools will recruit six more kindergarten teachers for the Latin American schools.



Boys are a little noisier than the girls as they make with the maracas.



... They also are a little rougher.



But boys and girls both quiet down as nap time arrives and they rest.



Mrs. Juanita Chen poses with the electroencephalograph at Gorgas.

Schoolbells to Ring for Gorgas Technician

BECAUSE of her unusual interest and ability in operating the intricate machines in the electrocardiograph section at Gorgas Hospital, a young Panamanian technician has been sent to Johns Hopkins Hospital in Baltimore, Md., to take a 2-month course of on-the-job training in this field.

Mrs. Juanita Chen was sent to the famous Baltimore hospital under the training programs sponsored by the Company-Government to provide employees with additional knowledge and experience.

In addition to Mrs. Chen's interest and ability, the Health Bureau authorities who selected her for the training necessary to operation of the machines in the section said she had demonstrated an aptitude for the work during 3 years of apprenticeship in both electrocardiographic and electroencephalographic work under Mrs. Enelda Icaza, a graduate technician who studied at Johns Hopkins.

When she returns from her course of training in Baltimore, Mrs. Chen will be the only technician in Gorgas Hospital fully qualified to operate the two machines. Mrs. Icaza having left the hospital. The machines are used to record heart and brain impulses.

Mrs. Chen was born in Nicaragua but has spent most of her life in Panama and is a Panamanian citizen. She has been employed at Gorgas Hospital since 1956 and has been in the electrocardiograph section since 1959.



On the prowl.



Camouflaged, but spotted nevertheless.



Some brain—coral, that is.



Renewing the search.

SKINDIVERS in the Canal Zone and the Republic of Panama, interested in promoting the popular sport on the Isthmus and simultaneously increasing public knowledge of safe and accepted methods of diving have formed a council of the various Isthmian clubs.

To most non-skindivers the sport seems simple enough, requiring only as much equipment as the participant may wish to purchase and combining swimming with other interesting activities. Although most novices—and many of the more experienced—skindivers are interested primarily in spearfishing, there are many other fascinating hobbies which may be pursued underwater.

Spearman rises to the surface with catch, a large red snapper.



DOWN UNDER

Photos

by

Tony Mann

These include shell hunting, coral collecting, underwater geology study, archaeology, marine biology, underwater photography, or merely observing the fascinating life below the surface.

One of the objectives of the Committee for Council, as the recently formed group is called, is to help both novices and experienced divers derive more enjoyment and satisfaction from the sport.

Those who assumed leadership in formation of the Committee for Council also are interested in establishing channels of communication through which information can be exchanged among skindivers in the area, sponsoring skin diving tournaments, influencing any legislation which may be under study concerning skin diving or skindivers, and promoting safety in the sport.

The first tournament to be sponsored by the new group will be held Saturday, October 14, from the west bank of the Chagres River to the east side of Isla Grande, with checkout time 6 a.m. and weighing-in time 5 p.m. Teams of no less than 2 nor more than 3 divers may participate. Base for the tournament will be the Club Náutico Caribe near the old Cristobal High School athletic field in Colon, where a fish fry and dance will be held during the evening.

A number of prizes have been obtained which will be awarded during the evening program, with two of them especially designated for women divers who participate.

In addition to the normal pleasure-seeking activities of local skindivers, a number of them are expected to participate in a scientific investigation during the months immediately ahead. Kenneth W. Vinton, local geologist and instructor in geological sciences at the Canal Zone Junior College, is seeking the cooperation of local skindivers to determine exact locations of certain strata lines in the volcanic rock of offshore, Pacific islands in this area.

Mr. Vinton's studies are aimed at collecting extensive and accurate data about the location of the strandlines cut in the volcanic tuff at various levels, as the seas changed levels over a period of thousands of years. As he recently observed, "Any studies of a geological or archaeological nature along shorelines constitute an entirely new field of endeavor, as virtually nothing has been done along these lines."

In discussing his thoughts on this subject in Volume II of the Panama Archaeologist, Mr. Vinton said:

"We now live in a mild period following 20,000 years of fluctuating ice sheets that locked North America in its most recent icy grip only 7,000 years ago. It naturally follows, that in an infinite variety of world environments throughout this time, all classes of men who lived by the margin of the sea, with cultures ranging from the most primitive to highly complex, left records of their particular cultural traditions at ocean levels that are now submerged below the lowest tides of our modern seas.

"Many ancient men seem to have preferred the seacoast as a place to erect their hovels or their temples, as the case may be, so it is apparent that a vast body of evidence concerning man's early past still lies buried beneath the briny expanse of our present-day sea.

"The marine depths to which an inquiring archaeologist would need to descend in order to study the subject of coastal man's early history are uncertain and would also depend upon how far back in time he wished to probe the records of the past. The most recent ice advance was a small one, with relatively minor influences on the level of the sea. But, some 18,000 years ago, during the main advance of the Wisconsin Ice Age, the oceans were probably lowered between 200 and 300 feet. Hence, this varying degree of submersion of the habitations of early sea-coast-dwelling man presents a most discouraging obstacle to the inquiring archaeologist. The problem is not entirely hopeless, however, for the seashores themselves rarely stand still. Where a coastline is sinking, it only serves to make matters worse. When rising, however, submerged evidences of the past are eventually lifted above the waves, where they can be studied by modern man.

"Such is the case in Panama Bay, where former erosional

features and ocean deposits are rising above the sea at the rate of .006 feet per year. Here, elevated sea caves and strandlines mark specific points where the sea paused for an extended period of time, while it carved these special features in the interbedded tuffs and lavas. Then it moved on again at such a rate that its elaborate carvings were left intact."

Mr. Vinton points out that many of these underwater strandlines beneath the surface of the Pacific are within reach of a person trained in the use of self-contained underwater breathing devices, such as those used by many of the local skindivers.

Those who join in studying the shorelines, as suggested by Mr. Vinton, expect to encounter many problems, the greatest of which probably will be boats and equipment, especially underwater lighting equipment to illuminate the recesses of caves for measuring and photographing. If these problems can be overcome local skindivers may find themselves actively collecting scientific data and opening new vistas for divers in the years ahead. At any rate, it will be a far different activity from the spearfishing which is the most common pursuit of local skindivers.

Hey, Joe, here's the ham.





ARE YOU A FIREBUG?

What happens if the match burns a finger and is dropped in this closet?



Spilled paint thinner, a carelessly tossed cigarette and—whoosh!



Best treatment for a fire like this is a lid to cover the skillet.

FASTIDIOUS housewives who insist on keeping ashtrays empty by dumping them into the handiest wastebasket may accomplish more than they bargained for by starting a fire that'll leave a lot more ashes than were dumped.

Using matches to search for something in a dark closet may result in a similar situation, with the whole house being lit up like a blowtorch as a result. Using gasoline, benzine, or other flammable liquids to clean things may result in a real gone cleanup by flames.

These are just a few of the many hazards which people create for themselves through thoughtlessness, carelessness, or a misplaced sense of daring.

In an effort to educate residents of both the Canal Zone and the Republic of Panama to these and many other practices which can and do result in destructive fires, the Canal Zone Fire Division and the Cuerpo de Bomberos of Panama again are joining in an annual Fire Prevention Week program. The observance will be October 8-14 and activities will concentrate on fire dangers in the home.

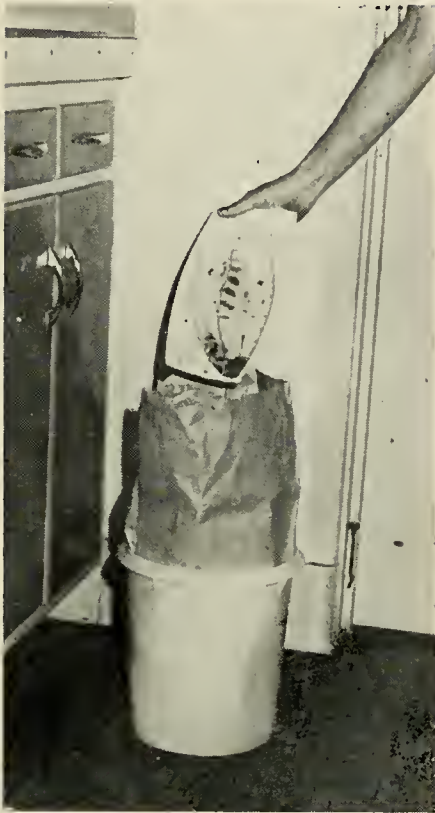
Hazardous conditions which may lead to a disastrous fire can be found in many homes. Accumulations of old newspapers and magazines are a hazard. Polishing rags tossed into a closet are another. In the Canal Zone, special care should be taken to avoid having items come into contact with dry closet heating elements.

Fire prevention actually is little more than the application of facts learned in high school physics. Three factors are necessary for a fire to start and continue: Combustible material, heat to ignite it, and sufficient oxygen to support combustion. Eliminate any one of the three and fire is blocked. That is fire prevention.

It is, of course, impossible to always control every situation in such a way that a fire does not occur. Even under the best of conditions fires sometimes happen. Fire station personnel obviously are more fire-conscious than the average person, but occasionally we read of a fire station catching fire. But that's no excuse for being unduly careless in our homes.

If, in spite of precautions, you do have a fire in the Canal Zone, dial 119 and report it, giving the number of the building and the name of the post or town. Have someone watch for the responding fire company and direct them to the scene, while you do whatever you can to bring the fire under control. But, above all, don't panic. The results of that can be worse than those from a fire.

Are They All Out?



No!



Mrs. Laura M. Suggs, surrounded by examples of her handiwork, makes a flower.

Stocking Bouquets

"IF SOMEONE else can do it, so can I," is Mrs. Laura M. Suggs' philosophy and motto.

Evidence that she carries out her precepts ranges from delicate flowers her hands have fashioned for Canal Zone brides and their attendants to colorful utilitarian sewing baskets. What makes her flowers unusual is that the original materials once were nurses' white stockings. As for the sewing baskets, the major sections are made of greeting cards.

Mrs. Suggs' quarters at 100-2 Murwin Place, Gamboa, are small, immaculate, and sparked with the creative touches of an artist who sees possibilities of beauty and usefulness in mundane items that generally are discarded. Self-taught, she makes up her own designs as she goes along. "For," says Mrs. Suggs, "I could find no books to go by."

The flowers fashioned from silk stockings are Mrs. Suggs' own creation. Nurses on both sides of the Isthmus, who know about her hobby, send her their discarded stockings, since she only uses white ones. Once she starts to dye and work with them, the owners would never recognize their erstwhile hosiery. With a heaped basket of rainbow colors before her, Mrs. Suggs soon has nose-gays of airy, delicate flowers blooming on the table in front of her as her fingers give a twist here and snipsnup there.

Some of these flowers are fashioned into headbands, others become corsages, and a number of brides have carried bridal bouquets of flowers which never wilt, made by Mrs. Suggs' nimble fingers.

Her fingers fashion pot holders on which roses bloom, each petal separate, fresh, and perky. On her table she sometimes uses a tablecloth she crocheted in intricate, lacy design. In one corner of her living room is an unusual lamp, its base a replica of a scene in Old Panama. The lamp-shade is made of a silk scarf, gay with typical Panamanian scenes.

Ten-piece place sets, to Mrs. Suggs, are just something to keep her fingers busy. Crocheting, to her, is nothing new. She's been doing it since she was a child of nine.

Scraps of material go into her braided rugs, which feature bright designs in unusual patterns.

The Canal Zone has been home to Mrs. Suggs for some 37 years. She is a native New Yorker and attended public school there. Her first look at the Isthmus came in July 1924, when she came here with her husband, who was a carpenter foreman in the Building Division.

After his retirement in 1948, they returned to the States. Joe Suggs died in Texas a year later, and Mrs. Suggs returned to the Canal Zone. She now is employed as doorman supervisor at the Gamboa Service Center Theater.



Alton White describes current Cut-widening effort during recent talk at Albrook AFB.

Not a Major Leaguer, Perhaps

But a Good Pinch-hitter

BACK in 1957 a top-level Panama Canal official, who had been scheduled to speak before the Instituto Pan-Americano in Panama, received a summons from an even more top-level official in Washington and asked Alton White, Chief of the Dredging Division, to take his place and give the talk, in Spanish. The Dredging Division Chief has been giving talks in Spanish ever since.

The subject of that first talk in Spanish was "An American Living on the Isthmus of Panama" and the audience was a critical one, but highly interested.

Next came a talk in Spanish on the subject of the United Fund, given before the Panama Lions Club at the Union Club in Panama City.

The latest talk in Spanish by Mr. White was given before faculty and students of the United States Air Force School for Latin America. This time his subject was "Panama and the Panama Canal" and he was on home ground in more ways than one. The lecture was given at the Base Theater at Albrook Air Force Base, which was pumped in place as a hydraulic fill by the Dredging Division's suction dredge *Las Cruces* in 1928. That dredge is still at work, but is in Brazil. Carrying on its name in the Canal waters is the Panama Canal's new sightseeing launch, *Las Cruces*.

Mr. White described for the Latin

American Air Force students some of the history of the Isthmus and touched on early construction days in the Canal Zone. In greater detail he discussed the Cut-widening and current Canal improvement program. His talk was illustrated by photographs and slides.

Mr. White acquired his proficiency in Spanish here on the Isthmus. He is a product of Canal Zone schools, for he arrived on the Isthmus in time to enter the first grade in Gatun, and he's a graduate of Balboa High School.

He was born at Pascagoula, Miss., on the gulf coast. The family moved to the Canal Zone in 1910, when his father, D. P. White, entered Panama Canal service in the Dredging Division. The latter worked in the same division until retirement in 1943, the major portion of the time as Chief Engineer of the dredge *Cascadas*.

Alton White followed in his father's footsteps, but as a civil engineer instead of a marine engineer. He joined the Dredging Division as a recorder. Going up the promotion ladder, he was assistant supervisor in the Dredging Division in 1935. In 1940 came his promotion to Supervisor; in 1948, to Assistant Superintendent; and, in 1950, to his present job as head of the Dredging Division.

Worth Knowing

A RECORD HIGH for the Company/Government Incentive Awards Program was reached during fiscal year 1961 when tangible benefits rose to \$81,140, almost four times as much as the \$21,365 of fiscal year 1960.

During fiscal year 1961, the Incentive Awards Committee, which consists of four top-level executives appointed by the Governor-President for administration of the Incentive Awards Program, received 255 suggestions from within the agency, 24 from other Federal departments, and 18 honorary award recommendations for a total of 297 contributions. In fiscal year 1960, suggestions from within the agency totalled 211; 19 were from other Federal departments and 22 honorary award recommendations brought the total to 252 contributions. There were 77 approved contributions in fiscal year 1961, in comparison with 71 the previous fiscal year.

AIR MAIL

15¢



UNITED STATES ARMY
CARIBBEAN SCHOOL
FORT GULICK
FOR LATIN AMERICA

CANAL ZONE

THE CANAL Zone Postal Division will issue a 15-cent Airmail Stamp on November 21, featuring the insignia of the U.S. Army Caribbean School at Fort Gulick.

Collectors desiring first-day cancellations may send addressed envelopes, together with remittance to cover cost of stamps affixed, to Philatelic Agency, Balboa Heights, C.Z., with the outside envelope marked "First Day Cover." Requests for first day covers must be postmarked before midnight November 15 and must not include orders for uncanceled stamps.

SATURDAY morning tours of the Isthmian waterway, using the Panama Railroad and the Canal's new sightseeing launch *Las Cruces*, started September 23. The round-trip package tour is open to the public and arrangements can be made at any travel agency in Panama, or at any Panama Railroad station in the Canal Zone. Entire cost of the tour is \$4 for an adult, \$2 for children 5 to 12 years of age accompanied by an adult, and free of charge for children under 5.

Before

The tour every Saturday combines railroad transportation to and from the terminal cities and boat transportation on the Canal from Gamboa to Pedro Miguel and return. The Panama train arrives at Gamboa at 8:42 a.m., and the Colon train at 8:46 a.m. The tour party leaves Gamboa at 8:55 a.m. on board *Las Cruces*. The launch will travel through Gaillard Cut, to and into the approach to Pedro Miguel Locks, then will return to Gamboa, arriving in time to make connections with the 11:32 a.m. train to Colon and the 11:36 a.m. train to Panama Station.

QUESTIONS by the dozens arise whenever a trip is being made, or even contemplated. But, please, the U.S. Bureau of Customs in New Orleans asks of U.S. residents in the Canal Zone, ask your questions of the Canal Zone Customs Division, and not New Orleans.

General information pertaining to the Port of New Orleans is available in the Canal Zone Customs Division offices in both Balboa and in Cristobal.

Employees of the Company-Government may obtain answers to many of their questions concerning application of the U.S. Customs Regulations to themselves, members of their families, and personal shipments to or from the United States by contacting the following: Bruce G. Sanders, Jr., Cristobal Customs, 3-2139; William W. E. Hoyle, Balboa Customs, 2-2166; B. E. Lowande, Chief, Customs Division, 2-2628.

At the same time, Canal Zone residents were reminded that Public Law 87-132, which went into effect on September 9, provides a temporary reduction from \$500 to \$100 on the amount of purchases abroad which a returning resident may bring into the United States free of duty. The law will be in effect until July 1, 1963.

A FOUR-MONTH internship in personnel management was started last month by William D. Young, position classification specialist of the Wage and Classification Division, and Bill L. Ryan, placement and employee management relations specialist of the Employment and Utilization Division, of the Personnel Bureau. The internship program is conducted in Washington, D.C. and is sponsored by the Civil Service Commission.

Robert Jeffrey, Employee Development Officer of the Personnel Bureau, recently returned from attending an intern management program in Washington.

The Panama Canal Company has been a participant in the internship program since it began 15 years ago.



WHEN the lights went on again all over the world, making a World War II song come true, there were still a number of dark areas left.

One that remained dim for modern traffic until just a few weeks ago was on Balboa Road, near the Port Captain's Building. That's all been changed, however, with installation of modernized lighting on both sides of one of the heaviest traveled street sections in the Canal Zone.

The new lights are mercury vapor type, giving two and a half times more light than incandescent lamps of the same wattage. They are a type used

extensively in the United States and other parts of the world. The standards are monotube aluminum, with arched ovaliptic double brackets or, in laymen's language, gooseneck type.

The old lighting had been adequate for traffic in the past, but today, with more vehicular traffic, with activity on the railroad spur crossings, and with more pedestrians using the dock areas, lighting improvement became essential.

The mercury vapor lamps, which are 400-watt color corrected mercury luminaire lamps—to use the proper designation—have been developed during the past 10 years.

. . . . After



They Ate The Evidence



Miss M. J. Lavallee with "memorandum" addressed to Budget Branch.

FIRST, a Panama Canal Company memorandum routed to the Budget Branch of the Comptroller's Office was cut up and eaten, every scrap of it. Then the same thing happened to a journal voucher in the Accounting Division.

Sounds like a bit from a Captain North mystery, doesn't it? One of those where the beautiful spy swallows the top secret evidence.

The evidence here, too, was swallowed. But it never had been classified "top secret" nor even "confidential." The only classification possible was "delicious" and neither document ever came under any security regulation.

The memorandum carefully followed all the rules of the Company-Government's new Correspondence Manual. In content, however, it was somewhat different. Instead of approved Form 10 for memorandums, rich chocolate cake was used. The lettering on the icing

addressed the memorandum to the Budget Branch, through the Chief, Budget and Rates Division, and was from the Student Assistant, Budget Branch. The subject was given as Personnel Morale. The message was brief: "Thank you for a wonderful and unforgettable summer." It was signed "Mickey," the nickname for Miss M. J. Lavallee, who was the student assistant responsible for the edible memorandum.

The icing lettered journal voucher made its appearance a few days later in the Accounting Division. It followed the approved style of Form 5326, but the debit column carried the notation "One wonderful summer" and the credit column, "A job next year." The total was "One million thanks." The student assistants whose names were carried on the journal voucher were Suzy Hele, Paulette Elia, Jim Doran, John Kolenda, Frank Baggott, Barbara Klipper, Carol

Flenniken, Lacy Hinkle, Mary Anne Bowen, and Catherine Watson.

The Company Government's student assistant program, which started about 20 years ago, has two objectives: To offer vocational guidance and work experience for young people, and to assist the Company/Government during the peak vacation period when many employees are on leave.

A 1961 quota of 110 student assistantships was established this year, to give temporary employment to students during the school vacation. Those eligible this year were graduates of the 1961 class of Balboa and Cristobal High Schools; fulltime students of the Canal Zone Junior College, including graduates of the 1961 class; and fulltime students in colleges or universities in the United States who did not expect to graduate in June 1961 and whose parents reside in Panama or the Canal Zone.

A number of the student assistants employed this summer were among the 76 students who traveled to the United States this summer and fall under provisions of recently issued regulations governing student travel at Government expense. The regulations have been published in the Company-Government Personnel Manual.

In general, they provide certain allowances for educational travel and transportation expenses for the children of full-time, U.S.-citizen employees of the Company-Government stationed in the Canal Zone. Eligible children must be under 21, unmarried, and enrolled in a full program of undergraduate academic instruction leading to a degree from a college or university in the United States.

Transportation must be authorized prior to the start of travel, which will be permitted for not more than one trip

(See p. 23)



Student assistants in Accounting Division with "journal voucher" prepared for co-workers.



United Fund Agency Goals

American Red Cross, Canal Zone Chapter	\$22,800
American Social Health Association	170
Atlantic Religious Workers Association, Christmas Basket Fund	3,030
Balboa Armed Services Y.M.C.A.	9,000
Canal Zone Cancer Committee	12,000
Canal Zone Committee for Aid to Handicapped Persons	10,030
Canal Zone Council, Boy Scouts of America	21,000
Canal Zone Council, Girl Scouts of America	13,535
Canal Zone Summer Recreation Board, Latin American Communities	2,000
Canal Zone Tuberculosis Association	8,200
Corozal Hospital Recreational and Occupational Therapy Fund	6,000
Cristobal Armed Services Y.M.C.A.	9,000
International Boy Scouts of the Canal Zone	4,600
International Girl Scouts of the Canal Zone	3,500
International Social Service, American Branch, Inc.	85
Jewish Welfare Board Armed Forces Service Center	3,600
National Recreation Association	83
The Salvation Army	10,485
United Seamen's Service	60
United Service Organizations	2,000
Total	\$141,118
Campaign and Administrative Expenses	3,882
TOTAL CAMPAIGN GOAL	\$145,000

Board of Latin American Communities.

Four agencies sponsor scouting activities for Zone youngsters, two others, the Salvation Army and the Atlantic Religious Workers Association, are devoted to welfare activities, and the Canal Zone Chapter, American Red Cross, is dedicated to a wide range of community service activities.

The fund drive on behalf of these agencies will continue through much of

October, with L. A. Ferguson, Director of the Company Government's Supply and Community Service Bureau, serving as campaign chairman. In the Company/Government organization, Mr. Ferguson is being assisted by 9 Bureau Chairmen, 54 Division Chairmen, and 593 Keymen, all volunteer workers on behalf of the drive. Similar volunteers will conduct the campaign among those associated with other agencies on the Zone.

(Continued from p. 9)

ners to North American-style dance steps.

The spirits were willing, but the bodies weren't up to it and the trail-weary visitors left the dance early, anxious to rest. The next morning, residents of the village again served a delicious meal, this time featuring tortillas and boiled eggs, along with coffee and fresh oranges.

The night before, a Cerro Cama resident who owns an English Land-Rover and a launch had been hired to carry the group to the launch-landing, then take them to Arenosa, thus eliminating the need for further horseback riding. Dividing the party into two groups, the Land-Rover owner took them to the landing in a 35-minute drive, one-way,

over a trail fully as muddy and rugged as the one they had followed the day before on horseback.

From that point, it was easy and simple, with a 10-minute launch ride ending at Arenosa, where most of the village residents came to the shoreline to welcome the visitors at the dock, where the *Hyacinth II* stood in readiness to return the group to Gamboa.

The sun was bright and warm when the group arrived at Arenosa, but it disappeared while a brief program was being carried out in the 2-room school house and, within minutes, the now virtually dry travellers found themselves separated from the dock by a quarter-mile of land, with a steady downpour of rain again falling.

Deciding it would be best to get aboard the *Hyacinth II* and start the 4-hour trip back to Gamboa without further delay, a meal of tamales, empanadas, and fresh oranges was loaded aboard the launch and the trip was started, rain beating down on the craft and the surface of Gatun Lake whipped into waves by the wind.

At 4:30 p.m., Sunday, September 17, the weary but happy members of the group landed at Gamboa, where they were met by CARE vehicles which took them back to Panama City, the International Hotel, a hot bath, and fresh clothes. All were in agreement that it had been an unusual experience and one they would long remember—but no one seemed anxious to do it again.

ANNIVERSARIES

(On the basis of total Federal Service)

CIVIL AFFAIRS BUREAU

William C. Bailey
Finance Branch
Superintendent
Marcy H. Carpenter
Police Private

ENGINEERING AND CONSTRUCTION BUREAU

James M. Hunter
Master, Towboat or Ferry
Gerold E. Cooper
Master, Dipper Dredge
Ivan Berezowski
Helper Core Drill Operator
Juan B. Rodriguez
Helper Core Drill Operator

MARINE BUREAU

Eugene I. Askew
Admeasurer
Gerald M. Morgan
Helper Lock Operator
Richard E. Ottey
Guard
George Peters
Helper Electrician

SUPPLY AND COMMUNITY SERVICE BUREAU

Wilfred V. Bartley
Stock Control Clerk
Reuben S. Eversley
Leader Laborer Cleaner

TRANSPORTATION AND TERMINALS BUREAU

Allan Daniels
Shipment Clerk

ADMINISTRATIVE BRANCH

Adrian B. Howell
Office Machine Operator
Elliot C. Thorpe
Letterpress Operator
Chester Harding
Laborer Cleaner

CIVIL AFFAIRS BUREAU

Thomas A. Frensley
District Detective
Mary S. Brigham
Elementary and Secondary
School Teacher
Carol F. Anderson
Elementary and Secondary
School Teacher
William C. Merwin
Window Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Gertrude M. Roberto
Accounting Clerk
Milton W. Canham
Engineering Technician
Austin E. Salter
Lead Foreman Marine
Electrician
Silvestre Faro
Lead Navigational Aid
Maintenanceman
Apolinar Garcia
Helper Electrician
José S. Riascos
Floating Plant Oiler
José Inés Calomé
Clerk
Carlos Agustín Lugo
Carpenter
Leocadio Torres
Helper Plumber
Albert H. Plumer
Refrigeration and Air
Conditioning Mechanic
Manuel Flores
Seaman

Egbert A. Matthews
General Helper
Charles W. McClean
Laborer
Arthur Bernstein
General Supply Clerk

HEALTH BUREAU

José L. Chamizo
Laboratory Helper
C. K. Newhouse
Head Nurse, Psychiatry
Lorenzo S. Gordon
Nursing Assistant
Howard H. Smith
Medical Technician
Beryl E. Wilson
Storekeeping Clerk
Richard A. Williams
Supervisory Sanitation
Inspector
Gerald B. Davis
Nursing Assistant
Joseph A. Harris
Nursing Assistant
Mavis I. Bushell
Clerk-Dictating Machine
Transcriber

MARINE BUREAU

Eric H. Henry
Launch Operator
Alphonso D. King
Deckhand
E. N. Perriman
Helper Lock Operator
Alphonso A. Pierce
Helper Lock Operator
Kenneth A. McClaren
Clerk Typist
Desmond H. Maloney
Boatman
William Forbes
Helper Lock Operator
Sotero Fuentes
Boatman
Ceferino A. Arjona
Floating Plant Oiler

Douglas Lord
Supervisory Storekeeping
Clerk
Calvin C. Wilson
Heavy Laborer
Joseph F. Green
Marine Machinist
Benito Montuto
Helper Lock Operator
William A. Howard
Towing Locomotive Operator
Salustiano Martinez
Helper Lock Operator
Leonard A. Scott
Helper Lock Operator
Utan Vernon
Maintenance Painter
Enrique Cruz
Floating Plant Oiler
Abelardo Magallon
Oiler
James Smith
Crane Hookman
Robert C. Hurdle
Guard

SUPPLY AND COMMUNITY SERVICE BUREAU

Dora de Chen
Sales Checker
Cassildra R. Smith
Counter Attendant
Secundino Herrera
Meat Cutter Assistant
Catherine P. Ambler
Sales Clerk
Ruth C. Jarvis
Sales Clerk
Summer E. Ewing
Lumber Inspector
Lucia E. Parker
Meat Packager
Vallan E. Ramsay
Guard
Edward Rodvin
High Lift Truck Operator

Calixto Ferrer
Grounds Maintenance
Equipment Operator
Myrtle M. Gordon
Sales Section Head
Adina E. Maynard
Kitchen Attendant
R. F. Martinez
Laborer
Oswald A. Sealy
High Lift Truck Operator
Gerald O. Thorne
Meat Cutter
Fitz H. Taite
Cook
Madeline Pough
Sales Clerk
Muriel L. Griffith
Counter Attendant
Ramón Gutiérrez
Laborer Cleaner
Estella A. Haynes
Clerk
Edith Blades
Counter Attendant
Carmen Caballero
Retail Store Sales Checker
Loretha R. Perez
Flatwork Presser
Enid M. Wilson
Sales Clerk
Victorino Garita
Laborer Cleaner

TRANSPORTATION AND TERMINALS BUREAU

Reuben M. Reed
General Foreman, Ship
Cargo Operations
Stephen N. McClean
Truck Driver
Manuel Garcia
Railroad Trackman
Zolito Crisson
High Lift Truck Operator
Cabino Hernández
Carman

PROMOTIONS AND TRANSFERS

August 10 through September 10

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

CIVIL AFFAIRS BUREAU

Ray L. Bunnell, from Substitute Window Clerk, Postal Division, to Customs Guard, Customs Division.

Carlos A. Vaz, Jr., from Counselor, Latin American Schools, to Senior High Principal, Latin American Schools.

ENGINEERING AND CONSTRUCTION BUREAU

Contract and Inspection Division

Leslie O. Anderson, from Supervisory Construction Representative, Building and Utilities, to General Supervisory Construction Representative.

Charles W. Brown, from Supervisory Administrative Services Assistant, to Contract Assistant.

Elmer J. Hruska, from Guard, Locks Division, to Clerical Assistant.

Engineering Division

Tevia P. de Vázquez, Clerk-Typist, from Employment and Utilization Division.

Ignatus Paschal, from Toolroom Attendant, to Surveying Aid.

Electrical Division

Serafine Cox, from Helper Machinist, Maintenance, to Oiler.

Kendrick M. Johnson, from Helper Machinist, Industrial Division, to Helper Machinist, Maintenance.

Luis F. Salazar, from Dock Worker, Terminals Division, to Heavy Laborer.

Gilbert D. Martin, from Dock Worker, Terminals Division, to Laborer Cleaner.

Dredging Division

Walter J. Grymala, Donald W. Marlow, from Chief Engineer, Towboat or Ferry, to Chief Engineer, Dipper Dredge.

Stanley E. Grant, from Seaman, to Floating Equipment Steward.

Wesley H. Cummings, Leslie A. Hurdle, Robert James, Eric I. Jordan, Preston Primus, from Seaman, to Floating Equipment Cook.

Tomás Gómez R., from Dock Worker, Terminals Division, to Seaman.

Juan B. Segura, from Dock Worker, Terminals Division, to Heavy Laborer.

Kenneth Biddy, Jr., from Waiter, Supply Division, to Helper Marine Machinist.

Martín Panezo, from Dock Worker, Terminals Division, to Boatman.

Ricardo A. Honeywell, from Bell Boy, Supply Division, to Mess Attendant.

Maintenance Division

J. Douglas Lord, from Supervisory Storekeeping Clerk, Locks Division, to Supervisory Administrative Services Assistant.

William G. Mummaw, from Lead Foreman Carpenter, to Lead Buildings Foreman.

Secundino Ureña, from Helper Marine Machinist, Industrial Division, to Roofer.

Charles R. Corbin, from Laborer, to Helper Mason.

Agustín Sánchez, from Laborer, to Heavy Laborer.

Severino Arrocha, Taurino Rojas, from Dock Worker, Terminals Division, to Heavy Laborer.

HEALTH BUREAU

Edna T. Karpinski, from Staff Nurse, to Director of Nursing, Coco Solo Hospital.

L. Sybil Riesch, Dorothy M. Sousa, from Staff Nurse, to Nurse Supervisor, Gorgas Hospital.

Vincent E. Forbes, from Decontaminating Equipment Operator, to Truck Driver, Division of Sanitation.

MARINE BUREAU

Navigation Division

Laurence Milville, from Grounds Maintenance Equipment Operator, Community Services Division, to Deckhand.

Alfred V. George, Wilfred Williams, from Seaman, to Leader Seaman.

Henry A. Foulon, Jr., Ezequiel R. Ince, from Deckhand, to Seaman.

Industrial Division

Michael S. Brzezinski, from Clerk-Typist, to Accounts Maintenance Clerk.

Patricia M. Flores, Clerk-Stenographer, from Motor Transportation Division.

William Kusan, from Operator-Diesel Machinist, Electrical Division, to Marine Machinist.

Ephraim J. Bonnette, from Cement Finisher, Maintenance, to Cement Finisher.

James N. Prescott, from Helper Rigger, to Crane Hookman.

Herman Brown, from Heavy Laborer, to Helper Rigger.

Vernon A. Charles, from Laborer, Railroad Division, to Helper Machinist.

Wilfred Gardner, from Helper Lock Operator, to Guard.

Locks Division

Adolph Belden, from Supervisory Clerk, to Supervisory Storekeeping Clerk.

Edward J. Russell, Jr., from Guard, to Supervisory Clerk.

George C. Scheibe, from Leader Lock Operator, to Lead Foreman, Lock Operations.

Daniel A. Lawson, from Lock Operator Machinist, to Leader Lock Operator Machinist.

Arthur L. Lubinski, from Maintenance Machinist, Maintenance Division, to Lock Operator Machinist.

Emilio Díaz, from Maintenance Carpenter, to Leader Maintenance Carpenter.

Charles R. Lewis, from Leader Maintenance Painter, to Leader Painter.

Frederick A. Watson, from Maintenance Carpenter, to Carpenter.

Hamilton Blanchard, Cyril A. David, James A. Jones, King J. Julie, Charles Moses, Carlos Ospino C., Marcos F. Rueda, Frank E. Thomas, from Maintenance Painter, to Painter.

Thomas Palmer, from Helper Lock Operator, to Oiler.

Alberto Alvarado, Octavio Arosemena M., Nathan Barns, Luther Hurley, Manuel Olivares, Ramón Rivera, Sr., Benito Torres, Luis Veliz, José G. Viveros, Rudolph Young, from Heavy Laborer to Asphalt or Cement Worker.

Arnold Best, Alvin T. Braham, Oscar Newland, from Heavy Laborer, to Helper Lock Operator.

Cirilo Timana, from Railroad Trackman, Railroad Division, to Heavy Laborer.

Agripino Rivera, from Dock Worker, Terminals Division, to Heavy Laborer.

OFFICE OF THE COMPTROLLER

Clara C. Baez, from Clerk-Typist, Engineering Division, to Time, Leave, and Payroll Clerk, Accounting Division.

SUPPLY AND COMMUNITY

SERVICE BUREAU

Clement J. Genis, from Safety Inspector, to Supervising Safety Inspector, Office of the Director.

Community Services Division

Robert H. Miller, from Assistant Manager, Balboa Housing Office, to Housing Project Manager.

P. Byrne Hutchings, from Realty Assistant, to Manager, Cristobal Housing Office.

Sylvester E. Smart, from Clerk-Typist, to Clerk.

Ildefonso Ayala, from Dock Worker, Terminals Division, to Laborer.

Supply Division

Joseph H. White, from General Supply Assistant, to Supervisory General Supply Assistant.

George S. McCullough, from Lead Foreman Maintenance, to Equipment Specialist.

John H. Simson, from Retail Store Supervisor, to Management Technician.

Sumner E. Ewing, from Lumber Inspector, to Materials Inspector.

Catherine H. G. Jenkins, from Procurement Clerk, to General Supply Assistant.

Alicia M. Crasto, from Transportation Rate and Claims Clerk, to Freight Rate Assistant.

Rae N. Ebdon, from Clerk, to Transportation Loss and Damage Claims Examiner.

Celeste C. Powell, from Accounting Clerk, to Freight Rate Assistant.

Alberta M. Stone, from Supervisory Accounting Clerk, to Freight Rate Assistant.

Fisher M. Oltenburg, Edward L. Martens, from Motion Picture Projection Equipment Mechanic, to Leader Motion Picture Projection Equipment Mechanic.

Joseph N. Alleyne, from Timekeeper, to Personnel Clerk.

Luis Mahoney, from Heavy Laborer, to Painter.

John N. Joseph, from Maintenance, to Carpenter.

Rafael Valdés, from Maintenance, to Furniture Repairman.

Felton L. Gill, Jr., from Clerk, to Clerk-Typist.

Robert King, from Heavy Laborer, Locks Division, to Sales Clerk.

Idonia Robinson, from Counter Attendant, to Sales Clerk.

Agustus Alleyne, Gilberto DaCosta, from Package Boy, to Sales Clerk.

Jose Dixon F., from Package Boy, to Utility Worker.

Tomás G. De Sedas O., from Dock Worker, Terminals Division, to Heavy Laborer.

TRANSPORTATION AND TERMINALS BUREAU

Ruth C. Sawyer, from Clerk, Typing, to Stenography Secretary, Water Transportation Division.

Archibald W. Lecky, from Freight Traffic Clerk, to Freight Rate Assistant, Panama Local Agency.

(See p. 22)

Promotions and Transfers

(Continued from p. 21)

Terminals Division

Kathleen M. Huffman, from Accounting Clerk, Typing, Printing Plant, Mount Hope, to Accounting Clerk.
 Algon V. Herdman, from Leader Heavy Laborer, to Leader Water Service Man.
 David A. DeCosta, from Food Service Sales Checker, Supply Division, to Clerk Checker.
 Euclid C. Jordan, from Boatman, Locks Division, to Clerk Checker.
 Charles T. Whyte, from Heavy Laborer, Locks Division, to Clerk Checker.
 Lucius Abednego, Evelyn E. Collins, Ernesto Davis, Ivanhoe Donawa, Fitzherbert Heath, Ivanhoe A. Wilson, Sidney S. Segovia, from Heavy Laborer, to Water Service Man.
 Eric A. Bennett, from Ship Worker, to High Lift Truck Operator.
 Miguel Quintero, Moisés Trejos M., from Dock Worker, to High Lift Truck Operator.
 Alexander A. Cox, Domingo Córdola B., Napoleon Hayans, Jr., Sabino Hernández, Arnold A. McPherson, Francisco Mojica, Juan Pacheco A., Eliseo Toscano R., from Dock Worker, to Ship Worker.

Railroad Division

Herbert Harrison, from Carman, to Clerk.
 Rafael Mendoza P., from Cargo Clerk, to Freight Clerk.
 Edgar W. McLennon, from Heavy Laborer, to Helper Carman.

Motor Transportation Division

Carmen A. Bieberach, Clerk-Stenographer, from Magistrate's Court, Cristobal.
 Ruben C. Trotman, from Grounds Maintenance Equipment Operator, Community Services Division, to Upholsterer.
 Lemuel A. Hall, from Truck Driver, to Guard.
 Juan E. Aguilar, from Helper Automotive Mechanic, to Automotive Mechanic.
 Hector Ching A., from Driver-Operator Firefighter, Fire Division, to Truck Driver.
 Elmer H. Bennett, Gilberto Norori, Eusebio Ortiz, Roy R. Paddy, Nathan B. Thomas, from Firefighter, Fire Division, to Truck Driver.
 Arthur P. Lazarus, from Truck Driver, to Heavy Truck Driver.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Wallace W. Priester, Jr., Leon N. Sharpenstein, Leon T. Williams, Admeasurer, Navigation Division.
 Mildred N. Morrill, Clerical Assistant, Stenography, Electrical Division.
 Gladys E. Napoleon, Clerk-Typist, Maintenance Division.
 Elaine W. Gordon, Library Assistant, Canal Zone Library.
 Alice B. Lowery, Clerk-Typist, Electrical Division.
 Arthur L. Shanyfelt, Guard, Locks Division.
 Irma V. Pasco, Clerk-Typist, Division of Schools.
 Armin R. Green, Stock Control Clerk, Supply Division.
 Ferdinand O. Burgess, Clerk, Supply Division.
 Ethel C. Yearwood, Clerk-Typist, Supply Division.
 Ernesto Blake, Clerk, Supply Division.
 Praxedes Falcon, Surveying Aid, Engineering Division.

Commandment for Safety



'Thou Shalt Not Kill'

WE ARE TAUGHT early in life the words of the commandment, "Thou shalt not kill." But we have never been taught that there is to be a distinction between killing through carelessness and premeditation. Is there any difference?

If we kill a person because we sent an automobile hurtling down a highway at 65 or 75 miles per hour and had an accident, doesn't the mandate apply just as well as if we had shot the same person? Of course the killing with the automobile may not have been one of intention—but it was one in fact.

Unfortunately there are some who

believe that the area of accident is amoral and should be outside the field of man's conscience, except for the regret of having injured a fellow being.

To test this viewpoint, we need only answer the question, "Am I my brother's keeper?" In all modern nations with proper orders of control, the answer of the average citizen can only be an emphatic "Yes."

Thus, accident prevention imposes a dual obligation upon each individual: The commonsense action of self-preservation and the positive approach of protecting others.

Be Careful - Not a Statistic

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
AUGUST

ALL UNITS

YEAR TO DATE



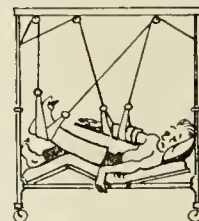
FIRST AID
CASES

'61 258
'60 231
2552(397) 2000



DISABLING
INJURIES

'61 9
'60 10
94(4) 95



DAYS
LOST

'61 110
'60 225
9061(58) 14004

() Locks Overhaul injuries included in total.

Notice To Readers

BOUND copies of volumes 10 and 11 of THE PANAMA CANAL REVIEW (August 1959 through July 1961) now are available on special order for a limited period. Orders should be received before November 1, 1961. The price will be \$13.50 for each book containing both volumes.

The 24 issues will be bound in fabrikoid, with gold stamping on the cover, similar to previous bound copies. Covers are available in red, black, green, brown, or blue. Temporary binders of board and Linson

cloth, in light blue only, are available at \$2.50 per set. Heavier temporary binders of board and fabrikoid, in dark blue only, are \$3 per set.

Orders addressed to the Superintendent, Printing Plant, Box 5084, Cristobal, C.Z., should be accompanied by a postal money order or local check, payable to the Treasurer, Panama Canal Company. Company Government units should submit orders on Form 6907, Combination Requisition and Shipping Invoice.

CANAL HISTORY

50 Years Ago

HEADING into the last 3 years of work before the Canal would open, the CANAL RECORD reported 50 years ago that 150,723,962 cubic yards of material had been excavated, leaving 44,599,417 cubic yards still to be removed. At the same time, it was reported that 83 percent of the concrete for Gatun Locks was in place, 89 percent of that at Pedro Miguel, and 35.6 percent at Miraflores.

It also was reported that one of the first permanent buildings to be erected on the Canal Zone had been authorized for quarters for the caretaker at Brazos Brook Reservoir. The building was to be of concrete and have a tile roof, in contrast with the frame buildings with sheet iron roofs used as Canal quarters. One story high, the house was to contain a sitting room, dining room, kitchen and pantry, two bedrooms, bath, dry room, and a servant's room and bath.

Total employment at the beginning of October was reported as 37,315, with

29,623 of those engaged in work on the Canal and 7,692 of them working on the Panama Railroad. The total represented an increase of approximately 2,000 over the previous month and the similar period of 1910 and 1909.

25 Years Ago

IMPROVED conditions in world trade were reflected in Canal traffic 25 years ago this month. Official figures released at Balboa Heights showed an upward trend in the number of transits during September 1936 and that this trend continued during the first 15 days of October. The gradual increase in Canal traffic began in 1935, the report said.

Commercial air traffic between Panama and the United States was about to begin on a larger scale. Pan American-Grace Airways announced that an S-43 clipper ship had arrived at France Field on October 16 after making the 1,100-mile hop from Miami in 7 hours and 50 minutes of flying time. Meanwhile,

Pan American Airways was given a permit to engage in intra-Canal Zone air commerce between France Field on the Atlantic side and Albrook on the Pacific side.

Dr. Juan Demóstenes Arosemena took office as President of Panama, succeeding Dr. Harmodio Arias. The new President received congratulations from Canal Zone Governor C. S. Ridley, who said he knew that cordial and friendly relations would continue between the people of Panama and those of the Canal Zone.

10 Years Ago

PAY INCREASES went into effect in the Canal Zone 10 years ago this month as President Truman signed legislation increasing the salaries of 1,100,000 Federal employees by \$300 to \$800 per year. The President also signed a bill increasing the salaries of most postal workers and it was reported that raises for firefighters and teachers were to become effective soon.

In Panama, Col. José A. Remón, Chief of the Panama National Police, accepted nomination as a candidate for the Presidency of the Republic for the elections to be held in 1952.

One Year Ago

THE FIRST of the three new tugboats ordered for use in the Canal and its terminal ports was launched a year ago by the Diamond Shipbuilding Co. at its yards in Savannah, Ga. At the time, it was announced that arrangements were being made for the early return to the Canal Zone of the dipper dredge *Paraiso*, which had been used for 3 years on the St. Lawrence Seaway.

They Ate The Evidence

(Continued from p. 18)

each way during the full course of academic instruction. The first half of the single round-trip must originate in the Canal Zone and the child must have been outside the United States at least 45 consecutive days prior to departure for the States. The 45-day requirement is not applicable when transportation to the Canal Zone within the 45-day period was not at Government expense.

Complete details concerning the regulations, which provide for payment of per diem in addition to transportation expenses, may be obtained from the Transportation Section at Balboa Heights.

RETIREMENTS

RETIREMENT certificates were presented at the end of September to the employees listed below, with their birthplaces, positions, years of Canal service, and future residence.

Milford K. Bailey, Louisiana; Lead Foreman Engineman, Maintenance Division; 19 years, 11 months, 1 day; undecided.

Andrew Bleakley, Vermont; Leader Shipfitter, Industrial Division; 31 years, 6 months, 6 days; undecided.

James A. Braid, New York; Dental Laboratory Technician, Gorgas Hospital; 15 years, 5 months, 14 days; Arizona.

Samuel A. Brown, Jamaica; Helper Lock Operator, Locks Division; 24 years, 3 months, 17 days; Jamaica.

William Brown, Nebraska; Assistant to Director, Canal Zone Government Health Bureau; 33 years, 3 months, 15 days; California.

Henry L. Donovan, Massachusetts; Director, Canal Zone Civil Affairs Bureau; 31 years, 10 months, 14 days; Florida.

Efrain Escalona, Panama; Supervisory Pharmacist, Gorgas Hospital; 32 years, 8 months, 10 days; Panama.

Clifford H. Ewing, Florida; Staff Nurse, Coco Solo Hospital; 18 years, 5 months, 21 days; undecided.

Casey James Hall, South Carolina; Police Private, Police Division; 21 years, 8 months, 28 days; undecided.

James M. Hunter, North Carolina; Towboat or Ferry Master, Dredging Division; 27 years, 9 months, 1 day; undecided.

Cecil Jeff, Nicaragua; Dock Worker, Terminals Division; 14 years, 3 months, 19 days; Colon.

Isaiah E. Lawrence, Panama; Brakeman, Railroad Division; 20 years, 1 month, 8 days; Panama.

John L. Miller, Pennsylvania; Lock Operator Machinist, Locks Division; 21 years, 8 months, 9 days; undecided.

José D. Oviedo M., Panama; Grounds Maintenance Equipment Operator, Community Services Division; 14 years, 9 months, 24 days; Panama.

Lachman Singh, India; Dock Worker, Terminals Division; 27 years, 10 months, 6 days; Colon.

Oscar E. Townsend, Panama; Leader Seaman, Dredging Division; 28 years, 1 month, 16 days; Panama.

Arie T. Van Gelder, Holland; Chief Engineer, Towboat or Ferry, Dredging Division; 26 years, 5 months, 18 days; undecided.

Miguel Villareal, Panama; Surveying Aid, Engineering Division; 32 years, 4 months, 5 days; Panama.

Winthrop H. Havenor, who retired in July after 33 years of service with the Canal organization, was Administrative Officer and Assistant Comptroller of the New York office at the time of his retirement, having been promoted 4½ months earlier from his position as Assistant Chief, New York Accounting Office, the title attributed to him by THE REVIEW at the time of his retirement.

SHIPPING

Cruise Season

THE WINTER cruise season is just around the corner, as indicated by a preliminary roundup of the cruise ships scheduled to call at Canal ports during the next few months.

C. B. Fenton & Co. reports it will handle six cruise liners making 17 visits to the Isthmus between October 1961 and April 1962. First to arrive will be the Swedish American luxury liner *Gripsholm*, due in Cristobal October 28 on a Caribbean cruise. The same ship will return to the Canal January 23 on a round-South America cruise and will dock in Balboa before starting around the continent.

Other cruise vessels represented by Fenton & Co. due here during the season are the Hamburg-Atlantic Line's *Hanseatic*, arriving here from Miami on November 6 on a Caribbean cruise; the *Stella Polaris*, due March 1; the Home Line's *Homer*, due January 24; and the *Bianca C.* and *Franca C.*, two Atlantic Cruise Line ships, each of which will make several calls here.

The longest stopover at Cristobal will be made by the well known *Stella Polaris*, a small luxury ship built especially for cruising. This vessel will arrive from New Orleans on March 1 and will remain in Cristobal until March 3.

Round-the-World Ships

SEVEN visits to the Canal will be made during 1962 by round-the-world vessels operated by the P & O Orient Line, according to Norton Lilly, which represents the line on the Isthmus. The ships, all scheduled to transit, are the *Oriana*, new queen of the P & O Orient Line, the *Himalaya*, *Iberia*, and *Orsova*. Each will carry more than 1,000 passengers and each vessel will dock at both Cristobal and Balboa, thus giving passengers sufficient time to disembark and visit points of interest in Panama and the Canal Zone.

According to the advance schedule, the ships due in Balboa from the west coast of the United States en route to England via the West Indies are the *Orsova*, May 9; *Himalaya*, July 6; *Oriana*, July 21; *Orsova*, October 29; and *Iberia*, December 10. Due at Cristobal from England en route to the west coast and far east are the *Orsova* on August 29, and the *Himalaya* in September.

New Japanese Vessels

A NEW SHIP, the *Hampton Maru*, which was built this year in the Mitsub-

TRANSITS BY OCEAN-GOING VESSELS IN AUGUST

	1960	1961
Commercial	912	934
U.S. Government	14	25
Total	926	959

TOLLS *

Commercial	\$4,589,769	\$4,751,586
U.S. Government	69,709	117,107
Total	\$4,659,478	\$4,868,693

CARGO (long tons)

Commercial	5,364,618	5,692,674
U.S. Government	81,380	159,618
Total	5,445,998	5,852,292

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

bishi Shipbuilding & Engineering Co. dockyard for the Mitsubishi Shipping Co., is due to arrive at Balboa on November 15 as the first of four new high-speed vessels being built for Mitsubishi's New York-Far East service. The ship will be followed in June with

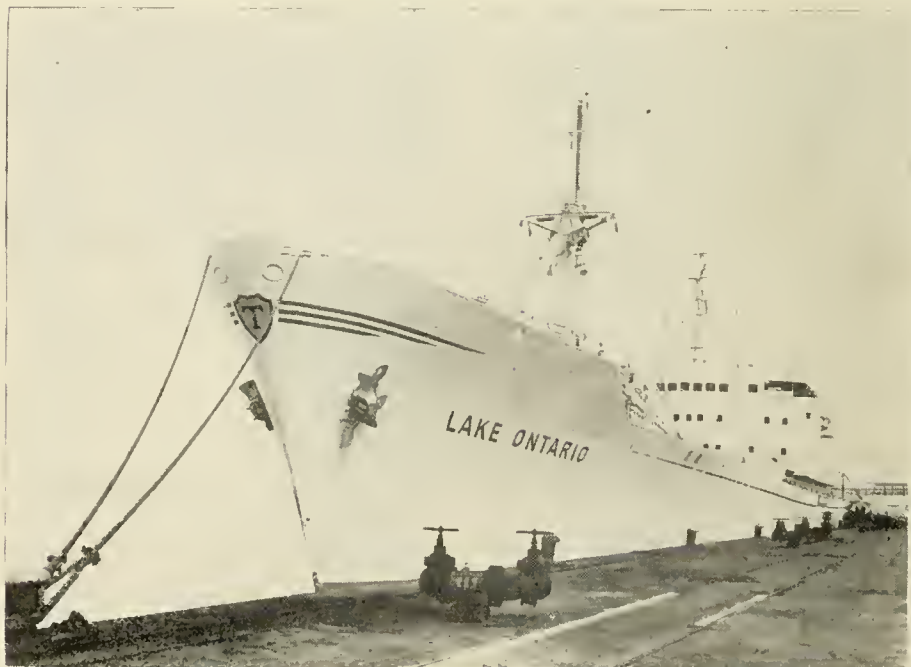
another 20-knot cargo vessel, which, like the *Hampton Maru*, will replace one of the line's slower freighters. Wilford & McKay handle the Mitsubishi ships at the Canal.

New Philippine Service

THE START of a new Philippine flag service in September between the United States and the Philippine Islands has been announced by the Magsaysay Lines, a newly-formed steamship company named after famed Philippine President Ramon Magsaysay.

First ship of the new service to transit the Canal was the *MV Transocean Shipper*, which went through on September 10. She will be followed by the *MV Maria Rosello* and the *MV Transocean Merchant*, as well as by two additional sister ships.

On their return trips from New York the vessels are scheduled to call at Savannah and gulf ports. C. Fernie & Co., who represent other Philippine flag vessels, will be agent here for the new company.



The *Lake Ontario* is the newest of 12 Swedish ships which were placed in service last year on a direct run between the east coast of Canada and the United States and Australia. The cargo vessel, which averages 20 knots, took on bunkers at Cristobal during her maiden voyage through the Canal. In addition to the *Lake Ontario*, the service includes the *Lake Erie*, another new fast cargo vessel, and 10 other freighters which have become regular customers of the Canal during the past year. On the voyage from Australia the ships carry frozen meat and general cargo. On the trip back they carry general cargo. During the summer months, the ships use the St. Lawrence Seaway and travel as far west as Chicago. Operated by A. B. Atlanttrafik Express Service, the ships have Fenton & Co. as agent at the Canal.

UNIVERSITY OF FLORIDA



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LATIN AMERICA

