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Millions for Improvements

986.3005
P187

W. A. CARTER, Governor-President
W. P. LEBER, Lieutenant Governor
WILL AREY
Panama Canal Information Officer

PANAMA CANAL
REVIEW
Official Panama Canal Company Publication
Published Monthly at Balboa Heights, C. Z.
Printed at the Printing Plant, Mount Hope, Canal Zone

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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.

In This Issue



Christmas decorations at Balboa Heights Administration Building.

The Nativity

And it came to pass in those days, that there went out a decree from Caesar Augustus, that all the world should be taxed.

(And this taxing was first made when Cyrenius was governor of Syria.)

And all went to be taxed, every one into his own city.

And Joseph also went up from Galilee, out of the city of Nazareth, into Judaea, unto the city of David, which is called Bethlehem; (because he was of the house and lineage of David:)

To be taxed with Mary his espoused wife, being great with child.

And so it was, that, while they were there, the days were accomplished that she should be delivered.

And she brought forth her first-born son, and wrapped him in swaddling clothes, and laid him in a manger; because there was

no room for them in the inn.

And there were in the same country shepherds abiding in the field, keeping watch over their flock by night.

And, lo, the angel of the Lord came upon them, and the glory of the Lord shone round about them: and they were sore afraid.

And the angel said unto them, Fear not: for, behold, I bring you good tidings of great joy, which shall be to all people.

For unto you is born this day in the city of David a Saviour, which is Christ the Lord.

And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger.

And suddenly there was with the angel a multitude of the heavenly host praising God, and saying,

Glory to God in the highest, and on earth peace, good will toward men.

—LUKE 2:1-14.

THE NORTHERN sections of the Western Hemisphere now are entering their real winter season, but the colorful blossoms of trees and flowers which mark the beginning of the dry season in Panama soon will be bursting forth in all their beauty, marking the beginning of the local growing season for seasonal crops.

One crop that continues its cycle of growth throughout the year—and produces colorful flowers in the process—is the water hyacinth. Although beautiful and much admired by flower fanciers, Canal officials don't derive much satisfaction from them. In fact, the water hyacinths represent a nuisance and, if left unmolested, soon would be a serious menace to operation of the waterway. How they are kept under control by year around effort is described on pages 8 and 9.

TO ILLUSTRATE an article on the medical care provided disability relief annuitants of the Canal organization under present programs, Dr. Ignacio Fábrega, an enthusiastic and able amateur photographer, joined Official Photographer William Burns, a longtime friend, to shoot a series of pictures at the Panama Hospital clinic operated for the annuitants. The resulting photos and article appear on pages 10 and 11.



Report to Stockholder	3
Journey to Remember	6
Festive Month	7
Battling the Beastly Beauty	8
Better Medical Care	10
Potpourri	12
Through the Air	14
Hunting Fire Hazards	16
Christmas Eve of the Safe Worker	17
New Roads to Bridge	18
United Fund Report	19
Anniversaries	20
Promotions and Transfers	21
Canal History	23
Retirements	23
Shipping	24



Report to Stockholder



Stockholder Elvis J. Stahr, jr.

THE PANAMA CANAL COMPANY spent almost \$6 million more than it took in during fiscal year 1961, the annual report of the Company's Board of Directors to the stockholder, Secretary of the Army Elvis J. Stahr, jr., shows. The annual report was made public December 1. It covers the fiscal year which ended June 30.

Capital expenditures of \$16.8 million to modernize and improve the waterway and its services to world shipping were responsible for Company spending running higher than income. The extra money to finance the capital improvements came from cash reserves accumulated in prior years.

The report shows that fiscal year 1961 was the fifth consecutive year that capital expenditures by the Company have increased over those of the previous year. From a level of \$5.1 million in

1956, capital expenditures have increased each year since, as follows: 1957, \$5.6 million; 1958, \$7.7 million; 1959, \$11.3 million; 1960, \$14.7 million; 1961, \$16.8 million. Company officials report that capital expenditures for the current fiscal year are expected to increase again, reaching \$17.7 million by June 30, 1962.

In addition to the \$16.8 million for capital expenditures in fiscal year 1961, the report to the stockholder shows operating expenditures for the year of approximately \$84.7 million and \$3 million for locks overhaul and channel maintenance, to bring total spending to \$104.5 million, or \$5.9 million more than the total income of \$98.6 million.

The Comptroller General of the United States advised the Company on October 31, 1961, that the accompanying financial statements "present fairly

the financial position of the Panama Canal Company at June 30, 1961, and the results of its operations for the year then ended, in conformity with the principles and standards of accounting prescribed for executive agencies by the Comptroller General of the United States, applied on a basis consistent with that of the preceding year and with applicable Federal laws."

Major capital expenditures included in the \$16.8 million spent for that purpose during fiscal year 1961 were \$6.6 million on widening Gaillard Cut from 300 to 500 feet; \$1.5 million to purchase three new and more powerful tugs to assist ships using Canal facilities; \$2.3 million for new and improved housing for employees; \$1 million for new towing locomotives and readying the lock structures for them; and \$600,000 to construct a 30-inch water main to serve the Republic of Panama.

Major increase in operating expenses and other costs, which climbed from \$87.5 million in fiscal year 1960 to approximately \$93.1 million in 1961 for an increase of \$5.6 million, was \$4.8 million in payroll and related costs. This resulted primarily from general pay increases to all employees and a \$10 across-the-board monthly increase to more than 3,600 former employees now on the disability relief payroll.

Total revenue of the Company increased \$5 million over the level of fiscal year 1960, but operating expenses and related costs increased \$5.6 million, thus reducing the net revenue by approximately \$600,000 below the level of fiscal year 1960.

The financial statistics presented as part of the report show that the net direct, interest-bearing investment of the U.S. Government in the waterway decreased more than \$8 million during

Statement of Source and Application of Funds Fiscal Year Ended June 30, 1961

Source of funds:

Revenues.....	\$98,401,844
Proceeds from sale of fixed assets.....	216,382
Decrease in cash.....	5,902,417
	<u>104,520,643</u>

Application of funds:

Operating expenses and other costs.....	93,088,834
Less operating expenses not requiring expenditure of funds:	
Provision for depreciation.....	\$4,926,835
Provision for locks overhaul.....	503,456
Provision for maintenance of channel.....	1,836,000
Amortization of cost of removing slide hazard.....	1,085,000
Other.....	55,784
	<u>8,407,075</u>
	<u>84,681,759</u>

Capital expenditures:

Acquisition of fixed assets.....	16,710,547
Removal costs, plant retirements.....	53,328
Other assets.....	51,289
Canal locks overhaul expenditures.....	1,611,841
Channel maintenance expenditures.....	1,318,167
Net change in other working capital.....	93,712
	<u>\$104,520,643</u>



A wider Canal for world shipping.

fiscal year 1961, primarily through transfer of Company property to the Republic of Panama without charge to the Republic.

Noting that June 30, 1961, marked the end of the first decade of operation of the waterway by the Panama Canal Company, the report includes a summary of developments which have occurred in traffic during the 10 years. It also points to the increasing size of ships using the Canal.

"In 1951," the report says, "only 10 ocean-going commercial ships transited the Canal with registered gross tonnage of 18,000 tons or over. These large ships accounted for only 0.1 percent of the total commercial transits for the year. There were only 8 ships that transited the Canal during that year with beams of 80 feet or over. Seven of these transits were by U.S. naval vessels and only one such transit was made by a commercial vessel.

"By contrast, during the current year 330 ocean-going commercial ships of 18,000 registered gross tonnage or over transited the Canal, accounting for 3.1 percent of the commercial transits. Ships having beams of 80 feet or over increased to 508, of which 483 were commercial and 25 were U.S. naval vessels."

Summarizing the program of improvements and modernizations, the report notes that during 1961 some 6,792,000 cubic yards of earth and rock were moved in connection with the Canal widening program. It also notes that 910 lighting fixtures were installed in the Cut between Pedro Miguel Locks

PANAMA CANAL COMPANY

Comparative Statement of Financial Condition

June 30, 1961 and 1960

ASSETS	1961	1960
Current Assets:		
Fund balances with U.S. Treasury and cash:		
Fund balance in U.S. Treasury checking account..	\$16,475,835	\$21,261,344
Cash in commercial banks, on hand, and in transit.	5,012,117	6,129,025
	<u>21,487,952</u>	<u>27,390,369</u>
Allocation from the Department of the Army.....	284,382	906,713
	<u>21,772,334</u>	<u>28,297,082</u>
Accounts receivable:		
Net settlement between Panama Canal Company and Canal Zone Government.....	1,780,223	1,461,256
U.S. Government Agencies.....	629,234	739,302
Republic of Panama.....	2,014,865	1,445,770
Other.....	1,315,094	1,517,501
	<u>5,739,416</u>	<u>5,163,829</u>
Notes receivable.....		<u>1,069,500</u>
Inventories, principally at average cost:		
Materials and supplies, less allowances for excess, obsolete, and inactive stocks of \$929,171 and \$1,040,915, respectively.....	4,862,182	5,011,627
Merchandise held for sale.....	3,068,340	3,373,373
	<u>7,930,522</u>	<u>8,385,000</u>
Other current assets.....	147,813	237,724
Total current assets.....	<u>35,590,085</u>	<u>43,153,135</u>
Fixed Assets:		
Cost.....	629,455,125	617,760,372
Less depreciation and valuation allowances.....	191,422,988	192,132,239
	<u>438,032,137</u>	<u>425,628,133</u>
Thatcher Ferry Bridge:		
Fund balance with U.S. Treasury.....	13,526,738	15,782,633
Construction work in progress.....	6,370,606	4,114,711
	<u>19,897,344</u>	<u>19,897,344</u>
Deferred charges and other assets.....	720,472	1,808,007
	<u>\$494,240,038</u>	<u>\$490,486,619</u>
LIABILITIES AND EQUITY		
Current Liabilities:		
Accounts payable:		
U.S. Government Agencies.....	\$1,455,329	\$1,749,115
Other.....	3,596,253	4,643,188
	<u>5,051,582</u>	<u>6,392,303</u>
Due U.S. Treasury.....	902,602	1,330,010
Employees' leave liability.....	8,040,355	7,428,319
Accrued liabilities:		
Salaries and wages.....	1,983,573	1,742,792
Claims for damages to vessels.....	299,097	445,013
Other.....	815,549	678,230
	<u>3,028,219</u>	<u>2,866,035</u>
Other current liabilities.....	878,923	1,639,360
Total current liabilities.....	<u>17,901,681</u>	<u>19,656,027</u>
Reserves:		
Overhaul of locks.....	1,554,637	2,663,023
Non-capital power conversion costs.....	560,306	666,049
Maintenance of channels.....	1,717,833	1,200,000
	<u>3,832,776</u>	<u>4,529,072</u>
Equity of U.S. Government:		
Net direct investment, interest-bearing.....	330,465,010	338,519,248
Retained reserve, non-interest-bearing.....	122,143,227	107,884,928
Thatcher Ferry bridge, non-interest-bearing.....	19,897,344	19,897,344
	<u>472,505,581</u>	<u>466,301,520</u>
	<u>\$494,240,038</u>	<u>\$490,486,619</u>

and Gamboa and that 515 lighting standards equipped with 812 luminaries were installed on the lock walls.

Detailing the status of five major improvement projects included in the current program, the report says that

upon their completion in 1971 they "will bring the present Canal up to its maximum capacity. The five projects are as follows:

1. New and more powerful locks towing locomotives to replace those

now in use. The first of these are due to arrive in January 1962 and the \$5.9 million project is scheduled for completion in 1964.

2. Installation of an electronic ship dispatching and marine traffic control system to permit maximum utilization of the locks is scheduled for completion in about 2 years at an estimated cost of \$2.3 million.

3. Modification of lock overhaul techniques to reduce a single lane outage for locks gate overhaul to approximately 24 hours. Now in the design stage, the project is expected to cost about \$10 million.

4. Widening of Gaillard Cut from 300 to 500 feet, scheduled for completion in 1967, at an estimated cost of \$47 million, of which \$19.3 million was under contract or completed on June 30, 1961.

5. Deepening the channel from 42 to 47 feet throughout the length of the waterway, thus improving ship maneuverability through Gaillard Cut and increasing the supply of water available for lockages during extremely dry periods. This project, which will require about 4 years to complete, has not yet been started and is expected to cost \$21.5 million.

Any increase in Canal capacity after completion of these projects, the report concludes, "can be provided only by construction of an additional lock lane or a sea level canal."

A new water main to serve Panama.



Comparative Statement of Revenue and Expenses Fiscal Years Ended June 30, 1961 and 1960

	1961	1960
Revenue:		
Tolls.....	\$54,165,958	\$50,981,928
Credit for tolls on U.S. Government vessels.....	1,006,756	821,104
Commodities sold.....	19,915,614	18,025,457
Service sales and rentals.....	23,313,516	23,601,929
Total revenue.....	98,401,844	93,430,418
Operating expenses and other costs:		
Payroll and related costs.....	47,968,393	43,112,837
Material and other operating expenses.....	4,432,170	4,363,648
Cost of commodities sold.....	13,624,847	13,338,218
Depreciation.....	4,926,835	4,981,952
Net cost of Canal Zone Government.....	13,365,899	12,801,246
Interest on net direct investment of U.S. Government....	8,770,690	8,925,188
Total operating expenses and other costs.....	93,088,834	87,523,089
Net Revenue.....	\$5,313,010	\$5,907,329

Statement of Changes in Equity of the United States Government Fiscal Year Ended June 30, 1961

	Net direct investment interest-bearing	Retained revenue non- interest-bearing	Thatcher Ferry Bridge non- interest-bearing
Equity at July 1, 1960.....	\$338,519,248	\$107,884,928	\$19,897,344
Additions:			
Net revenue.....		5,313,010	
Excess of market over book value of properties transferred to Republic of Panama under 1955 Treaty....		8,067,517	
Property transfers, other Federal agencies, net.....	37,416		
Adjustment of prior years' provision for depreciation of fixed assets..		877,772	
Reactivation of plant.....	110,346		
	338,667,010	122,143,227	19,897,344
Reduction:			
Market value of properties trans- ferred to Republic of Panama under 1955 Treaty.....	8,202,000		
Equity at June 30, 1961.....	\$330,465,010	\$122,143,227	\$19,897,344

Comparative Statement of Fixed Assets—June 30, 1961 and 1960

	1961		1960	
	Cost	Depreciation and valuation allowances	Cost	Depreciation and valuation allowances
Lands, titles, and treaty rights.....	\$14,763,665	\$.....	\$14,763,665	\$.....
Interest during original con- struction.....	50,892,311	50,892,311	50,892,311	50,892,311
Canal excavation, fills and embankments.....	282,717,270		275,886,352	
Canal structures and equip- ment.....	117,447,602	57,808,968	114,004,369	56,348,047
Other maritime facilities....	24,752,779	17,650,202	24,137,900	17,195,984
Supporting and general facili- ties.....	122,481,897	58,609,290	123,863,038	61,640,344
Construction work in progress.	8,205,050		7,179,557	
Retirements in progress....	2,422,256	2,154,090	4,945,385	4,808,928
Facilities held for future use.	5,772,295	4,308,127	2,087,795	1,246,625
Total.....	\$629,455,125	\$191,422,988	\$617,760,372	\$192,132,239



Iveth Rios of Balboa High School talks about some of the things visible from railroad, as Teacher Elisa Medina of the Cerro Batea School and two pupils listen.



Tour guide Edward Michaelis talks of Canal history to visiting pupils aboard *Las Cruces*.

Journey to Remember

THE FIRST DAY of November became a "day to remember" for approximately 650 young pupils of Panama schools, as they came to the Canal Zone, accompanied by their teachers, to tour some of the facilities of the waterway as guests of the Canal organization.

The students and their escorts, including 20 Spanish-speaking students from Balboa High School, boarded a

special passenger train at the Panama Station to start their afternoon visit, which was part of the Canal organization's participation in the program of Panama's Independence Week activities.

With the Balboa High School students circulating through the cars to offer explanations and answer questions, the train headed for Gamboa, where some 250 of the guests left the train to board the Canal's sightseeing launch *Las Cruces* and the tug *Culebra* for a trip into Gaillard Cut and return to Gamboa.

The 400 guests remaining on the train were taken to Gatun, where they were conducted on a tour of the locks by Spanish-speaking tour guides. Later, they reboarded the train to return to Gamboa, where those who had been aboard *Las Cruces* and *Culebra* reboarded the train and another group from the train boarded the sightseeing launch for a similar trip into the Cut. This second group later was returned to Panama Station by train.

Mrs. Ruth Pérez de Peré, President of the Panama Municipal Council, accompanied the first group on *Las Cruces* and near the conclusion of the launch trip took the microphone of the vessel's public address system to express her deep appreciation to Governor Carter for making the trip possible by providing for the use of Canal facilities and equipment by the visitors. Her remarks brought handclapping from the other guests aboard the vessel, as the youngsters and their teachers indicated their concurrence.

Young visitors to Gatun Locks were introduced to the giant watery stairsteps which lift ships over the Isthmus, with Spanish-speaking guides explaining operation of the locks.





Members of the Panama Municipal Council and other parade units move through Zone.

Festive Month

NOVEMBER was a festive month in the Canal Zone, as residents participated in three holiday observances. Two of the days, Veterans Day and Thanksgiving Day, were the traditional Stateside observances of November 11 and 23, while the third was the Canal organization's historic participation in festivities commemorating the anniversary of Panama's independence, November 3, 1903.

The colorful Flag Day parades on both sides of the Isthmus on November 4, highlight of the traditional 3-day Independence festivities, were viewed by thousands of Zonians and citizens of Panama, many of whom came to the Zone to watch the parades make their way along Zone streets decorated for the occasion with the crossed flags of the United States and Panama.

The band of the Cuerpo de Bomberos, units of the Panama National Guard, patriotic and civic organizations of Panama, representatives of schools in the Republic, and units of various U.S. military services on the Isthmus participated in the colorful march.

Governor Carter headed the list of Zone dignitaries present for the pledge of allegiance to the flag at Shaler Triangle, first stop for the parade after it had assembled in Plaza Porras. Greeting the Panamanian officials and others present for the ceremony, Governor Carter, speaking in Spanish, said, "As Governor of the Canal Zone, I am pleased to extend greetings on this occasion of genuine friendship. To the Panamanian people, your neighbors in the Canal Zone say welcome and congratula-

tions upon this significant Independence Week occasion.

"It is just a year ago today that I greeted you at this same spot," he continued. "I believe we can point with pride to the events of the past year, during which we have all worked in harmony. The friendship between the people in the Zone and the people in Panama has continued to be an example to all the people of the world. I am very happy to join you in a salute to the flag of a free, independent nation."

Earlier, Governor Carter had addressed a message to Panama President Roberto F. Chiari in which he said, "It is with great pleasure that I extend to



Young Zonian buys Panama flag from vendor, as parade moves past packed onlookers.

Your Excellency, in behalf of the Canal administration and the residents of the Canal Zone, best wishes for the happiness and welfare of the Panamanian people on the auspicious occasion of the 58th Anniversary of the Independence of the Republic of Panama."

A week after the Flag Day parade, the band of the Cuerpo de Bomberos returned to the Canal Zone, along with representatives of a number of other Panamanian organizations, including the Lions Club, and the National Guard, to participate in the Veterans Day parade. The quiet Thanksgiving Day observance of November 23 concluded the November holidays.

Governor Carter greets Panama band which serenaded him November 3 at Balboa Heights.





Using small boats and mulepower, three employees of the hyacinth control unit remove water grass and hyacinths from lower Chagres River.

Battling the BEASTLY BEAUTY



Floating hyacinth in center is less hardy than the rooted variety. The hyacinth blossom is from another plant.

Water hyacinths would make an inland Sargasso Sea of the waterway if left uncontrolled.

VIOLET BLUE water hyacinths clustered in little islands, scudding before a breeze across Isthmian waters, or anchored in the waterways, may provide inspiration for a poem, or for a delicate floral arrangement, but to the Dredging Division they represent trouble, unless controlled.

Water hyacinth control, so important to the Canal operation, keeps a hyacinth control unit of 30 men busy throughout the year. Last year the hyacinth control work cost the Company/Government approximately \$66,000 and an estimated 8,770,000 floating and anchored

plants were yanked out of the waterway. How did the Dredging Division's Operations Branch count the millions of hyacinths? Easy. A count was made of the plants in one rowboat load, and then multiplied by the number of loads.

The water hyacinths, over the years, have been sprayed with chemicals and poisons and have been pulled up by hand in the battle to destroy them, but they continue propagating. As a matter of fact, they are capable of multiplying 1,000 times in 7 months, and could make an inland Sargasso Sea of the entire waterway if they ever got out of hand.

No one knows exactly how the water hyacinths got their start in Isthmian waters, although their presence in State-side waters always seem to result in fanciful explanations. Two varieties are to be found here, the South American species which floats, and the Panamanian species that anchors in mud at a depth of not more than 20 feet of water. The tiny seeds probably were brought by ducks or marsh birds, which carried the seeds on their feathers or in mud on their feet, says Canal Zone Agronomist W. R. Lindsay.

The glossy round leaves of the water hyacinth, of either species, shed water like the deck of a speedboat. The floating variety has feathery, gas-filled roots and pithy leafstalks that are well equipped to float and travel. The blossoms are held aloft on a stem that grows up in the middle of the leaf cluster. The main stem grows out as a runner across the surface of the water, giving rise to new plants as it grows. From Virginia to Missouri, and through South America, this species turns ponds and quiet streams into vivid masses of color, often growing so thick that they hide the water.

Many methods have been tried in the battle against the hyacinths, says P. A. White, Chief of the Dredging Division, but this Division's hyacinth control unit always returns to the tried and true cutting and burning of hyacinths, pulling them from the water and piling them on shore to dry so they can be put to the torch during dry season. Testing still goes on, however, in the search for a sure-fire hyacinth killer. Diesel and bunker fuel oils, and all the new weed-killing chemicals, have been tried as they become available. But the water hyacinth blooms on, and on, and on.

The hyacinths which float near the surface of the water are easy to kill with weed-killing compound, it has been found. When the plants are sprayed with 2-4-D, a plant hormone compound,



The launch used by the hyacinth control unit moves a string of small work boats to a new location preparatory to a fresh attack on the troublesome water plants which flourish locally.

the plants' metabolism is speeded up so much that they eat themselves to death, using all their reserve food in the process. The dead plants shrivel and rot away into the water, finally sinking to the bottom.

The anchored water hyacinth is much hardier than the floating variety. The roots go down as much as 20 feet to take root and although weed-killing chemicals may affect the top part of the plant, the roots remain alive and ready to stage a comeback.

A huge mechanical rake, built by the Dredging Division shops, and log booms, as well as hand-pulling of the plants, come into action in the Dredging Division's battle against the hyacinths. The mechanical rake travels on a cable and hauls out large quantities at a time. The pile of dying water hyacinths grows and grows with each rakeful until there is a good-sized hill ready for burning when dry season comes.

The open lake areas have no sign of water hyacinths, but the upper Chagres, Chilibre, and Mandingo Rivers, Gaillard Cut, Pedro Miguel Lake, Red Tank Lake, the Cocoli River, and Miraflores Lake all have their share of the beastly beauties. When the gates at Madden Dam are opened, a terrific number of the plants usually are washed down the

river. The water hyacinths have completely closed the mouth of the Trinidad River and at the Escobal it would appear that one could, if so minded, walk across them, they are packed so closely.

While the water hyacinths flourish during the rainy season, about the same number of man hours is required throughout the year to keep ahead of them. A special effort is made to get the hyacinths out of the water prior to the beginning of the dry season. The hyacinth piles are burned before the rains start. Then the cycle starts once again.

In addition to water hyacinths, the hyacinth control unit last year removed 103,130 square feet of aquatic grass and 384.6 cords of driftwood.

Destruction of water hyacinths, ironically, causes increased growth of river grass. The hyacinths usually choke out the grass, and vice versa. Removal of the hyacinths upsets nature's balance and the grass flourishes unhindered. The latter also must be cut by hand, as no chemicals have been found to kill it.

The Operations Branch is keenly interested in all material and research that concerns hyacinth control. And it doesn't need a laboratory for testing new chemicals—there's always a handy water hyacinth plot available.

BETTER MEDICAL CARE

More health services for annuitants ordered by Board of Directors of Panama Canal Company at request of Governor Carter.



Dr. José I. Espinosa examines aging annuitant as Nurse Anna T. Caton watches, ready to assist the doctor and provide medical history of patient from card file kept at clinic to expedite treatment.

PRACTICAL and economically feasible ways of providing medical care for the aged has become a major concern of many people in the United States and is drawing increasing attention there and elsewhere as the general life expectancy and the number of aged continues to rise.

The Canal organization, concerned with much the same problem in relation to a similarly aged group of some 3,100 disability relief annuitants residing on the Isthmus, has taken a leading role in developing several related programs designed to fill the need of low-cost medical care for this group of former employees.

A major step in providing a complete program of medical care now is being implemented by Canal officials as the result of recent action by the Board of Directors of the Panama Canal Company.

The recent action by the Board provides for two part-time doctors to furnish medical care and treatment to the annuitants, two additional nurses to join the three now employed to visit the annuitants at their homes, and arrangements whereby drugs and medicines

needed by the annuitants will be provided free-of-charge by the Canal organization if prescribed by the part-time doctors.

Elderly annuitant rests a few moments.



The additional personnel and the free drugs and medicines, in conjunction with the care now being provided by the three visiting nurses and through a 10-month-old group health insurance plan, Canal officials believe, will provide efficient, economical medical care for the annuitants.

With an average age of 71 years, the eligible annuitants represent a number of special medical problems. The group health insurance program developed for their benefit with the assistance of the Canal organization was designed to provide them with protection against economically disastrous medical bills. Employment of the visiting nurses was aimed at providing professional nursing care at home for the minor ailments from which many of the annuitants suffer.

The group insurance plan, for which each enrolled annuitant pays \$2.75 per month for medical care and 60 cents for a \$150 death benefit, was modified somewhat in August in an effort to reduce the expense of providing the medical care stipulated under it. Continued operation of the plan would have been economically impossible without the modification, Canal officials say.

Group Health Plan

Includes Free Clinics

The group plan provides payment up to \$7 per day for hospital room and board for 31 consecutive days per illness; up to \$10 for ambulance service to and from the hospital; up to \$70 per in-patient illness for drugs, medicines, anesthesia, bandages, and similar items; up to \$150 for specified surgical operations; and up to \$90 for Canal Zone resident treatment by physicians. The death benefit of \$150 provided under the plan is doubled in case of accidental death.

The modification stipulates that the insurance company is to provide free clinics for health plan enrollees in both Panama City and Colon and requires that health plan enrollees must visit one of them before they are eligible for treatment by another physician or surgeon, or to be hospitalized.

Unlike other medical services provided for under the insurance plan, service at the clinics is not limited to any specific number of days or calls. Thus, annuitants able to do so may visit the clinics when necessary with no expense beyond that of the monthly insurance premiums they pay.

The modified plan, under which the annuitants are required to visit one of the clinics provided by the insurance company in order to qualify for bene-

Three ailing annuitants await turns at Panama Hospital clinic.



fits, does provide, however, that any insurree not provided satisfactory service from the clinics or hospitals designated by the insurance firm, then may be

attended by any other physician, surgeon, or hospital in the Republic of Panama approved by the insurance company.

The services provided at the clinics have been extended to include supplying the insured annuitants with limited amounts of medicines and drugs, although the clinics are not required to furnish them. Annuitants visiting the clinics are questioned about their medical problems and, if indicated, examined by the physician in charge. Diet, drugs, medicines, or other indicated treatment then are prescribed.

Governor Carter has taken a personal interest in development of the plans for improving the medical care available to the annuitants. He presented the plan for providing the part-time doctors, two additional nurses, and free drugs and medicines to the Board of Directors during a recent quarterly meeting in Washington. The Board then approved the proposal.

The Personnel Bureau, which has played a major role in developing the programs to date, is working in close cooperation with the Health Bureau to institute the Board-approved plan, the most recent addition to the benefits which disability relief annuitants receive by virtue of their former employment.



Annuitants relax in waiting room of clinic provided by group health insurance program.



POTPOURRI



MORE THAN 45 tons of powdered milk sent to the Panama Government by the United Nation's International Children's Emergency Fund (UNICEF) recently was brought to the Pacific side of the Isthmus from Cristobal on the Panama Railroad, without charge.

The milk, which is to be distributed to children in Panama, was stored and transported free of charge by the Canal organization at the request of the Panama Ministry of Labor, Social Welfare, and Public Health. It had been brought to Cristobal on a United Fruit Co. ship.

On hand as the milk was transferred from the train to trucks were Luis E. Guizado, Acting Minister of Labor, Social Welfare, and Public Health, and Milciades Arosemena of the Department of Public Health. Bernard Dorfman, local agent of the Panama Railroad, is seen with them in the accompanying photograph.

IT WILL BE many months before the new \$4 million Gorgas Hospital building now under construction looks like this architect's drawing, but the general outline of the second floor should begin to take shape within the next few weeks.

Employees of the W. B. Uhlhorn Construction Co. are scheduled to begin work this month on the supporting columns which will hold the building one story above the ground.

Despite the heavy rains in November, which delayed the completion of five of the underground caissons which will support the structure, other general foundation work was carried out by the contractor. As soon as dry weather arrives, Case Foundation Co. is expected to drill the holes for the five remaining caissons.

The ground floor area under the building proper is to be used as a parking lot for at least 100 cars, while the second floor, which will be 12 feet above the ground floor level, will house most Gorgas clinics, a general information center, the admitting office, administrative office, medical record center, the emergency room, and the pharmacy.



Peace Corps members watch Canal operation as Santa Isabel is put through Gatun Locks.

THE FIRST LADY of Panama, Mrs. Cecilia O. de Chiari, wife of President Roberto F. Chiari, and a party of six other persons associated with the Advisory Board of the Panama Institute for Special Rehabilitation, visited special education classes at the Canal Zone's Paraiso schools last month. Mrs. Chiari is president of the Advisory Board.

Accompanied by W. P. Leber, who

was Acting Governor at the time of her visit, Mrs. Chiari and members of her party saw some of the work done by students in the Paraiso classes and talked to the teachers about their methods and teaching materials.

The group was assured that Canal Zone school officials would provide whatever assistance they could to help teachers of the special education classes conducted by the Panama Institute.



Mrs. Chiari
examines
lesson of pupil
Omira Morrell, as
Teacher
Thelma Lee
and pupil
Alberta Spooner
look on.

NOW ON DUTY in Chile are 53 members of the Peace Corps who passed through the Canal aboard the Grace liner *Santa Isabel* several weeks ago.

The ship, carrying a large sign announcing the presence of the youthful Peace Corps members, transited the Canal on her way to Chile from New York. The group of Peace Corpsmen, among the early volunteers to be assigned to South America under the new program, are believed to be the first of the Corps to pass through the waterway.

The volunteers had an opportunity to see a little of Panama during their Isthmian visit, as the vessel on which they were traveling docked briefly in Cristobal to discharge cargo before transiting the waterway and proceeding to Chile.

MORE THAN 80 percent of the non-U.S.-citizen employees of the Canal organization who are eligible for group life insurance protection under the recently developed program had signed for the insurance by the time the period for enrolling without taking a physical examination ended late in October.

Personnel Director Edward A. Doolan said the 80 percent enrollment was about 20 percent above original expectations and commended Robert Van Wagner, Employee Services Officer, for "the good groundwork" which led to "this very fine result."

A total of 7,960 of the 9,944 eligible employees of the Canal organization have enrolled in the program. Officials reported that 10 insured employees have died since the program started and total death benefits of approximately \$50,000 have been paid to their survivors.

The amount of life insurance, which costs 27½ cents per pay period for each \$1,000 of insurance, is based on the employee's annual salary.

Although enrollment in the program without taking a physical examination has ended, except for new employees, it still is possible for eligible employees to qualify for the life insurance coverage by submitting to a physical examination.

A NEW CANAL ZONE elementary school, to accommodate approximately 650 pupils, will be built in Fort Clayton next year by the Canal organization. According to specifications issued by the Engineering and Construction Bureau, the new school will have 21 regular classrooms, 2 kindergarten rooms, and 5 classrooms for special education. In addition, there will be air-conditioned music and audiovisual rooms, a library, teachers' rooms, and a school office. A play area will be built nearby. The school will be made by remodeling a former Army barracks building.

A private pleasure plane swoops in for a landing on grassy strip at France Field.



THROUGH THE AIR

Travel is a Pleasure

DREAMS of flying through the air are as old as mythology. Greek legend tells of Daedalus, who tried to emulate the birds by making wings for himself and his son, Icarus, from feathers secured with string and wax.

Today's flying equipment shows considerable improvement over Daedalus' invention, but today's airmen still share his dream of soaring through the air on their own—in their own planes.

Private pleasure flying is no innovation on the Isthmus. Private planes were part of the local scene before World War II, but in 1941 the Governor of the Canal Zone abolished private flying in the interest of national defense. Since 1946 a small but active group has worked to get private flying back in the Canal Zone. Their efforts were crowned with success in June 1961, when Governor Carter signed a revision of the supplementary Canal Zone air-navigation regulations which became effective almost immediately. The revision implemented the authority granted by the Secretary of the Army of the United States to permit "basing in the Canal Zone of private pleasure aircraft belonging to members of duly organized civil

air clubs who are entitled to Canal Zone purchase privileges."

The Canal Zone Civil Air Club operates from old France Field on the Atlantic side of the Isthmus. The

members fly to various points in the Republic, and enjoy most cordial relations with fellow flyers in the Republic. Invitations to "fly-ins" and parties at various airfields in Panama are part of the regular social agenda of the club.

At present, three light planes are based at old France Field. The fact that the Canal Zone Civil Air Club has more members than planes is one indication of the amount of interest in flying. For instance, one of the planes has six owners who operate as a club within the Air Club. Nor does multiple ownership pose a problem, for the six owners set up their own flight programs and, never yet, have all six wanted to fly at the same time.

Bremer L. Jorstad, secretary-treasurer of the Canal Zone Civil Air Club, pointed out that private plane ownership is relatively inexpensive. Unlike other equipment, a plane's life expectancy is not measured in years, for the owners just keep replacing wornout parts with new ones, thus gradually rebuilding the planes.

All the aircraft have to have certificates of current air-worthiness. The certificates, until the Air Club moved to France Field, had been issued by the

Club President B. D. Maynard at controls.



Republic of Panama. Attendant on the move, and through agreement with the FAA, the planes were transferred to U.S. registration.

Local traffic patterns are established to preclude traffic interference. According to the regulations that govern the Canal Zone Civil Air Club, every aircraft departing from a base in the Canal Zone and flying outside an area within a 3-mile radius of the point of departure, has to file a flight plan with the Federal Aviation Agency International Flight Station in the Canal Zone. Moreover, the navigation, operation, or flight of aircraft within the Canal Zone Military Airspace Reservation between the hours of sunset and sunrise are prohibited except in the case of an emergency, or upon special authorization granted by

the Governor. This means that if a real life "Josephine" is going to be invited to take a spin "in a flying machine" in the Canal Zone, it will never be by moonlight.

Although the members of the Canal Zone Civil Air Club have gone on flights to the San Blas Archipelago, David, Santa Clara, San Jose, and Medellin, just for the pleasure of an air trip, they also have participated time and again in air-rescue searches. The members are ready to offer their services at any time disaster may strike any area.

Nor do they wait for disasters to lend a hand. During November, the Air Club loaned its Hangar 44, which normally is the headquarters, operations office, and storage area, to the Vincentian Fathers of Holy Family Church for the annual holiday fair on the Atlantic side.

President of the Canal Zone Civil Air Club is B. D. Maynard of Margarita, who is with the Panama Canal Maintenance Division. Capt. E. L. Cotton, Commander of the Balboa District, Balboa Fire Station, is the vice-president, and Mr. Jorstad, the secretary and treasurer, is with the Canal's Contract and Inspection Division.

Board members are Lee Kariger, Administrative Officer in the Locks Division; William L. Brooks, Administrative Assistant on the Thatcher Ferry Bridge project; and Robin L. Erixon, a Canal pilot.

The membership ranges from representatives from the Health Bureau, and Navigation Division, to the Director of the Personnel Bureau, Edward A. Doolan, who received his private pilot's license last February.

President Maynard, has logged more than 3,000 hours' flight time and holds (See p. 22)



Four of six men who own and share a single plane pose in front of it. Left to right are Bremer L. Jorstad, William Brooks, President Maynard, and Lee Kariger.



Mrs. Emily Brooks has soloed, but recently has left most of the flying to her husband.



Personnel Director E. A. Doolan is a recent convert and an enthusiastic participant.

WHAT DOES IT COST to operate a private plane? Something like 5 cents a mile, the Canal Zone Civil Air Club members figure.

Operational expenditures, for a 4-place, all-metal plane, capable of traveling 120 miles per hour, based on 200 hours per year, with flights from France Field, are computed as follows:

Per year

Hangar.....	\$60
Gasoline.....	530
Oil.....	30
Wash and wax.....	120
Inspections.....	100
Total per year.....	\$840

or \$4.20 per hour

To this sum is added \$2 per hour for the general fund, to pay for major overhaul, major repairs, parts, paint, etc. Using the \$6.20 per hour total as a basis, a round trip to San Jose would cost \$45.

Fire Capt. and Mrs. E. L. Cotton beside plane they use for Central American trips.





HUNTING FIRE HAZARDS

Quarters of Company-Government employees being inspected in fire prevention campaign.

Inspector Alfonso Wilson discusses fire prevention regulations with Mrs. R. E. Harvey, Balboa.

A PROGRAM designed to reduce fire hazards in Canal Zone living quarters was started last month, as personnel of the recently organized fire prevention unit of the Fire Division started inspections of living quarters to detect, eliminate, and safeguard against conditions which could lead to a fire.

In announcing inauguration of the new program, Governor Carter pointed out that occupants will be given at least 1 week's notice of the day on which an inspection is to be made. He also emphasized that the intent of the program is to help residents avoid fire hazards rather than to be punitive in any way.

The hours of inspection have been established to reduce to an absolute minimum any possible interference with household routines. All inspections will be made between 9:15 and 11:30 a.m. or 1 and 4 p.m. and no inspections will be made except when the occupant or a designated representative is present.

All occupants of Canal Zone quarters

will be supplied with a copy of the fire prevention regulations for living quarters in advance of any inspection. The regulations, printed in both English and Spanish, are being distributed to all residents prior to the start of inspections in the various townsites.

The regulations provide that inspectors will point out and explain hazardous conditions and corrective measures which are necessary. Where possible, deficiencies will be corrected immediately. Those which cannot be corrected immediately will require a follow-up inspection. A copy of the report will be furnished the occupant after inspection is completed.

The National Fire Codes published by the National Fire Protection Association will be used as a guide by the inspectors in cases not covered by local regulations. Highlights of the local regulations are:

Extension cords shall not be used as a substitute for the fixed wiring of a structure, or run through, under, or

behind parts of the building or rugs.

Fuses in lighting circuits of quarters are normally of 20 ampere capacity and the use of other than 20 ampere fuses without authorization of the Electrical Division or the use of any metallic object to bridge a burned-out fuse is prohibited.

Any electrical or mechanical damage to wiring, fixtures, receptacles, or switches should be reported to the Electrical Division district wireman as promptly as possible.

All heating elements shall have guards. Damaged or missing guards shall be reported to the Housing Branch and the heating element removed until the guard is replaced or repaired.

Heating elements shall not project beyond the open end of the guard.

Clothing and other items stored in heated spaces shall not be permitted to be in direct contact with heating element guards and highly flammable articles or liquids shall not be stored in heated spaces.

No more than 10 gallons of flammable liquids shall be stored and all such liquids shall be stored in tightly covered metal containers or safety cans in a ventilated area.

Gasoline, paint thinner, benzene, and similar flammable liquids shall not be used in or under quarters.

Common hallways and stairwells in multiple family quarters shall not be used for storage of any article or material.

Excessive or disorderly storage of material or equipment that could contribute to the cause or extension of fire, impede firefighting operations, or restrict exit facilities will not be permitted.

Oily rags or polishing cloths should be disposed of or kept in tightly covered metal containers, while oily or polishing mops should be hung in well ventilated spaces.

Curtains, draperies, and other combustible materials in the vicinity of stoves shall be installed so the material will not hang or be blown over heated surfaces or open flames.

Open fires will not be permitted without prior permission of the Fire Division.

Stoves or grills using charcoal are prohibited within quarters but may be placed in patios or in open basements under quarters.

Repairs to vehicles, motors, and their fuel systems will be prohibited under wood frame buildings containing more than two apartments.

Gas and electric cutting or welding by occupants in or under quarters is prohibited. Storage of gas welding equipment also is prohibited.

Spray painting by occupants will be permitted only in well ventilated areas under or outside of quarters.

As pointed out in the regulations, the rules are prescribed for the protection of life and property from fire and they apply to all Company/Government living quarters in the Canal Zone.

In providing for prior notice to occupants of the day on which an inspection is to be made, the regulations provide that those not expecting to be home on the scheduled day should call Fire Division officials and set a date and time when the inspection can be made. In the Balboa District, occupants should call 2-2128 to make such arrangements, while 3-2126 is the number in the Cristobal District.

The inspectors, who have been given extensive instruction in inspection methods, will wear dark blue trousers and light blue shirts while on duty. In addition to being instructed in inspection techniques and regulations. The inspectors will not correct deficiencies, but will point them out and explain how they can be corrected.



Christmas Eve of The Safe Worker

'Twas the night before Christmas, and all through the crew
Every man had his mind on the things he should do
To bring to his family such pleasure and joys
As the season afforded, like candy and toys,
Like Santa Claus stories of reindeer in flight,
Like a tree all aglitter with tinsel and light.
And in each worker's heart sang the truth like a hymn,
That the family's great need was in just having him.
For with him there was safety, protection and love
And all of like blessings that come from above.
Each knew that his duty to family and self
Was to work without accident, guarding his health,
So that children and helpmate, would not weep with cause
For their husband and father—their own Santa Claus!

—STEPHEN BAKER, Safety Advisor; Western Division,
Commonwealth Edison Co., Chicago.

Be Careful - Not a Statistic

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
OCTOBER



FIRST AID
CASES

'61 261 '60 225

YEAR TO DATE 3049(397) 2438



DISABLING
INJURIES

'61 11 '60 10

111(4) 116



DAYS
LOST

'61 3178 '60 288

12604(58) 14498

() Locks Overhaul injuries included in total.

New Roads to Bridge

AS THE STEEL framework of Thatcher Ferry Bridge began to give an indication of things to come, the task of widening the east side approach roadways to the bridge also was starting to take on visible form as December arrived.

Completion of the widening work on Tivoli Avenue from "J" Street to Ancon Boulevard was scheduled for this month, just as bids were to be taken for the final approach sections of roadway. The final approach on the east side will run from Avenue "A" to the bridge, a distance of about 1½ miles, while that on the west bank will run from the end of the bridge to a point slightly more than one half mile away to join Thatcher Highway.

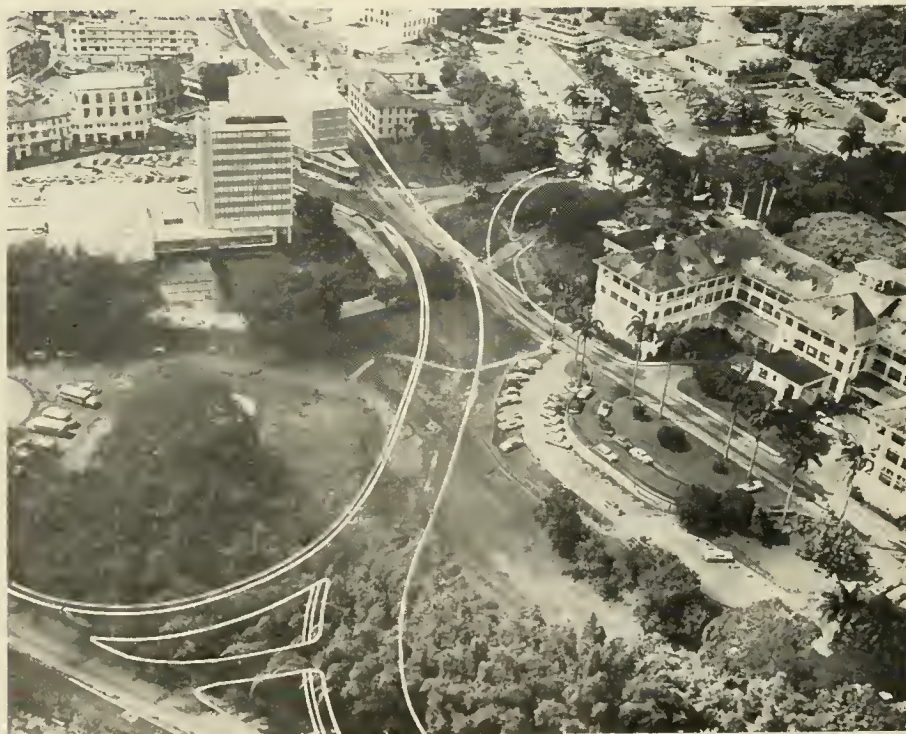
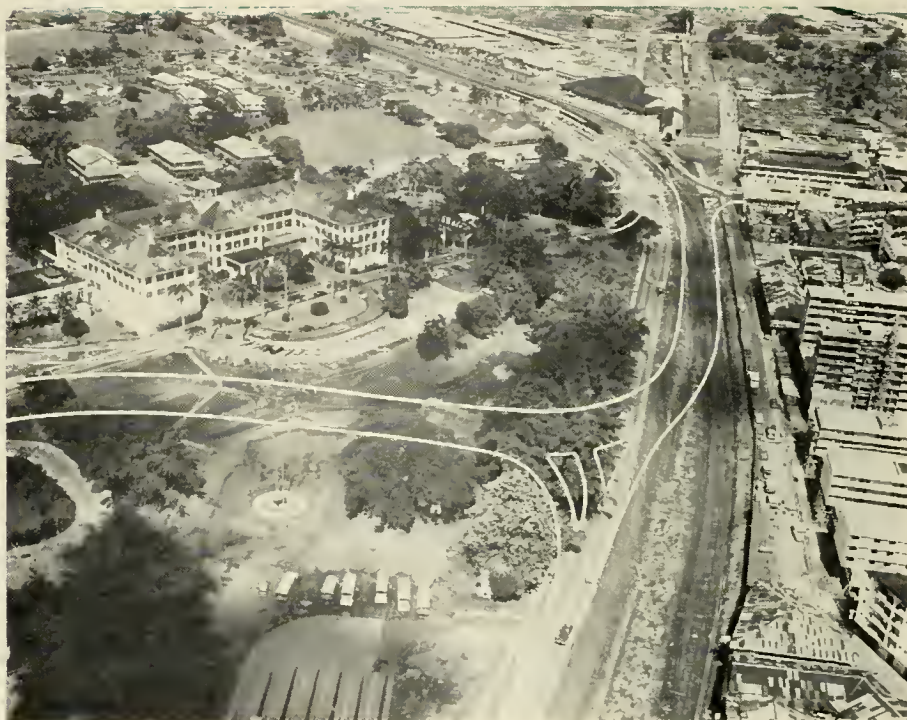
The reopening of Tivoli Avenue to 2-way traffic this month will end some detours in this area which have been in operation since the beginning of the widening work some months ago. The temporary traffic bottleneck created by alteration work at the junction of Tivoli Avenue and Shaler Road also is slated for elimination this month as work is completed there.

Much of the work this month will be devoted to construction of a short connecting roadway from Ancon Boulevard to Tivoli Avenue near the Tivoli Guest House. This roadway eventually will replace Tivoli Avenue as the connecting roadway between Ancon Boulevard and the Guest House. The present intersection of Ancon Boulevard with Tivoli Avenue will be maintained throughout the continued widening work, but will be eliminated before the new highway is opened.

Advance work necessary to construction of the new highway which will pass through Shaler Triangle, cross the present Shaler Road, and then follow the course of the present railroad tracks to a junction with Roosevelt Highway near the Panama Railroad Station also will be carried out this month. This work probably will include the removal of some of the bamboo now growing adjacent to Shaler Road. The continuing work on these roadways will necessitate a number of temporary detours.

The white lines on the two accompanying photographs show the course of the new roadway between Ancon Boulevard and Gaillard Highway, as well as the relocated end of the Panama Railroad. The small roadway between Ancon Boulevard and Tivoli Avenue also is shown.

Widening work, extension of roadways, and construction of new pavement all parts of bridge work.



ALL-OUT EFFORTS to achieve the \$145,000 goal of the 1961 Canal Zone United Fund Campaign were being made during the last half of November, as organizations which had not yet achieved their goals made determined attempts to improve their level of participation.

To give the lagging organizations an opportunity to complete solicitations and reach their respective goals, Governor Carter, who serves as President of the Canal Zone United Fund, authorized extension of the campaign through December 2.

With 12 days to go as the REVIEW went to press, contributions and pledges were \$18,209 short of the \$145,000 goal. Campaign Chairman L. A. Ferguson, Director of the Canal organization's Supply and Community Service Bureau, still was hopeful that the total amount would be raised before the campaign closed.

The campaign report covering results through November 20 showed that 87.4 percent of the total goal had been pledged. Employees of the Panama Canal Company/Canal Zone Government had contributed \$67,125 or 93.2 percent of the \$72,000 goal assigned to the agency, while the combined contributions from other agencies and special gifts totaled \$59,666, or 81.7 percent of the \$73,000 goal for them.

Personnel of the Army, with a goal of \$25,000, had made contributions totaling \$18,512, or 74 percent of the goal. Navy personnel had contributed \$3,881, or 97 percent of the \$4,000 goal; Air Force contributions totaled \$4,123, or 82.5 percent of the \$5,000 goal; and contributions from the personnel of all other Government agencies had reached \$1,266, or 126.6 percent of the \$1,000 goal. The other Government agencies solicited in the fund drive are the U.S. District Court, the Federal Aviation Agency, Middle America Research Unit, Point Four, Bureau of Public Roads, Embassy, Veterans Administration, and the Smithsonian Institution.

Within the Company Government, the following contributions had been received toward the goal of \$72,000: Office of the Governor-President, \$2,857; Office of the Comptroller, \$4,663; Civil Affairs Bureau, \$11,388; Engineering and Construction Bureau, \$11,976; Health Bureau, \$6,377; Marine Bureau, \$14,525; Personnel Bureau, \$1,713; Supply and Community Service Bureau, \$7,734; and Transportation and Terminals Bureau, \$5,891.

The First Lady of Panama, right, and Mrs. W. P. Leber, accompanied their husbands on a visit to the United Fund Trade Fair.



REPORT



President Chiari at the United Fund Trade Fair. Shown, left to right, are Minister of the Treasury Gilberto Arias, Lt. Federico Boyd, President Chiari, United Fund Campaign Chairman L. A. Ferguson, and W. P. Leber, Acting Governor at time of President's visit.

ANNIVERSARIES

(On the basis of total Federal Service)

SUPPLY AND COMMUNITY SERVICE BUREAU

William F. Robinson
Commissary Store Manager
Alexander Centeno
Scrap Materials Sorter
Adolfo Bedolla
Garbage Collector

MARINE BUREAU

Edward J. Cullen
Chief Engineer, Towboat or
Ferry
Lawrence W. Jenkins
Guard Supervisor

TRANSPORTATION AND TERMINALS BUREAU

Carlyle D. Clark
Freight Rate Assistant
Alfred T. Powell
High Lift Truck Operator
Walton G. Green
Laborer

ENGINEERING AND CONSTRUCTION BUREAU

Carlton C. James
Launch Operator
William D. Welsh
Carpenter

OFFICE OF THE COMPTROLLER

M. A. Johnston, Jr.
Chief, Payroll and Machine
Accounting Branch

ADMINISTRATIVE BRANCH

Luis H. Blanco
Letterpress Pressman

CIVIL AFFAIRS BUREAU

Earl M. Stone
Customs Inspector
John Fettler
Detective Sergeant
Elsinora L. Lynch
Senior High Teacher, Latin
American Schools
Bramwell N. Lewis
Heavy Laborer

ENGINEERING AND CONSTRUCTION BUREAU

Millard M. Coleman
Chief Engineer, Towboat or
Ferry
A. Paul Jones, Jr.
Chief Engineer, Towboat or
Ferry
Lee Williams
Helper Telephone Electrician
Enos G. Hanson
Oiler
Luther C. Brown
Maintenance man
Murphy Robinson
Seaman
Facundo Garcés
Heavy Laborer

HEALTH BUREAU

Elizabeth J. Brown
Accounting Assistant
Beverly C. Diller
Medical Assistant, Typing
C. E. Goulbourne
Nursing Assistant
Nicholas I. Dean
Hospital Laborer
Marciano Ortega
Cook

MARINE BUREAU

Norman M. Currier
Pilot
Carlos Jack
Helper Lock Operator

Lawrence J. Keegan
Marine Traffic Controller
Reuben T. McBean
Seaman
William E. Austin
Launch Operator
Edward R. S. Brown
Helper Machinist
Simeón L. González
Helper Lock Operator
William N. Lewis
Seaman
Juan Serna
Cement Finisher
Clarence A. Worrell
Seaman
Heliodoro Meece
Heavy Laborer
Bernadine C. Lally
Clerk-Stenographer
Santiago López
Oiler Floating Plant-Boom
Edilberto M. Solís
Carpenter
Wilbert T. Dryden
Clerk

OFFICE OF THE COMPTROLLER

Veronica N. Morris
Card Punch Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

George J. Marceau
Service Center Manager
Vincent Sealey
Storekeeping Clerk
Concepción Barrios
Lead Foreman Grounds
Maintenance Equipment
Operator
Ismael Murgas
Garbage Collector
Gladys A. Conley
Merchandise Management
Officer
Vince A. Lucas
Guard
Ethel M. Reid
Pantryman
Ada U. Puckerine
Sales Checker, Retail Store

Leroy T. Malcolm
Sales Clerk
Conrad A. Usher
Warehouseman
Mabel A. Walters
Meat Packager
Susanah L. Hawkins
Sales Checker, Food Service
John W. Miller
Laborer Cleaner
Aurelia C. Navarro
Laundry Checker
Eduviges Vergara
Laborer
Germaine I. Punnett
Clerk Typist
Lionel O. Gittens
Laborer Cleaner
Aguirina Ortega
Utility Worker
Evans Clark
Heavy Laborer
James L. Carter, Jr.
Utility Worker
Olive E. Lewis
Sales Clerk
Isabel J. Powell
Counter Attendant
Absalon Torres
Laborer Cleaner

TRANSPORTATION AND TERMINALS BUREAU

Raymond L. Harvey
Automotive Machinist
Manuel Perca
Railroad Trackman
Lloyd O. Rogers
Clerk
Ivan E. Haywood
Chauffeur
Henry McTaggart
Oiler
Louis F. Ward
Truck Driver
Ernest L. Reid
Heavy Laborer
Arthur N. Clarke
Truck Driver
Albert Griffith
Chauffeur
Oscar Jackson
Truck Driver

PROMOTIONS AND TRANSFERS

October 10 through November 10

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

EXECUTIVE PLANNING STAFF

Thelma H. Bull, from Statistical Clerk, to Statistical Assistant.

ADMINISTRATIVE BRANCH

Catherine I. Oliver, from Clerk-Typist, Division of Schools, to Clerk-Stenographer.

Arnold W. Marshall, from Clerk, to Photography Clerk.

Francis A. Cutkelvin, Cuthbert M. Josiah, Goulborne L. Phillips, from General Helper, to File Clerk.

CENTRAL EMPLOYMENT OFFICE

Sylvester N. Williams, from Clerk Checker, Terminals Division, to Mail and File Clerk.

CIVIL AFFAIRS BUREAU

Joseph A. Vowell, Jr., from Substitute Window Clerk, Postal Division, to Customs Guard, Customs Division.

Harold G. Lawton, from Firefighter, to Driver-Operator Firefighter, Fire Division.

Addie B. Hood, Clerk-Stenographer, from Engineering Division, to Police Division.

Postal Division

William T. Halvosa, Jr., from Relief Supervisor, Balboa, to Finance Branch Superintendent.

Robert P. Carey, from Window Clerk, to Relief Supervisor, Cristobal.

Charles F. Knotts, from Warehouseman, Supply Division, to Substitute Window Clerk.

Division of Schools

Margaret L. Acker, La Quinta W. Bridwell, Ercel F. Stanphill, from Substitute Teacher, to Elementary and Secondary School Teacher.

Victoria Jiménez, from Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

Lillian E. Jenkins, from Recreation Leader, to Recreation Specialist, Sports.

Diva Davis, Clerk-Typist, from Central Employment Office.

ENGINEERING AND CONSTRUCTION BUREAU

Office of the Director

Melvin F. Millard, from Supervising Safety Inspector, to Safety Officer.

Lucille M. Fulop, from Stenography Clerk, to Stenography Secretary.

Marion O. Wells, from Stenography Clerk to Clerical Typing Assistant.

Engineering Division

Rena L. Givens, Clerk-Stenographer, from Administrative Branch.

Andrew D. De Sousa, from Boatman, to Toolroom Attendant.

Benjamín Mozo, from Dock Worker, Terminals Division, to Boatman.

George R. Jackman, Emiliano Muñoz, Egbert F. R. Watson, from Boatman, to Surveying Aid.

Dredging Division

George W. Rae, from General Foreman, Ship Cargo Operations, Terminals Division, to Towboat or Ferry Master.

Fred A. Stahl, from Towing Locomotive Operator, Locks Division, to Guard Supervisor.

Cupertino Garrido, from Debris Control Leader, to Debris Control Lead Foreman.

César A. Subia, from Cook, Supply Division, to Seaman.

Gilberto Duque, from Grounds Maintenance Equipment Operator, Community Services Division, to Seaman.

Samuel A. Grant, from Deckhand, Navigation Division, to Seaman.

Vincent E. Trotman, from Laborer Cleaner, Community Services Division, to Seaman.

Clarence F. Whyte, from Helper Locomotive Engineer, Railroad Division, to Floating Plant Fireman.

Victor M. Mite, from Seaman, to Leader Seaman.

Juan Scott, from Truck Driver, to Seaman.

Norman V. Archibald, from Clerk, to Storekeeping Clerk.

Manuel F. López, from Boatman, to Winchman.

Marcos A. Cervantes, Pascual Córdoba, Luis A. Guillén, Julio Samaniego, Vincent L. Thomas, from Boatman, to Seaman.

Claud A. Morant, from Laborer, to General Helper.

Electrical Division

William H. Edmondson, from Supervisory Electronic Technician, to General Foreman, Electronic Systems Maintenance.

Milton Davis, from Lead Foreman Armature Winder, to General Foreman Armature Winder.

William J. Watkins, from Warehouseman, to Stockman.

Elisha A. Bennett, from Stockman, to Electric Meters Clerk.

Earl W. Alleyne, from Messenger, Office of General Manager, Supply Division, to Warehouseman.

Maintenance Division

Rene P. Trembleau, from Maintenance Machinist, to Leader Heavy Duty Equipment Mechanic.

James C. Slade, from Refrigeration and Air Conditioning Plant Operator, to Refrigeration Mechanic.

Lorenzo Deer, from Helper Welder, to Boiler Tender.

Lovestan F. Samuel, from Helper Maintenance Machinist, to Maintenance Man.

Gabriel Córdova, from Heavy Laborer, Supply Division, to Maintenance Man.

Fredrick Johnson, Edward Roberts, from General Helper, Supply Division, to Oiler.

Enrique Borbúa, from Laborer, to Helper Welder.

Zedekiah Henry, from Heavy Laborer, to Asphalt or Cement Worker.

José A. Castellón, Nacor Cedeño, from Dock Worker, Terminals Division, to Heavy Laborer.

Pablo Lasso, from Laborer, to Heavy Laborer.

HEALTH BUREAU

Alvis B. Carr, Jr., from Hospital Administrative Assistant, to Administrative Services Officer, Office of the Director.

Gorgas Hospital

Chester E. Pearson, from Hospital Administrative Officer, to Assistant Director.

Margaret C. Yerkes, from General Supply Assistant, to Supervisory General Supply Officer.

Arline L. Millard, from Clerk-Typist, Employment and Utilization Division, to Clerk-Typist.

Aston C. Philpotts, from File Clerk, to Bookkeeping Machine Operator.

David E. Mitchell, from Hospital Laborer, to Patient Food Service Attendant.

Carl L. Oglvie, from Kitchen Attendant, to Patient Food Service Attendant.

Ferdinand C. Reider, from Waiter, Supply Division, to Admitting Service Aid.

Coco Solo Hospital

Mary M. Harrison, Staff Nurse, Medicine and Surgery, from Gorgas Hospital to Coco Solo Hospital.

Jeannette M. Chassaignac, from General Medical Technician, to Medical Technologist.

Teresita Quirós, from Clerk-Typist, Division of Preventive Medicine and Quarantine, to Clerk.

Sylvester Green, from Utility Worker, Supply Division, to Hospital Laborer.

Lester J. Leonard, from Utility Worker, Supply Division, to Nursing Assistant.

Elizabeth Moise, from Sales Clerk, Supply Division, to Nursing Assistant.

Clara W. Reid, from Food Service Sales Checker, Supply Division, to Nursing Assistant.

OFFICE OF THE COMPTROLLER

William T. Roberts, from Accountant to Auditor, General Audit Division.

Accounting Division

Wilmer L. Downing, from Supervisory Accounting Assistant, to Payroll Systems Officer.

Aristea C. Arosemena, from Statistical Clerk, Locks Division, to Voucher Examiner.

Elaine M. Payne, from Clerk-Typist, to Stenographic and Typing Unit Supervisor.

Leonard Aguirre, from Clerk, Locks Division, to Time, Leave, and Payroll Clerk.

Lloyd B. Joseph, James A. Dowlin, from Office Machine Operator, to Bookkeeping Machine Operator.

Norma M. Jones, from Sales Clerk, Supply Division, to Office Machine Operator.

MARINE BUREAU

Lawrence W. Chambers, from Safety Inspector, to Safety Officer, Office of the Director.

Navigation Division II

John F. McKeen, Burley F. Pruett, from Towboat or Ferry Master, to Pilot-in-Training.

James E. Hayden, Towboat or Ferry Master, from Dredging Division.

Paulino Castro, from Launch Seaman, to Launch Operator.

Luis E. Hurtado, from Kitchen Attendant, Supply Division, to Heavy Laborer.

Industrial Division

Horace Reid, from Clerk-Typist, to Leader Stockman.

Rupert L. Neblett, Clerk-Typist, from Supply Division.

Miguel A. Montalvo, from Dock Worker, Terminals Division, to Maintenance Painter.

José F. Romero, from Grounds Maintenance, to Assistant Director.

(See p. 22)

(Continued from p. 21)

nance Equipment Operator, Community Services Division, to Helper Rigger.

Locks Division

Marjorie R. Butler, from Clerk-Typist, Central Employment Office, to Clerk.
Theodore M. Finneman, from Guard, to Guard Supervisor.
William L. Bennett, from Electrician, to Lock Operator Electrician.
Richard D. Brown, Truck Driver, from Motor Transportation Division.
Irvin F. Headley, from Helper Lock Operator, to Oiler.
Julian T. Brathwaite, from Helper Lock Operator, to Heavy Hammer Runner.
John J. Christopher, from Helper Lock Operator, to Line Handler.
Ivan Marek, Vernal A. McKay, Arlington A. Petro, Eduardo E. Robinson, from Heavy Laborer, to Helper Lock Operator.
Rodolfo Ayarza, Juan B. Castro, Marcos Ceballos, Marcos E. del Río, Luis F. Galván, Claudio Garay, Feliciano Luján, Pablo Molino, Bacshi Singh, Sotero Vallejos, Ernesto M. Weeks, from Heavy Laborer, to Line Handler.
Gilbert W. McZeno, from Utility Worker, Supply Division, to Heavy Laborer.

SUPPLY AND COMMUNITY SERVICE BUREAU

Community Services Division

Livingston W. White, from Leader Laborer Cleaner, to Clerk.
Edgar E. McGill, from Laborer Cleaner, to Leader Laborer Cleaner.
Rosaura Branch, from Laborer Cleaner, to Maid.
Junios F. Jordan, from Grounds Maintenance Small Equipment Operator, to Cemetery Worker.
Dionisio De León, Adolphus M. Julie, Domingo Muñoz, Rito Murillo, Casimiro Ortega, Clinton R. Sharp, from Laborer, to Grounds Maintenance Small Equipment Operator.

Supply Division

Glenn W. Plucker, from Service Center Supervisor, to Restaurant Manager Caterer.
Louis J. Taylor, from Stockman, to Clerk Checker.
Ashton D. Worrell, from Produce Worker, to Sales Section Head.
Joseph S. Thompson, from Utility Worker, to Grocery Worker.
Kermit Pusey, from Counter Attendant, to Cook.
Reginal E. Murray, from Warehouseman, to Truck Driver.
Wilfort B. Gordon, from Packager, to Utility Worker.
Agatha R. Hudson, Wilhelmina S. Smith, from Utility Worker, to Produce Worker.
Elsie F. Williams, from Counter Attendant, to Food Service Sales Checker.
Bertram O. Bryce, from Heavy Laborer, Lock Division, to Warehouseman.

Máximo Gutiérrez, from Heavy Laborer, to Warehouseman.
Alfredo H. Héctor, Ernesto F. Scott, from Waiter, to Utility Worker.
Earl N. Clunie, from Package Boy, to Utility Worker.
Iris M. Howell, from Sales Clerk, to Snack Bar Operator.
Dorothy E. Moseley, from Counter Attendant, to Sales Clerk.
Julio Magallón, from Laborer Cleaner, to Heavy Laborer.
Sherman R. Brown, Jr., from Pinsetter, to Waiter.
Thomas E. Idol, from Theater Usher, to Chief Usher, Balboa Theater.
Jacqueline F. Mantovani, from Theater Usher, to Ticket Seller, Balboa Theater.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

Lionel I. MacPherson, from General Foreman, Ship Cargo Operations, to Chief Foreman, Ship Cargo Operations.
Joseph E. Ramsey, from Cargo Clerk, to Cargo Operations Clerk-Translator.
Charles M. Taylor, from Ship Worker, to Leader Ship Cargo Operations.
Wilfred McFarquhar, from Warehouseman, Supply Division, to Clerk Checker.
Norberto Avila, Bienvenido Catuy, José D. Ceballos, Timoteo Galván, Crescenciano Ibarra, Vicente L. Palacios, Nicolás L. Sánchez, Fernando Vidal, Edmund B. Welch, Julio Wong, from Dock Worker, to High Lift Truck Operator.
David Matheus, Alberto Ward, from Ship Worker, to High Lift Truck Operator.
Enilio Diaz, Octavio C. Durán, Enrique Valdez, from Dock Worker, to Ship Worker.
Rogelio Corleto, from Maintenance Painter, Locks Division, to Dock Worker.

Railroad Division

Walter E. Kellman, from Utility Worker, Supply Division, to Heavy Laborer.
Christopher M. King, from Heavy Laborer, to Helper Carman.
Agustín Miranda, from Dock Worker, to Railroad Trackman.
Delfín Saavedra, from Heavy Laborer, to Railroad Trackman.
Enrique A. Wedderburn, from Service Station Attendant, Supply Division, to General Helper.

Motor Transportation Division

Fermín Domínguez, from Heavy Laborer, Supply Division, to Truck Driver.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:
John N. Gorham, Electronic Engineer, Electrical Division.
Donald E. Bruce, Assistant Commissary Store Manager, Supply Division.
Emment T. Harper, Commissary Store Manager, Supply Division.

Joseph J. Pustis, Service Center Manager, Supply Division.

Thelma C. Herrington, Supervisory Accounting Assistant, Accounting Division.

Robert B. Mellyvaine, Marine Traffic Controller, Navigation Division.

Marcia H. Van Horne, Administrative Assistant, Office of the Director, Health Bureau.

Donald L. Hale, Services Center Supervisor, Supply Division.

Joan V. Cortiss, Time, Leave, and Payroll Clerk, Accounting Division.

Marguerite Y. Budreau, Statistical Clerk, Executive Planning Staff.

Marjorie A. Richey, Staff Nurse, Gorgas Hospital.

Cuthbert C. Rowe, Assistant Commissary Store Manager, Supply Division.

Gayle C. Hasemann, Clerk-Stenographer, Office of the Director, Engineering and Construction Bureau.

Esther R. Niskanen, Clerk-Typist, Accounting Division.

Roger E. Hamor, Water Systems Controlman, Maintenance Division.

Arturo R. Cermelli, Construction Inspector, Contract and Inspection Division.

Julio E. Cordovez, Engineering Draftsman, Engineering Division.

Jesús M. Figueroa, Medical Technologist, Gorgas Hospital.

Sebastián G. Rios, Jr., Guillermo Van Hoorde, Construction Inspector, Contract and Inspection Division.

Ricardo R. Varela, Cartographic Compilation Aid, Engineering Division.

Carlos A. Smith, Supervisory Clerk-Typist, Supply Division.

Doris T. DeFowles, Clerk-Typist, Division of Schools.

Dawson Jolley, Storekeeping Clerk, Supply Division.

Volney V. Swaby, Cargo Clerk, Terminals Division.

Godrick J. Williams, File Clerk, Administrative Branch.

John W. Gittens, Sales Section Head, Supply Division.

Gladys H. Thorpe, Clerk, Supply Division.

Joyce E. Cadogan, Clerk, Supply Division.

Lolita Wade, Clerk-Typist, Supply Division.

Beresford D. Gittens, Meat Cutter, Supply Division.

Doris Daniels, Myrtle B. Bryant, Clerk, Supply Division.

James C. Slade, Refrigeration and Air Conditioning Plant Operator, Maintenance Division.

Amy I. Andrew, General Supply Clerk, Gorgas Hospital.

Luis A. Len, Apprentice Automotive Mechanic, Motor Transportation Division.

Clarence E. Rienks, Julian W. Crouch, Jr., Apprentice Machinist, Industrial Division.

Donald L. Keller, Apprentice Cablesplicer, Electrical Division.

Michael N. Stephenson, Apprentice Electrician, Electrical Division.

Lincoln G. Jackson, Jr., Apprentice Carpenter, Dredging Division.

Ernest W. Forrest, Apprentice Central Office Repairman, Electrical Division.

Stanford Levy, Jr., Barrington C. McLean, Apprentice Painter, Maintenance Division.

Donald A. Jeffries, Apprentice Central Office Repairman, Electrical Division.

Alfonso Martin, Apprentice Sheetmetal Worker, Industrial Division.

Pedro A. Pinzón, Apprentice Refrigeration and Air Conditioning Mechanic, Maintenance Division.

(Continued from p. 14)

the club record, to date. All his flying wasn't done in the Canal Zone, however, for he was one of the U.S. Army Air Corps officers who served as flight instructors during the last war. His flight pupils were cadets at an Army Air Force base in Texas. He still continues flight instruction work, holding an instructor's license with the FAA.

The Canal Zone Civil Air Club is not a "men only" club, for three of the

members' wives have soloed. Mrs. Naney Jorstad, Mrs. Emily Brooks, and Mrs. Corinne Anderson have taken flight instruction but are inclined to leave most of the flying to their husbands. Thus the Canal Zone Civil Air Club has added women to the all-male fraternity instituted by Daedalus and his son—a fraternity which constantly is expanding as more and more people become interested in private pleasure flying.

CANAL HISTORY

50 Years Ago

A CONTRACT for one electric locomotive for towing ships through the locks, and a provisional award for 39 others, if the first one proved satisfactory, was awarded to the General Electric Co. Five bids for the 40 machines were received, the highest being for \$827,395.95 and the lowest \$498,016.35, that of the General Electric Co.

The first consignment of towing track, consisting of 60 sections of rack track, each 6 feet in length, had arrived at Gatun Locks and installation was started. The track was to be delivered at the rate of 240 sections each week, to complete the requirements for all three sets of locks by October 1, 1912.

Residents of the village of Las Cascadas raised a fund for the Christmas dinner of patients at Palo Seco Leprosarium, supplying turkeys, cranberries, vegetables, fruits, cakes, puddings, and candies. The Canal Zone Federation of Women's Clubs sent a Christmas box to Palo Seco with a gift for each patient, in accordance with a custom established in 1909. The Altar Guild of St. Luke's Church, Ancon, presented gifts to various wards in Ancon Hospital.

As December ended, it was reported that retired Lt. Gen. Sir Robert Baden-Powell of the British Army, founder of

the Boy Scout movement, would visit the Isthmus during January.

The excavation in Gaillard Cut during December totaled 1,351,082 cubic yards, the greatest amount ever excavated during a December. The 1911 excavation in the Cut of 16,596,891 cubic yards brought the total during the American period to 73,502,824 cubic yards and it was estimated that 15,941,181 cubic yards remained to be excavated to complete the work.

25 Years Ago

THE 1936 treaty between Panama and the United States was ratified 25 years ago this December, when the Panama National Assembly approved the pact by a vote of 27 to 4. It was then signed by President Juan Demóstenes Arosemena.

A broad legislative program of benefits for employees of the Canal organization was approved by the Panama Canal Metal Trades Council, which sent Charles F. Wahl to Washington as its representative. The program, which the union hoped Congress would consider, included commutation of leave, full 25 percent differential, 25-year retirement, widows annuity, cumulative leave, and a shorter work week.

Twenty-four hour operation of the Canal was ordered at the end of the month to accommodate Canal traffic

during the Pacific locks overhaul which started December 30. In addition to the Locks personnel, the 24-hour order applied to Pacific-side quarantine, immigration, customs, admeasuring, and similar operations.

10 Years Ago

ANOTHER change in the organizational set up of the Panama Canal Company was made 10 years ago, when the Municipal and Building Divisions were combined into a single new division in order to reduce overhead and operating expenses. The new unit, named the Maintenance Division, went into operation January 1, 1952, headed by Frank H. Lerchen, then Municipal Engineer.

An invitation for bids was issued in December 1951 on the first of two major groups of construction and townsite projects included in the Canal's 1952 fiscal year housing program. The project was to include construction of 115 2-family masonry quarters in Paraiso; 48 buildings containing 56 apartments in Ancon; 7 cottages and 4 duplexes on Morgan Avenue in Balboa; and 10 cottages and 2 duplex buildings in Diablo Heights.

The old commissary coupon book system disappeared from the Canal Zone 10 years ago. All retail stores in the Canal Zone were placed on a cash sales basis when they reopened for business after the Christmas holidays.

In Panama, the United Nations Conference on External Trade and Balance of Payment Statistics convened in the Hotel El Panamá with more than 50 delegates. It was the first meeting of its kind to be held by the United Nations in Panama.

1 Year Ago

LAST DECEMBER began with a deluge of rain which was concentrated more on the Atlantic side than on the Pacific side. During the first 6 days of the month, Cristobal reported 19.30 inches of rainfall and during a 24-hour period ending at 8 a.m., December 7, 6 of the 14 gates at Gatun spillway were opened at various times to control the volume of water in Gatun Lake. A total of 359,888 acre feet of water was spilled from Gatun Spillway, which would have increased the depth of Gatun Lake by 3.4 feet if it had not been spilled.

RETIREMENTS

RETIREMENT certificates were presented at the end of November to the employees listed below, with their positions and years of Canal service:

Antonio Bolivar, Mail and File Clerk, Claims Branch, Office of the Comptroller; 44 years, 11 months, 5 days.

Christopher Cyril, Clerk Checker, Transportation and Terminals Bureau; 28 years, 12 days.

Monrad Gruener, Operator-Dispatcher, Powerhouse, Power Branch, Electrical Division; 22 years, 2 months, 22 days.

Florence C. Jones, Laundry Attendant, Palo Seco Leprosarium, 33 years, 7 months, 3 days.

Alexander Forbes, Helper Locks Operator, Locks Division; 44 years, 3 months, 20 days.

William Hinds, High Lift Truck Operator, Terminals Division; 30 years, 3 months, 24 days.

Peter S. Legge, Marine Engineer, Dredging Division; 19 years, 6 months, 24 days.

Quincy Limber, Train Dispatcher, Railroad Division; 15 years, 2 months, 26 days.

Percival Mathews, Oiler, Floating Plant, Dredging Division; 32 years, 4 months, 4 days.

Robert G. Rennie, Pilot, Navigation Division; 25 years, 8 months.

Helen L. Smith, Window Clerk, Postal Division; 17 years, 4 months, 26 days.

Reginald P. Thompson, Warehouseman, Supply Division; 21 years, 5 months, 3 days.

Melvin E. Walker, Service Center Manager, Service Center Branch; 25 years, 4 months.

Robert Ward, Wood and Steel Carman, Railroad Division; 24 years, 4 months, 19 days.

Fred L. Watson, Heavy Duty Equipment Operator; 19 years, 6 months, 29 days.

Reggienold Walker, Dock Worker, Terminals Division; 44 years, 1 month, 8 days.

SHIPPING

Christmas Cruise

A SPECIAL Christmas and New Year's cruise will bring the Moore McCormack Line's *Brazil* into Cristobal for the first time on December 28. The new ship, carrying 350 passengers, is making one of her first Caribbean cruises of the season and will remain at dock in Cristobal for nearly 24 hours. A second trip to the Isthmus will be made by the *Brazil* on February 13 on a Caribbean cruise from New York.

The *Brazil* is one of the two Moore McCormack Line passenger ships built last year for the east coast of South America trade. It is entering on cruise service for the first time this year.

Oil Barges Transit

A PAIR of 200-foot oil barges, brought to the Isthmus from Japan aboard the *Ore Venus*, were towed through the Canal during November and taken to Las Minas Bay, where they will be used by the new Panama Refinery.

The barges arrived here in halves and were unloaded in Balboa harbor by the Panama Canal floating crane *Hercules*. Each half represented one of the heaviest single loads ever handled by the big crane. They also were the first oil barges to be towed through the Canal since World War II.

Barge section being unloaded by Hercules.



TRANSITS BY OCEAN-GOING VESSELS IN OCTOBER

	1960	1961
Commercial	913	935
U.S. Government ..	16	20
Free Transits	8	2
Total	937	957

TOLLS *

Commercial	\$4,497,912	\$4,647,564
U.S. Government ..	84,377	82,336
Total ..	\$4,582,289	\$4,729,900

CARGO **

Commercial	5,067,301	5,284,258
U.S. Government ..	112,200	65,050
Total ..	5,179,501	5,349,308

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

** Cargo figures are in long tons.

New Port Captain

CAPT. ELI D. RING, U.S.N., has been appointed Port Captain in Cristobal to succeed Capt. Axton T. Jones, it has been announced by the Marine Bureau. Captain Ring is due to arrive on the Isthmus early in January from the U.S. Atlantic Fleet, where he has been on duty as Commander of Destroyer Division 162. He is married and has a 17-year-old son.

During the past 10 years, Captain Ring has served as Commanding Officer of the U.S.S. *Brownson* DD868, and Executive Officer of the U.S.S. *General H. W. Butner*, AP113. He was also Mobilization Plans Officer in the Headquarters of the Military Sea Transportation Service.

Captain Jones, who served as Port Captain in Cristobal from 1959, recently retired from Navy service and was appointed Director of the Transportation and Terminals Bureau.

New Cargo Service

FREIGHTERS of the American President Lines round-the-world service may be permitted to call at Canal ports in the near future, under terms of decision by the Maritime Subsidy Board. The Board recently approved an amendment to the service description of the American President Lines round-the-world service which would permit the vessels to call here. The ships may not, however, load or discharge cargo from or to U.S. Atlantic ports nor from California ports and cannot handle transshipped cargo between such ports and the Canal Zone.

Panama Agencies, which represent American President Lines at the Canal, said the Maritime Subsidy Board decision has not yet become effective. At present there are more than a dozen round-the-world cargo ships and two round-the-world passenger liners owned by the Lines which use the Canal regularly.

Two New Cruise Ships

TWO SISTER ships owned by the Zim Israel Navigation Co. will call at Canal ports for the first time during the 1961-62 winter cruise season. They are the passenger liners *Jerusalem* and *Theodor Herzl*, both making special winter cruises with approximately 300 passengers aboard.

The *Jerusalem*, which made its first visit to Cristobal on November 27 out of Miami, will call again December 29 and February 24. All three trips will take the ship to Caribbean ports and will return the passengers to New York. The *Theodor Herzl* is due in Balboa March 8 on the last leg of a round-the-world voyage which started at Buenos Aires. The ship will make the Canal transit northbound and dock in Cristobal.

Both the *Jerusalem* and the *Theodor Herzl* were built in 1957 and during the summer months run between Mediterranean ports and Haifa. Both are air conditioned. The arrival of the two ships at the Canal was announced recently by the United Fruit Co., which has been appointed agent for the Zim Line at the Canal.

Far East Service

A NEW direct cargo service through the Canal between U.S. east coast ports and Japan, Hong Kong, and the Philippine Islands was started in October by the Pacific Star Line, with the sailing of the 15,000-ton Israeli flag cargo motorship *Negba* from New York.

Her sister ship, *MS Ampal*, was due at the Canal in November on her way east from Hong Kong and Japan. Subsequent sailings, according to the United Fruit Co., agents here for the line, will be monthly in both directions the year around.

In addition to the *Negba* and *Ampal*, both built for Zim Lines in 1958, the *MS Degaya* and the *MS Teverya*, sister ships built for Zim in 1960 and 1961, will be employed on the new trade route.

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LATIN AMERICA

