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PANAMA CANAL COMPANY
CANAL ZONE GOVERNMENT
ANNUAL REPORT



FISCAL YEAR ENDED JUNE 30, 1958





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PANAMA CANAL COMPANY

Balboa Heights, Canal Zone
OFFICE OF THE PRESIDENT

January 5, 1959.

TO THE STOCKHOLDER OF THE PANAMA CANAL COMPANY:

The year just ended broke all records for number of ships transiting the Panama Canal and tolls collections. A total of 9,466 oceangoing vessels were transported from ocean to ocean. These ships sailed under the flags of some 36 different nations of the world.

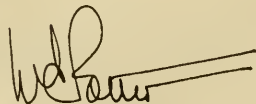
This record level of traffic was handled with a minimum of delays to our customers. This accomplishment is especially significant in view of the fact that the periodic overhaul of the Pacific locks was performed during this period.

Work was started on the canal improvements which were developed and approved in connection with the Short Range Panama Canal Improvements Study of 1957. These improvements are designed to increase the capacity of the canal to handle the anticipated volume of traffic for the next decade.

The Board of Directors, through a committee consisting of three members, continues the studies of longer range canal requirements. Several elements of these studies, notably the future traffic projections, have been completed.

Down through the years the Panama Canal has kept pace with world shipping requirements. It is the intention of your Board of Directors to keep well ahead of future demands on the canal by timely recommendations for needed improvements.

By order of the Board of Directors.



W. E. POTTER,
President.

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers who came to the shores of North America. They found a land of vast natural resources and a people who had lived there for centuries. The early years were a struggle for survival as the settlers learned to adapt to a new environment. They built small communities and slowly began to expand their territory. The American Revolution was a turning point in the nation's history. It was a fight for independence from British rule and for the principles of liberty and democracy. The new nation was born, and it set out on a path of growth and development. The years following the Revolution were a time of rapid expansion and progress. The United States became a world power, and its influence was felt across the globe. The nation continued to grow and change, and its people became known for their courage and determination. The American dream of a better life for all became a reality for many. The history of the United States is a story of hope and achievement. It is a story of a nation that has overcome many challenges and has emerged as a leader in the world. The United States is a land of opportunity and freedom, and its people are proud of their heritage and their future.

Contents

PANAMA CANAL COMPANY

INTRODUCTION

	<i>Page</i>
THE CANAL—A BRIEF DESCRIPTION	1
ORGANIZATION	1
TOLLS RATES	2
BOARD OF DIRECTORS AND GENERAL OFFICERS	3
COMPARATIVE TABULATION OF HIGHLIGHTS OF OPERATION	3
SUMMARY—PANAMA CANAL COMPANY OPERATIONS	4
Canal traffic	4
Financial results	6

CHAPTER I—REVIEW OF CANAL TRAFFIC

OCEANGOING TRAFFIC	7
OTHER TRAFFIC	9
COMMERCIAL TRAFFIC HIGHLIGHTS	9
PRINCIPAL TRADE ROUTES	10
NATIONALITY OF VESSELS	14
CARGO STATISTICS	16
TRANSIT AVERAGES	17
DATA IN STATISTICAL CHAPTER	17

CHAPTER II—THE WATERWAY

TRANSITING OF SHIPS	18
LOCKS OPERATION	20
WATER SUPPLY	21
MAINTENANCE OF CANAL CHANNEL	22
REPLACEMENT OF LOCKS TOWING LOCOMOTIVES	22
CANAL IMPROVEMENT PROGRAM	23
MARINE TRAFFIC CONTROL	23
CLOSING OF GAS MANUFACTURING FACILITY	23
FERRY SERVICE	24

CHAPTER III—SUPPORTING OPERATIONS

EMPLOYEE SERVICES	25
Supply and Community Service Bureau	25
Supply Division	25
Procurement Division	26
Community Services Division	27

CONTENTS

CHAPTER III—SUPPORTING OPERATIONS—Continued

	<i>Page</i>
TRANSPORTATION AND UTILITY SERVICES	28
Railroad operations	28
Motor transportation	29
Steamship operations	29
Electrical power system	30
Communications system	30
Water system	31
Printing plant	31
Vessel repairs	32
Harbor terminals operation	32
PRINCIPAL ENGINEERING AND CONSTRUCTION PROJECTS	33
Bridge, Balboa, C.Z.	33
Sixty cycle power conversion program	34
Phase I of increased dependable capacity of the locks	34
Miscellaneous and other projects	35
Operations, and capital construction by contract	35

CHAPTER IV—ADMINISTRATION

MAJOR ORGANIZATIONAL CHANGES	37
MAJOR PERSONNEL CHANGES	37
FORCE EMPLOYED AND RATES OF PAY	38
EMPLOYEES PAID AT U.S. RATES	39
Turnover in force	39
Recruiting	39
Wages	39
EMPLOYEES PAID AT CANAL ZONE WAGE RATES	40
Wages	40
Cash relief for disabled employees	40
Repatriations	40
Separations	40
INCENTIVE AWARDS	41
SAFETY PROGRAM	41
LEGISLATION	43

CHAPTER V—FINANCIAL REPORT AND STATISTICAL DATA

FINANCIAL STATEMENTS AND RELATED SUPPLEMENTARY REPORTS

NARRATIVE STATEMENT	44
Source and application of funds	44
Financial operating results	45
Net direct investment of the U.S. Government	45
Retained revenue	45

CHAPTER V—FINANCIAL REPORT AND STATISTICAL DATA—
Continued

Financial Tables

	<i>Page</i>
TABLE 1.—Statement of financial condition	46
Notes pertaining to financial statements	48
TABLE 2.—Statement of equity of U.S. Government	50
TABLE 3.—Statement of revenue and expenses	51
TABLE 4.—Statement of revenue and operating expenses, Canal operation	52
TABLE 5.—Statement of revenue and operating expenses, Supporting services	53
TABLE 6.—Administrative and other general expenses	54
TABLE 7.—Inventories	55
TABLE 8.—Changes in fixed assets and related allowances for depreciation and economic valuation	56
TABLE 9.—Comparative statement of financial condition	62
TABLE 10.—Comparative statement of revenue and expenses	63
TABLE 11.—Statement of changes in equity of the U.S. Govern- ment	63

Shipping Statistics

TABLE 12.—Ocean traffic through Panama Canal, fiscal years 1948-58	64
TABLE 13.—Traffic by months, fiscal years 1957 and 1958	65
TABLE 14.—Canal traffic by nationality of vessels	66
TABLE 15.—Classification of canal traffic by type of vessel	67
TABLE 16.—Laden and ballast traffic by nationality of vessel	69
TABLE 17.—Frequency of transits of vessels through Panama Canal	70
TABLE 18.—Segregation of transits by registered gross ton- nage	72
TABLE 19.—Principal commodities shipped through canal	73
TABLE 20.—Origin and destination of cargo through the Pana- ma Canal from Atlantic to Pacific segregated by countries in principal trade areas	75
TABLE 21.—Origin and destination of cargo through the Pana- ma Canal from Pacific to Atlantic segregated by countries in principal trade areas	78
TABLE 22.—Cargo shipments by trade routes—Atlantic to Pacific	81
TABLE 23.—Cargo shipments by trade routes—Pacific to At- lantic	84
TABLE 24.—Important commodity shipments over principal trade routes—Atlantic to Pacific	88
TABLE 25.—Important commodity shipments over principal trade routes—Pacific to Atlantic	98
TABLE 26.—Small vessels transiting canal	109

CONTENTS

**CHAPTER V—FINANCIAL REPORT AND STATISTICAL DATA—
Continued**

Other Statistics

	<i>Page</i>
TABLE 27.—Water supply and expenditures	110
TABLE 28.—Dredging operations	110
TABLE 29.—Electric power generated	111
TABLE 30.—Number of full-time employees paid at U.S. rates .	111
TABLE 31.—Number of full-time employees paid at Canal Zone wage rates.	113

CANAL ZONE GOVERNMENT

	<i>Page</i>
Letter of Transmittal	115
Introduction	117
Canal Zone Government	117
Organizational changes	117
Major personnel changes	117
 CHAPTER I—PUBLIC HEALTH	
Sanitation	119
Preventive medicine	120
School health	120
Quarantine	121
Veterinary activities	121
Hospitals and clinics	122
 CHAPTER II—PUBLIC EDUCATION	
General description	124
Enrollments	124
Special education	125
Plant	125
Library-Museum	125
 CHAPTER III—PUBLIC ORDER AND PROTECTION	
Police activities	127
Court activities	128
Pardon board	129
Fire protection	129
Civil defense	129
 CHAPTER IV—POSTS, CUSTOMS, AND IMMIGRATION	
Postal system	131
Customs, immigration, and shipping commissioner serv- ices	132
Visas	132
 CHAPTER V—LICENSES, INSURANCE, AND ESTATES	
Licenses	133
Insurance	133
Administration of estates	134
Foreign corporations	134
 CHAPTER VI—MUNICIPAL IMPROVEMENTS	
Roads, streets, and sidewalks	135
Maintenance of quarters, hospitals, and public buildings	135
Sewer system	135

CHAPTER VII—FINANCIAL REPORT AND STATISTICAL DATA

Financial Statements and Related Supplementary Reports

	<i>Page</i>
NARRATIVE STATEMENT	136
Invested capital	136
Capital additions	137
Financial results	137
TABLE 1.—Statement of financial condition	138
TABLE 2.—Statement of changes in equity of U.S. Govern- ment	140
TABLE 3.—Statement of operations	141
TABLE 4.—Changes in fixed assets and related allowances for depreciation and economic valuation	142
STATISTICAL DATA	144
Personnel data	144
Area of the Canal Zone	145

Illustrations

Chart—Panama Canal tolls	5
Chart—Oceangoing transits	8
Photograph—SS <i>Santa Mercedes</i> making 200,000th commercial transit of canal.	faces page 10
Chart—Traffic moving over principal trade routes	13
Chart—Nationality of transiting vessels	15
Photograph—The <i>Vanda</i> , of Honduran Registry, completed 50 transits during fiscal year 1958	faces page 11
Photograph—Tanker SS <i>Gulfking</i> in transit at Pedro Miguel Locks	faces page 20
Photograph—Repairing Culvert Failure in East Chamber, Pedro Miguel Locks	faces page 21
Photograph—Suction dredge <i>Mandinga</i> placed in operation November 1957	faces page 22
Photograph—Architectural rendering of bridge to span canal channel at Pacific entrance	faces page 23
Chart—Panama Canal Company organization	faces page 38
Photograph—Hon. George H. Roderick presenting “Award of Honor” to Governor Potter	faces page 42
Chart—Canal Zone Government organization.	faces page 144

Introduction

THE CANAL

The Panama Canal is a lock-type canal that connects the Atlantic and the Pacific Oceans through the Isthmus of Panama, traversing a distance of approximately 51 miles from deep water to deep water. In the dredged channel, the canal has a minimum width of 300 feet and a minimum depth of 42 feet. The greatest part of the canal channel is at the level of Gatun Lake, the surface of which is normally 85 feet above sea level. In transiting the canal a ship is raised in three steps from sea level to the level of Gatun Lake, and subsequently lowered in three steps to sea level at the other side of the isthmus. The six steps or flights of locks are in duplicate, to enable simultaneous lockage of two ships transiting in the same direction or of ships passing in opposite directions.

The past fiscal year marked the completion of 44 years of successful operation of the canal. The canal was opened on August 15, 1914, and has served world commerce without major interruption since fiscal year 1916, when the last canal-closing slide occurred in Gaillard Cut at the Continental Divide. A total of 274,529 vessels of all types have made the canal transit, of which 206,734 were oceangoing commercial vessels plying the various channels of world trade. The service provided by the canal has, moreover, been of incalculable value to the United States and her allies in time of war.

ORGANIZATION

The Panama Canal Company Act, which created the Panama Canal Company and defined its basic purposes, organization, rights, powers, and obligations, constitutes article 3 of chapter 12 of Title 2, Canal Zone Code, consists of sections 245 to 258 of Title 2, Canal Zone Code, and was enacted by the act of June 29, 1948 (62 Stat. 1076), as amended by the act of September 26, 1950 (64 Stat. 1041). This act became effective on July 1, 1951, pursuant to the provisions of Executive Order 10263 of June 29, 1951. In its capacity as owner of the Company, the U.S. Government is represented by the Secretary of the Army, referred to as "Stockholder," in his individual capacity as the personal representative of the President of the United States for such purpose. The Company operates under the management of a Board of Directors appointed by the Stockholder. The Company is charged with the maintenance and operation of the Panama Canal and the conduct of the business-type operations incident to such maintenance and incident to the civil government of the Canal Zone.

The Company and the Canal Zone Government, the independent agency of the United States charged with the civil government of the Canal Zone, are closely interrelated in mission, organization, and operations. The combined function of these agencies is the administration of the Panama Canal enterprise as a whole. The Governor of the Canal Zone, who is charged with the administration of the Canal Zone

Government, under the supervision of the Secretary of the Army, is *ex officio* a director and President of the Company.

The Panama Canal Company is expected (a) to recover all costs of operation and maintenance of its facilities, including depreciation; (b) to pay interest to the Treasury on the net direct investment of the Government in the Company; and (c) to reimburse the Treasury for (1) the annuity payments to the Republic of Panama under the convention of 1903 as modified by the treaty of 1936 between the two governments, and (2) the net costs of operation of the Canal Zone Government, including depreciation on fixed assets. The interest rate for the fiscal year 1958, as set by the Secretary of the Treasury, was 2.482 percent. The Board of Directors is required to appraise, at least annually, the Company's working capital requirements, together with reasonable foreseeable requirements for authorized plant replacement and expansion, and to pay into the Treasury as a repayment of capital the amount of any funds in excess of such requirements. All funds other than working balances are carried with the U.S. Treasury.

The activities of the Company are classified under two major headings, namely: (a) the canal and (b) supporting operations. Category (a) embraces those functions directly related to the waterway and the transiting of ships and to services to shipping, including maintenance of the canal channel, maintenance and operation of the locks, meteorology and hydrographic services, and a ferry service across the canal at Balboa. The supporting operations include vessel repairs, and harbor terminal operations, a railroad across the isthmus, a steamship line operating between New York and the Canal Zone, motor transportation facilities, storehouses, an electric power system, a communications system, and service activities that are essential to employees' needs including the operation of quarters, retail stores, and service centers.

TOLLS RATES

The rates of canal tolls remained unchanged during the year. These rates are as follows:

(a) On merchant vessels, Army and Navy transports, tankers, hospital ships, supply ships, and yachts, when carrying passengers or cargo: 90 cents per net vessel-ton of 100 cubic feet of actual earning capacity—that is, the net tonnage determined in accordance with the Rules for the Measurement of Vessels for the Panama Canal;

(b) On such vessels in ballast, without passengers or cargo: 72 cents per net vessel-ton;

(c) On other floating craft: 50 cents per ton of displacement.

Tolls charges for the canal remain substantially at the level established in 1912 in anticipation of the completion of the construction of the canal.

**BOARD OF DIRECTORS AND GENERAL OFFICERS OF THE PANAMA
CANAL COMPANY AS OF JUNE 30, 1958**

Board of Directors

HON. WILBER M. BRUCKER, Secretary of the Army, <i>Stockholder</i>	
Hon. George H. Roderick, As- sistant Secretary of the Army, Chairman of the Board.	Howard C. Petersen.
John H. Blaffer.	Maj. Gen. William E. Potter, USA.
Robert P. Burroughs.	Charles S. Reed.
Ralph H. Cake.	Ogden R. Reid.
Maj. Gen. Glen E. Edgerton, USA (Ret.).	Maj. Gen. Julian L. Schley, USA (Ret.).
John W. Martyn	Ralph A. Tudor.

General Officers

GEORGE H. RODERICK, *Chairman of the Board.*
 MAJ. GEN. WILLIAM E. POTTER, USA, *President.*
 COL. HUGH M. ARNOLD, USA, *Vice President.*
 PHILIP L. STEERS, JR., *Comptroller.*
 WILLIAM M. WHITMAN, *Secretary.*

COMPARATIVE TABULATIONS OF HIGHLIGHTS OF OPERATIONS

	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Net income.....	\$2, 826, 381	\$3, 821, 456
Number of oceangoing transits:		
Commercial.....	9, 187	8, 579
U.S. Government.....	279	269
Total.....	9, 466	8, 848
Tolls earnings (including small vessels):		
Commercial.....	41, 843, 525	38, 513, 404
U.S. Government.....	990, 481	1, 140, 116
Total.....	42, 834, 006	39, 653, 520
Total cargo transiting (long tons).....	48, 934, 829	50, 649, 835
Lockages:		
Gatun.....	8, 548	8, 053
Pedro Miguel.....	8, 815	8, 260
Miraflores.....	8, 655	8, 244
Terminals operations (tons of cargo handled, trans- ferred, and stevedored at piers).....	1, 833, 087	2, 049, 605
Oil handling (number of barrels pumped).....	16, 410, 902	16, 948, 273
Maintenance of channel (cubic yards dredged).....	5, 156, 700	5, 010, 600
Number of full-time company employees (as of June 30):		
U.S. rate.....	2, 755	2, 697
Canal Zone rate.....	8, 391	8, 154
Total Company employees.....	11, 146	10, 851

SUMMARY

Panama Canal Company Operations

Canal traffic.—Commercial transits and tolls reached an alltime high record in 1958. For the seventh consecutive year tolls paid on such vessels exceeded previous records. Total oceangoing transits in fiscal year 1958 advanced to 9,466, and tolls revenues from oceangoing ships to \$42,768,015, gains of 7 percent and 8 percent, respectively, over the previous year.

This record level of traffic was handled with a minimum of delay to shipping customers. The accomplishment is especially noteworthy in view of the fact that the periodic overhaul of the Pacific Locks, comprising two out of the three sets of locks, was performed during the fiscal year period.

Cargo moving through the canal totaled 48,916,119 long tons, the second highest tonnage in the history of the canal, and only 3 percent below the alltime high established in 1957.

Commercial traffic comprised 94 percent of the combined commercial/Government total in 1958. Oceangoing commercial transits of 9,187 exceeded by 7 percent the record of 8,579 established in 1957; commercial tolls collected amounted to \$41,795,905, a gain of 8.7 percent, while commercial cargo totaled 48,124,809 long tons, 3 percent under the previous year.

Of the total cargo transiting in commercial bottoms during the year, 23,580,878 long tons moved from the Atlantic to the Pacific, a decrease of 7 percent under the tonnage moving in that direction in 1957. The Pacific-to-Atlantic volume totaled 25,354,239 long tons, a gain of about 5 percent over 1957.

The grand total of transits for the year by all classes and sizes of tolls-paying vessels was 10,553.

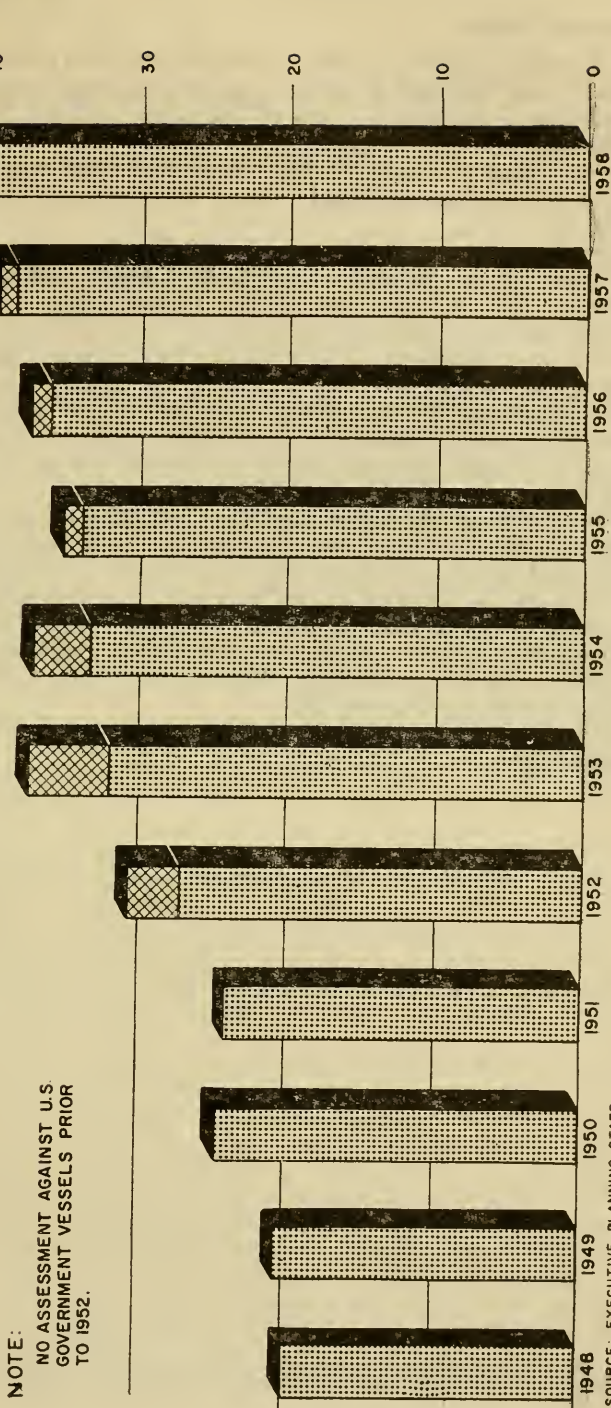
During the month of March 1957, oceangoing traffic through the canal established a record high total of 840 transits, the highest month in the history of the canal. In October 1957, the second highest total, 836 transits, were recorded. Further records established in fiscal year 1958 included total tolls revenues of \$42,834,006, while cargo movements totaling 48,934,829 long tons were the second highest in the canal's history.

One of the significant features contributing to the increase of commercial traffic during the year was the abnormal rise in the number of vessels transiting in ballast. An appreciable increase was noted as early as the close of the first quarter, in the number of tankers, cargo vessels, and ore carriers transiting without cargo. The increase in ballast tonnage of tankers is due principally to the heavy movements of Venezuelan and West Indies mineral oils through the canal to the Pacific, with tankers returning empty. The newly built bulk carriers of large capacity have stimulated movements of oil and ores, and usually go one direction in ballast. Most of the ballast tonnage is normally attributable to general cargo vessels and consists of fruit ships returning empty to the banana ports of Central and South America; however, an increasing number of dry-cargo vessels moved through the canal with empty holds during the past year. This situation is indicative of reduced cargo movements, low charter rates, or a combination of both of these factors.

PANAMA CANAL TOLLS

FISCAL YEARS 1948 - 1958

 U.S. GOVERNMENT
 COMMERCIAL



NOTE:
 NO ASSESSMENT AGAINST U.S.
 GOVERNMENT VESSELS PRIOR
 TO 1952.

SOURCE: EXECUTIVE PLANNING STAFF

Financial review

It is again a pleasure to report that the Panama Canal Company has finished another year without cost to the American taxpayer, thus completing 7 successive years of operation without loss since its reorganization on July 1, 1951.

As to dollar volume of traffic, fiscal year 1958 was the best in the history of the Panama Canal. Gross tolls amounted to a record \$42.8 million.

Revenues exceeded expenses by \$2.7 million for the year, after provision for (1) payments to the U.S. Government of \$20 million covering interest, net cost of the Canal Zone Government, and annuity payments to the Republic of Panama; and (2) retroactive costs of approximately \$1 million for various wage increases granted toward the close of the year or during the first quarter of fiscal year 1959. Expenses do not reflect depreciation charges against certain assets (historically classified as nondepreciable), such as the excavation of the canal channel and other similar items valued at \$282.1 million.

We are pleased to report that the Company's financial statements for fiscal year 1957 have been certified by the Comptroller General of the United States. This certification was made possible as a result of approval by the Director of the Bureau of the Budget of the valuation of certain assets included in the U.S. Government's net direct investment in the Company, final disposition of a major lawsuit involving toll rates, and the satisfactory results of an independent audit made by the General Accounting Office.

Financial statements and comments appear in chapters 5 and 7, respectively.

Chapter I

REVIEW OF CANAL TRAFFIC

OCEANGOING TRAFFIC ¹

Another significant story in Panama Canal traffic records became apparent as early as March 1958. At the close of the fiscal year the number of oceangoing transits, the net tonnage of vessels, and the receipts for tolls from vessels transiting the canal exceeded those in any preceding year in the history of the canal operations. This marked the seventh consecutive year that new records have been established for commercial traffic using the waterway.

The number of commercial ships transiting the canal averaged 25.2 per day, and for the first time such transits exceeded the 9,000 mark for a single year, recording a total of 9,187 transits for this fiscal period. A grand total of 9,466 oceangoing vessels made the passage during the year; of these, 9,187 were of strictly commercial types, and the other 279 were U.S. Government owned or controlled vessels.

Flags of 36 nations were flown over the commercial ships transiting, for which the Panama Canal Company received \$41,795,905 in tolls for services rendered; in addition, \$972,109 was received in tolls credits from the U.S. Government vessels. The \$42,834,000 paid and credited in tolls during the year marked the first time in the history of the waterway that such income has exceeded the \$40 million total. This is an increase of 8 percent above the previous year's figures. U.S. owned or controlled vessels that transited during the year were at their lowest level since 1940. This was the first year since 1940 that income from this classification of ships fell below \$1 million.

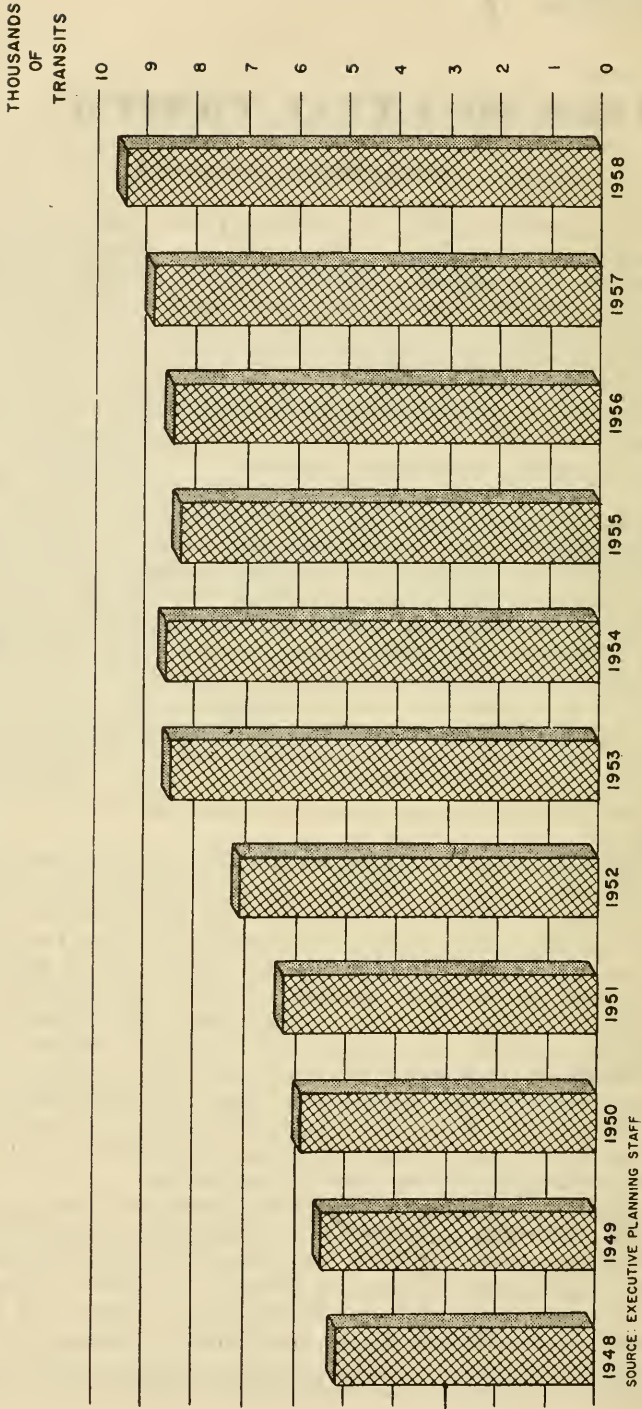
Commercial cargo tonnage passing through the canal failed by 1,577,391 long tons of equaling the record established during the previous year. However, the 48,125,000 long tons of commercial cargo transiting did establish the second highest tonnage in the history of the canal. The Pacific-to-Atlantic flow of cargo regained its first-place position and established a new record with 25,281,508 long tons of cargo. On the other hand, the Atlantic-to-Pacific movements of cargo were 10 percent below the volume that moved in this direction during the previous year. This decline is attributed to a sharp reduction in shipments to Japan which were down by some 2,240,000 long tons from the previous fiscal year. Scrap metal shipments to Japan were 965,000 long tons lower than in the previous year, accounting for a large part of this decline.

The declining movement of cargo to Japan contributed significantly to the fact that the volume of U.S. exports that passed through the waterway was some 2,777,000 long tons short of the volume which transited the canal during the previous 12-month period. Some 17,867,000 long tons of cargo transiting the canal this fiscal year originated in the United States, and import tonnage to the United

¹ Vessels of 300 tons and over (Panama Canal measurement) for vessels rated on net tonnage, or of 500 tons, displacement and over for vessels rated on displacement tonnage (naval vessels, dredges, etc.).

OCEAN-GOING TRANSITS

FISCAL YEARS 1948-1958



States which passed through the canal during the year established a new high of some 18,690,000 long tons, a gain of 13 percent above the previous year.

The increasing size of commercial ships using the Panama Canal is bringing increasingly larger tolls per transit. In fiscal year 1952, the average amount collected per transit was \$4,127; during fiscal year 1958, this per transit average increased to \$4,549. The growth in larger ships is probably best illustrated by the fact that since 1955 ships transiting the canal in a single year with beams of 86 feet or greater have increased from 13 such ships to a total of 109 for the year just concluded. Clear-cut transits have increased from 696 in 1955 to 1,087 in 1958, or 56 percent. This type of transit is of significant importance because of its effect on the capacity of the canal. The average oceangoing commercial vessel transiting was slightly larger than in previous years, averaging 5,221 Panama Canal net vessel tons in comparison with the 5,088 average in 1957.

A tabulation of the four principal features of traffic for the fiscal years 1958, 1957, and 1956 is shown below:

	Fiscal year		
	1958	1957	1956
Number of oceangoing transits.....	9, 466	8, 848	8, 475
Net tonnage (Panama Canal measurement).....	49, 110, 351	45, 018, 760	42, 685, 742
Cargo (long tons of 2,240 pounds)...	48, 916, 119	50, 624, 373	46, 269, 163
Tolls and tolls credits.....	\$42, 768, 015	\$39, 561, 595	\$37, 369, 533

OTHER TRAFFIC

In addition to the oceangoing vessels, 1,087 small craft of less than 300 net tons, Panama Canal measurement (or under 500 displacement tons on vessels assessed on displacement tonnage), transited the canal during fiscal year 1958. Transits of these small vessels have but slight effect on workloads and tolls revenue volume, and are generally excluded from analysis of canal operations. Also excluded from the preceding table are statistics on 55 vessels exempted from tolls charges, including vessels owned, operated, or chartered by the Government of the Republic of Panama, war vessels of the Republic of Colombia, and vessels transiting the canal solely for repairs at the Panama Canal shops. Further details on this traffic will be found in table 26, chapter V, page 109.

COMMERCIAL TRAFFIC HIGHLIGHTS

In October 1957, the Grace liner *Santa Mercedes*, made the 200,000th commercial transit of the waterway, less than 8 years after the SS *Nevadan* of the American Hawaiian Line became the 150,000th customer, April 26, 1951. It was on October 10, 1938, that the *Steel Export*, operated by the Isthmian Steamship Line, made the 100,000th transit of the canal.

PRINCIPAL TRADE ROUTES

Approximately 79 percent of the commercial traffic served by the Panama Canal in fiscal year 1958 moved over eight main routes of trade. The table below shows the net vessel tonnage (Panama Canal measurement) moving over these routes in fiscal year 1958 and 1957, with the percentage change between the 2 years.

Trade route	Fiscal year		Percent increase or decrease
	1958 (In thousands of Panama Canal net tons)	1957	
East coast United States/Canada and Asia.....	9,282	9,232	0.5
East coast United States and west coast South America.....	8,421	6,739	25.0
Europe and west coast United States/Canada.....	5,386	4,685	15.0
Europe and west coast South America.....	4,566	4,040	13.0
United States intercoastal.....	3,675	3,282	12.0
Europe and Oceania.....	3,014	3,698	(18.5)
East coast United States and west coast Central America/Mexico.....	1,815	1,383	31.2
West coast United States and east coast South America.....	1,769	1,140	55.2
All other.....	9,996	9,429	6.0
Total.....	47,924	43,628	9.8

An increase of 9.8 percent is shown in the volume of net vessel tonnage transiting the canal this fiscal year over the previous year, with the highest volume change in shipments occurring again in the east coast United States and west coast of South America trade.

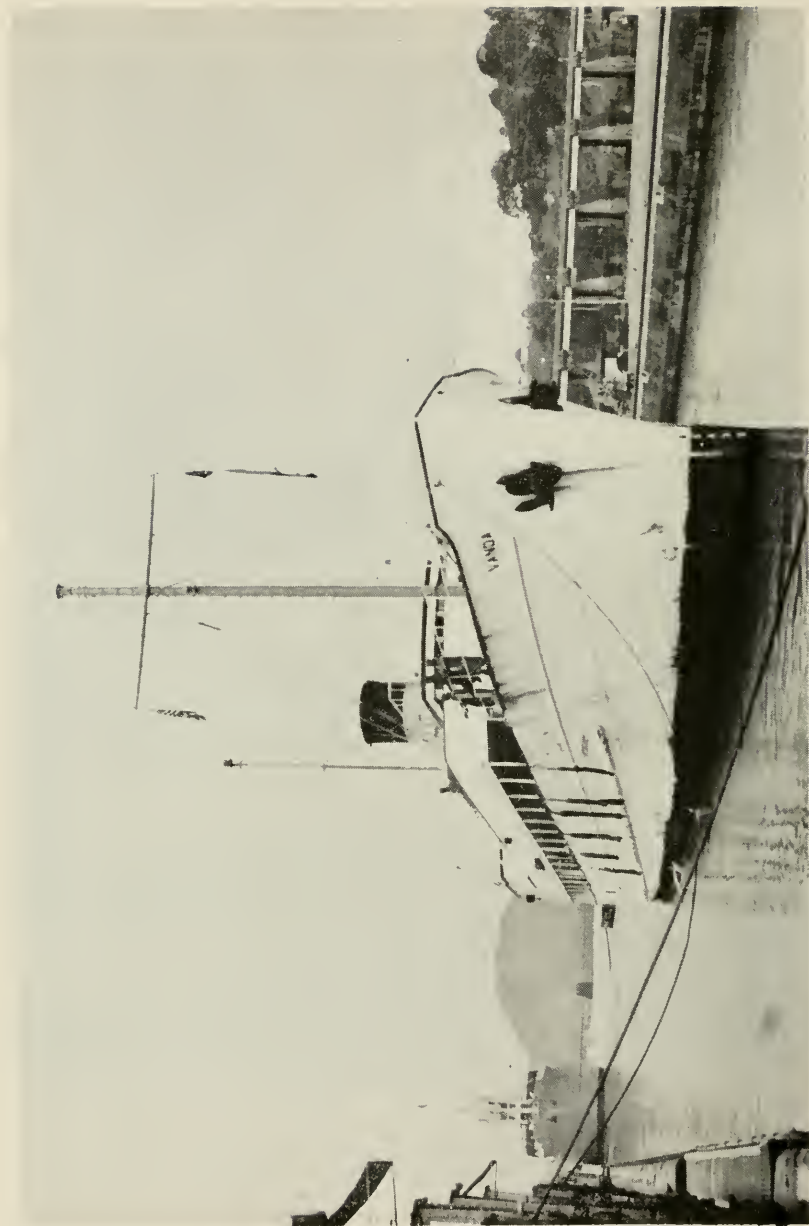
All the major routes ranking in position 1 to 8 maintained their status in the lineup of principal trade routes served by the canal. The east coast United States and west coast South America area, which retained its second position in importance among the routes, shows the highest percentage gains in both net tonnage and cargo movements. Some gains were reflected on each of the other trade routes with the exception of the route between Europe and Oceania, on which net tonnage declined by 684,000 net tons, or 18.5 percent. The greatest net tonnage gains recorded were in the tonnages between the east coast United States and west coast of South America, up 1,682,000 tons, or 25 percent, and between Europe and west coast United States/Canada, which increased by 701,000 tons, or 15 percent.

A brief discussion of shipping engaged in these trade routes is given in the following paragraphs:

East coast United States/Canada-Asia.—Traffic in these two important areas retained first-place position for the seventh consecutive year among the various trade routes served by the canal. The volume of net tonnage used on this route, Panama Canal measurement, established a new high, however, the volume of cargo moving between the two areas was 18 percent below the previous year, yet accounted for some 42 percent of all the Pacific-bound cargo. Again, Pacific-bound traffic accounted for the majority of the net tonnage, forming 67 percent of a total of 9,282,000 net tons. Substantial losses were sustained in cargo shipments in the east-to-west movement, principally in rice, ammonium compounds, iron and steel manufactures, scrap and various other metals, and phosphates. The decrease in scrap iron shipments alone accounted for some 980,000 long tons. On the other hand, noticeable increases in this direction were made in exports of corn, up



SS "Santa Mercedes" Making 200,000th Commercial Transit of Canal.



The "Vanda," of Honduran Registry, Completed 50 Transits During Fiscal Year 1958.

190,000 long tons, soybeans increased by 121,000 long tons, with wheat beginning a substantial movement for the first time since 1955.

In the other movement, west to east, a decrease of some 282,000 long tons was experienced under the 1957 period, with losses in shipments of chrome ore and sugar predominating and accounting for 232,000 tons, or 82 percent of the total tonnage lost.

East coast United States-west coast South America.—For the seventh consecutive year this trade route continued its spectacular rise in all phases of shipping, and held its second-ranking position in importance to the Panama Canal. The net tonnage moving over this route increased by a significant rise of 1,682,000 net vessel tons, a 25-percent increase over the volume moving during the preceding year. This is the most impressive gain among the various trade routes. It is over this lane that the large quantities of essential raw materials such as the various ores flow to the industrial areas of the United States. Usually, the volume of net tonnage totals approximately the same in each direction, but during this fiscal year west-to-east movements exceeded east-to-west by 590,000 tons. Eighty-four percent of the cargo tonnage moved west to east during this fiscal year, an increase of 24 percent, despite the existing business recession in progress in the United States. Shipments of iron ore, up by 1,313,000 long tons from the previous year, showed the most significant commodity increase, amounting to 33 percent. Slight increases over last fiscal year were noted in shipments of bananas, coffee, and sugar.

Europe and west coast United States/Canada.—This major route continued to rank third in importance for the seventh consecutive year, accounting for a total of 5,386,000 net vessel tons and showing a gain of 15 percent over last fiscal year. Movements of cargo in this trade are predominantly eastbound and this year's movement in that direction formed 85 percent of the total cargo exchanged by the two regions. Total cargo moving in the trade, amounting to 6,015,000 long tons, showed a slight gain of less than 1 percent. Two commodity groups—lumber and barley—made up 31 percent of the 5,126,000 long tons of cargo shipped eastward, showing gains of 41 percent and 56 percent, respectively, over such shipments last year. Wheat, for years one of the most important commodities shipped in appreciable quantities in the trade, sustained a decided decrease of 552,000 long tons this period, or 23 percent under last year's total of 2,394,000 long tons.

Europe and west coast of South America.—Net vessel tonnage in this route, the fourth-ranking one, was up by slightly more than 500,000 net tons. This is a gain of 13 percent over the preceding fiscal year, when a 10-percent increase was registered in the net tonnage utilized over the route. Coupled with this continued gain in net tonnage volume, of course, is the phenomenal increase in vessels being employed to transport the increasing volume of goods exchanged between the two areas.

Although the volume of goods exchanged between the areas this fiscal year continued to rise, a total of 3,694,000 long tons being recorded in comparison with 3,590,000 tons last year, the 1958 period shows the slightest increase in tons of cargo since 1954 when only 2,025,000 tons was exchanged in the trade. As in past years, the movement of cargo was predominantly west to east which this year accounted for 79 percent of the total cargo moved over the route.

Despite the business recession in progress, which is being felt especially in world commerce, raw materials obtained from the west coast of South America for European industries continued to show increases. Again, as in fiscal year 1956, a very slight decrease in cargo shipments is recorded in the east to west direction, down by 2 percent over 1957 figures.

The most important percentage increase in commodity shipments over the route occurred in bananas, up by 73,000 long tons, or an increase of 37 percent. Shipments of nitrate of soda ranked second in importance of increases with 502,000 long tons, or a rise of 35 percent in comparison with 373,000 long tons in 1957. Iron ore moving from western South America to European ports again showed a slight gain over last year, utilizing 1,064,000 long tons to compare with the 1,009,000 tons in 1957.

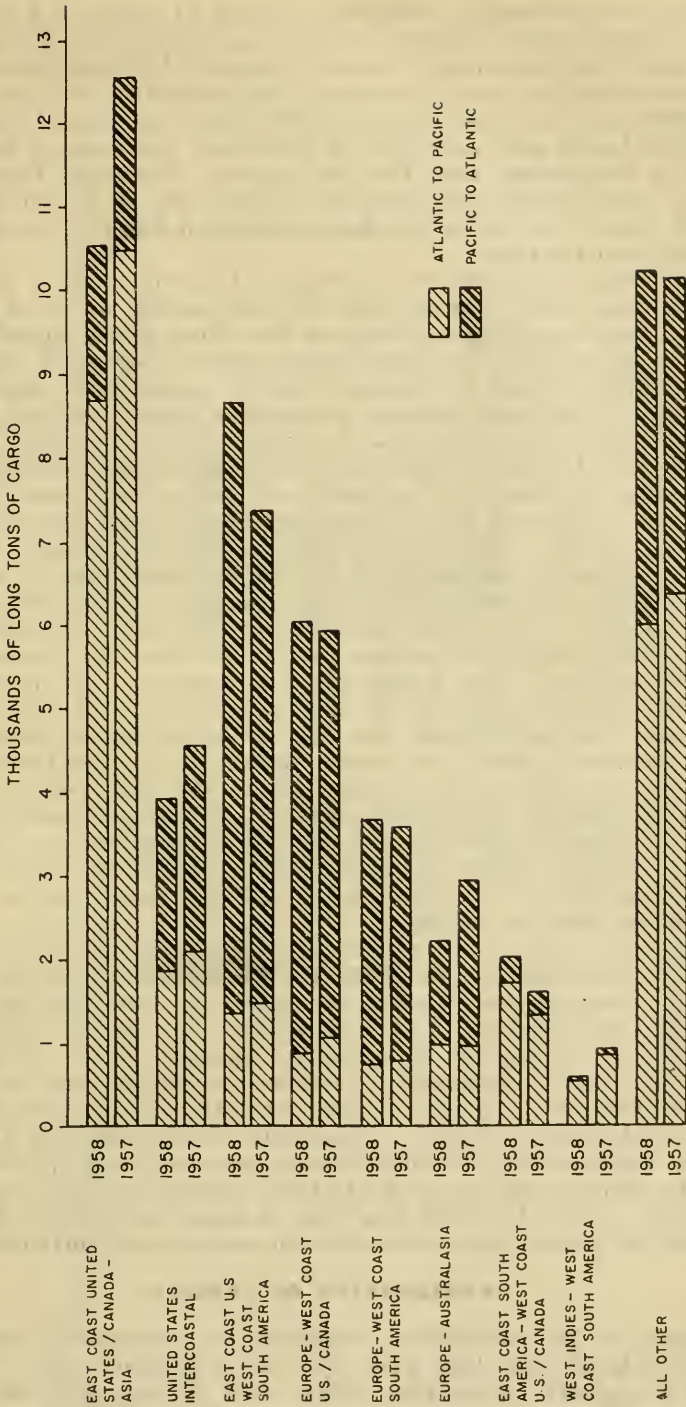
Western Germany continued to be the principal recipient of eastward-bound cargo, receiving 964,070 long tons, a gain of 35 percent over last year. The Netherlands ranked in second place, receiving 650,974 long tons, while Great Britain was third with 438,773 tons. Belgium and Germany were again the principal suppliers of westward-bound cargo, with Belgium exporting some 205,000 long tons and Germany 185,000 tons.

A 69-percent increase in the number of vessels operating in these trade areas is shown within the past 5 fiscal years. From a total of 562 in 1954 to a total of 949 in 1958, there was a total of 387 ships added in the trade with the largest single addition of 114 craft occurring in fiscal year 1958. This is an increase of 39 percent in vessels over the fiscal year 1957.

United States intercoastal.—Retaining its position of fifth place in importance in canal commerce is the trade between the Atlantic and Pacific coasts of the United States. During the period of 1958 overall increases were experienced in all phases of shipping over this route which recorded more vessels plying in the trade, more net vessel tons and cargo tonnage, as well as more tolls collected than was the case in fiscal year 1957. Net vessel tonnage in fiscal year 1958 totaled 3,675,000 tons, an increase of 393,000 tons over last year. The unusually heavy volume of residual oils moving from California during the last quarter of the fiscal year was primarily responsible for the increase, a total of 470,000 net tons moving in 50 tankers during the 3-month period. Total net vessel tonnage in the tanker class in this route amounted to 980,808 tons, up 64 percent over the total of 597,982 tons last year. The remaining net tonnage of 2,694,000 tons consisted of dry cargo type vessels.

Despite the heavy increase in oil shipments of some 279,000 long tons, and a substantial increase of 174,000 tons of unclassified chemicals during the period, only a slight overall gain of 90,000 tons was recorded in cargo movements. Such gains in oils and chemicals were offset by heavy losses in shipments of iron and steel products, a predominant east-to-west trade, down 29 percent from the 1957 fiscal period. Lumber, moving in the opposite direction, contributed a decrease of 97,000 long tons in cargo, a decline of 7 percent from the period last year.

TRAFFIC MOVING OVER PRINCIPAL TRADE ROUTES
FISCAL YEARS 1958 AND 1957



SOURCE. EXECUTIVE PLANNING STAFF

Europe and Oceania.—Reflecting a trend to return to a somewhat more normal status, consistent with commerce prior to the closure of the Suez Canal, this route is the only one out of the eight major trade routes showing an overall decrease. Statisticalwise, 95 fewer vessels, 684,000 fewer net vessel tons, 757,000 fewer long tons of cargo, and \$609,289 less in tolls were derived from these areas during fiscal year 1958 in comparison with the 1957 period. Sustained losses of 20 percent occurred in ships using the route, some 19 percent occurred in net vessel tons, and a 26 percent reduction was felt in total cargo moving over the lane.

Principally a west-to-east movement, this route saw a decline of 760,000 long tons of cargo from the 1957 period, down 39 percent, while a very minute gain in tonnage was shown in the opposite direction for the period. The cargo losses occurred among the most usual commodities shipped to European ports, consisting of copra, dairy and meat refrigerated products, phosphates, sugar, and wool.

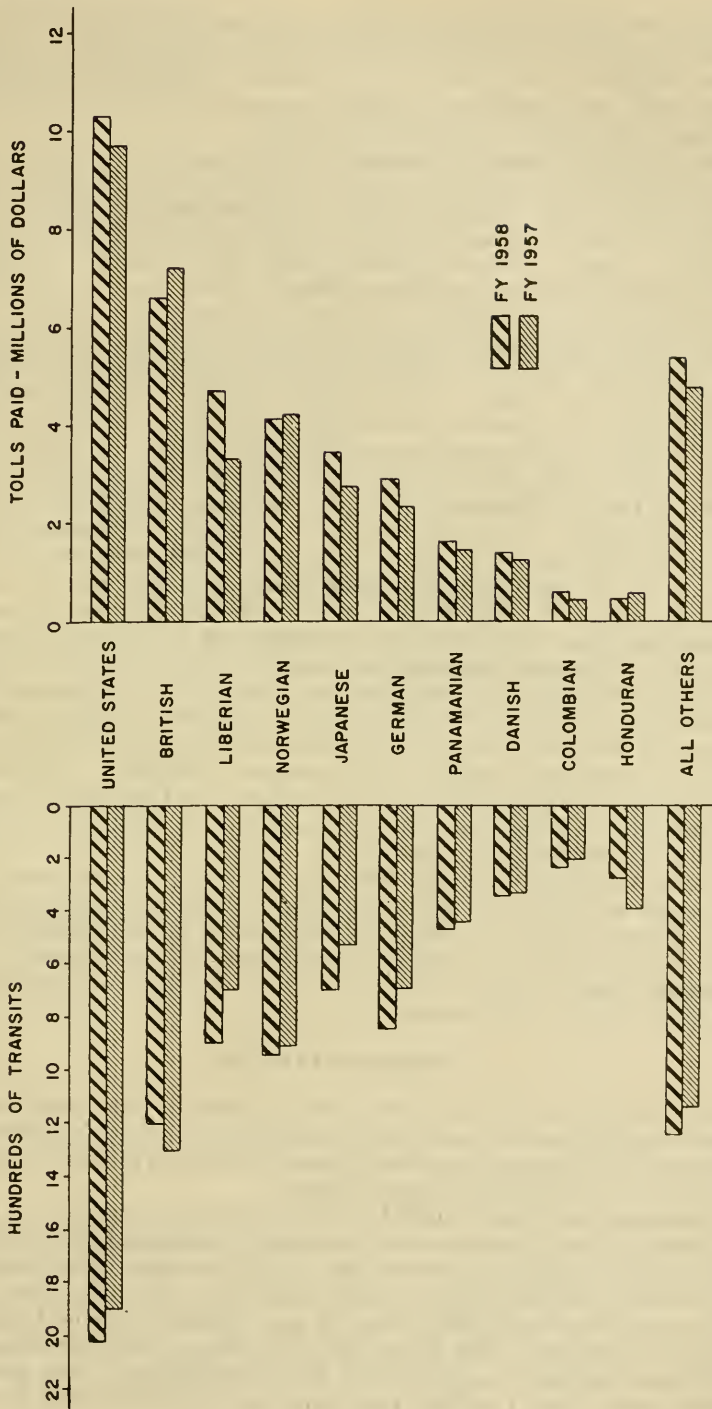
East coast United States and west coast Central America/Mexico.—Traffic routed between these two areas in fiscal year 1958 recorded a percentage increase of 31 percent in volume of net vessel tonnage. This was the second highest percentage gain in net tonnage during the fiscal period. Holding its position as seventh ranking in importance, the trade accounted for 1,815,000 net vessel tons, or a gain of 432,000 tons over the 1,383,000 tons recorded in this trade in 1957. Net vessel and cargo tonnages represented in this route, as in past years, consist mainly of bananas from Costa Rica and Panama to the eastern seaboard. The volume of cargo tonnage in the west-to-east movement alone accounted for 73 percent of the total cargo tonnage gain made during the fiscal year and can be attributed almost solely to the recovery made in the banana trade. Recovering from a disastrous year in 1957, this commodity reached the high peak of 337,000 long tons exported, the highest tonnage attained since fiscal year 1953 when 350,000 long tons were recorded. Manganese ore, the only other commodity shipped in appreciable quantities in the movement, was down slightly but accounted for 102,000 long tons out of the total of 495,000 tons of cargo.

West coast United States and east coast South America.—A newcomer to the list of important trade routes of the Panama Canal just 2 years ago, this route topped all others in gains in net vessel tonnage among the eight major routes. An increased net tonnage of 629,000 was experienced, registering the year-high increase of 55 percent over fiscal year 1957. Increased oil tanker movements alone accounted for 238,000 net vessel tons of this total gain with an increase of 22 tankers plying in the trade. Shipments of crude oil from Venezuela to the west coast of the United States increased from 1,235,000 long tons in 1957 to a high peak of 1,614,000 long tons in 1958, a rise of 31 percent. Of the 1,949,000 long tons of cargo passing over the route in 1958, 88 percent was recorded in the east-to-west movement.

NATIONALITY OF VESSELS

Vessels of 36 nationalities comprised the oceangoing commercial traffic in fiscal year 1958, 2 less than in the previous year. Transits of U.S. registry, numbering 2,023, with an aggregate net vessel tonnage, Panama Canal measurement, of 11,672,797 tons ranked

NATIONALITY OF TRANSITING VESSELS
FISCAL YEARS 1958 AND 1957



SOURCE: EXECUTIVE PLANNING STAFF

first among the nations participating in canal traffic, as they have in almost every year since the opening of the canal in 1914. Traffic of British registry, contributing 1,203 transits registering 7,454,501 net vessel tons, has traditionally ranked second in canal traffic and this position was retained in fiscal year 1958.

Some 2,378 different commercial vessels made 9,187 transits for an average of 3.82 transits per vessel. The number of transits made by such vessels varied from 1 to 50. The greatest number of transits made this year by a single vessel was accomplished by the Honduran-registered *Vanda*, with 50 trips through the channel, transporting bananas from Ecuadoran ports to Florida.

During this year, not only an increase of 104 American-flag transits was recorded over last year's total of 1,919 but an increase of 657,825 net vessel tons, is noted, which accounted for an increase of \$549,022 in tolls collected from U.S.-registered vessels. Vessels under U.S. registry paid 24.6 percent of the total tolls collected and accounted for 22 percent of the total transits made. On the other hand, a loss of 106 British-registered transits was sustained this fiscal year, with a resultant loss in Panama Canal net tonnage of 673,068 tons, and \$641,696 in tolls revenues from British vessels. However, British-flag transits continued to hold second place in importance, paying 16 percent of the tolls collected while making 13 percent of the total transits. Next in importance, and replacing Norway as a toll-paying customer, is Liberia who accounted for 11 percent of the total tolls with 9.8 percent of the total transits.

Of the 10 top-ranking nationalities contributing 85 percent of the transits, 89.3 percent of the Panama Canal net tonnage, and 89.4 percent of the tolls, the United States led with 24.4 percent of the total net tonnage; British, 15.6 percent; Liberian, 11.8 percent; Norwegian, 10.1 percent; Japanese, 8.2 percent; German, 7.0 percent; Panamanian, 4.2 percent; Danish, 3.4 percent; Italian, 2.4 percent; and the Netherlands, 2.2 percent.

The most striking increase from the previous year, as measured by net vessel tonnage, was made in traffic of vessels flying the Liberian flag. Vessels flying the flag of this nation have steadily climbed from sixth place in importance tonnage-wise during the past 4 years, increasing from 1,040,175 net vessel tons in 1954 to 5,633,036 tons in 1958, a gain of 442 percent.

CARGO STATISTICS

Although the combined movement of cargo in both directions this fiscal year fell short of last year's record by 1,577,391 long tons, or a decrease of 3.2 percent, a second-place alltime high record was set with a total of 48,124,809 long tons of cargo.

A substantial gain of 1,009,151 long tons was shown in the Pacific-to-Atlantic flow of cargo over the record established last fiscal year. As a result of this gain, movements in this direction again returned to the leading position, a place it had held each year since the opening of the waterway until 1957 when it was replaced by the Atlantic-to-Pacific movement. The 25,281,508 long tons of cargo moving in the Pacific-to-Atlantic area this fiscal year established a new record by slightly more than 1 million tons over the 24,272,357 tons moving in

that direction last fiscal year. The Atlantic-to-Pacific movement returned to second-place position by sustaining a loss of 2,586,542 long tons this year, down 10.17 percent from the record high figure of 25,429,843 tons in 1957.

Of the 12 commodity groups which have consistently accounted for approximately 75 percent of the volume of cargo passing through the canal, 6 showed increases and the remaining 6 registered declines this period. The six groups registering declines were: other ores and metals, manufactures of iron and steel, wheat, sugar, canned and refrigerated food products, and phosphates.

Average Tonnage, Tolls, and Tons of Cargo per Transiting Vessel

The average measurement of tonnage, tolls, and tons of cargo per oceangoing commercial vessel during fiscal years 1958 and 1957 are shown in the following tabulations:

<i>Average per vessel</i>	<i>Fiscal year</i>	
	1958	1957
Panama Canal net measured tonnage.....	5,217	5,095
Tolls.....	\$4,549	\$4,481
Tolls per Panama Canal net ton.....	\$0.871	\$0.879
Tons of cargo per laden transit.....	6,378	6,779
Tolls per ton of cargo (laden only).....	\$0.753	\$0.700

DATA IN STATISTICAL CHAPTER

Further particulars of traffic through the canal are presented in chapter V of this report in the form of tables and charts.

Chapter II

THE WATERWAY

The efficient and dependable operation of the Panama Canal is of vital concern not only to maritime interests throughout the world but also to a host of others whose livelihood and general welfare are dependent to some degree upon an even flow of world commerce. The process of getting the ships through the canal and the performance of certain auxiliary or supporting functions are grouped under the classification of "The Waterway," for purposes of this report, and are the primary missions of the Marine Bureau and the Engineering and Construction Bureau. These two Bureaus must provide for the transiting of ships, operation of the locks, maintenance of the canal channel, meteorology and hydrographic work, and ferry service across the canal at Balboa.

TRANSITING OF SHIPS

Traffic control

The dispatch of ships into the canal and their movement through the waterway are closely controlled by the Navigation Division of the Marine Bureau. Dispatches are regulated from each terminal so that all ships that arrive each 24-hour period normally clear the waterway prior to closing time. The following is a summary of the typical operating program in effect at the end of the fiscal year: From Cristobal Harbor, the Atlantic entrance, the first ship begins its southbound transit at 6 a.m., the last at about 4 p.m. From Balboa anchorage, Pacific entrance, the first ship starts northbound at 5:30 a.m., the last at 3:30 p.m.

Certain vessels such as tankers, ore carriers, and those carrying hazardous cargoes are selectively dispatched so that they will not meet or pass any other vessel in Gaillard Cut and are not normally permitted to proceed unless they can clear the cut and the locks during the daylight hours. Such ships are called "daylight clear-cuts."

Since 1951 there has been a significant trend developing in the number of clear-cut and daylight clear-cut transits. Of most importance, because it affects the capacity of the canal, are the increases in large size vessels. From 1955 through fiscal year 1958, vessels of 79-foot beam and above have increased by over 500 percent. The number of vessels of this size transiting in 1958 exceeded the number handled during 1957 by more than 25 percent.

Harbor work

Five tugs were in service throughout the year—three at the Atlantic terminal and two at the Pacific terminus. The tugs operated a total of 12,784 revenue-hours in the servicing and assisting of ships, in comparison with the 12,803 revenue-hours in fiscal year 1957.

Towing and salvage

The Company's salvage tug, U.S. *Taboga*, was engaged in four off-shore jobs of salvaging and towing for private interests during the fiscal year 1958 and was used for servicing outlying aids to navigation off the Pacific coast of Panama and in the Caribbean.

Accidents to shipping

During fiscal year 1958 the Board of Local Inspectors was called upon to investigate 32 marine accidents in Canal Zone waters and to fix the blame and responsibility for same. Of these 32 accidents, 19 occurred during transit, the balance occurred in the terminal ports. This compares with 20 investigations in the previous fiscal year. The Panama Canal Company was found responsible for damages incurred in 17 accidents, with joint responsibility fixed in 3. A reserve in the amount of \$459,555 has been set up to cover claims which might arise as a result of the Company's liability. This compares with five accidents of Company responsibility and a reserve of \$22,000 in 1957. The remaining 15 accidents were determined to have been caused by fault of the vessel or other causes for which the Company assumed no responsibility.

The most serious marine accident which occurred during the year was the collision on October 10, 1957, in San Pablo Reach between the MS *Rangitane* southbound, and the SS *Hawaiian Tourist*, northbound. Responsibility for the accident was placed on the Panama Canal Company. Estimated liability of the Company for damage to both vessels was \$250,000.

There were 558 transits per accident during 1958 as compared to 534 in 1957, and 262 in 1956.

Admeasurement and boarding party operations

A total of 602 new oceangoing-type vessels were measured and, in addition, 206 ships with structural changes were remeasured. This compares with 514 new ships, 235 with structural changes in the previous year.

The function of the boarding party consists of all phases of routine boarding, which includes admeasurement of vessels for tolls assessment; inspection to insure compliance with customs, immigration, quarantine, and navigation regulations; and the performance of Deputy Shipping Commissioner duties for seamen aboard the U.S.-flag vessels. There were 10,750 ships boarded and inspected during the year as compared with 9,392 in 1957 and 8,523 in fiscal year 1956, respectively.

Aids to navigation

On October 6, 1957, the former Aids to Navigation Section of the Marine Bureau was transferred to and became a unit of the Dredging Division, Engineering and Construction Bureau. The complete integration of the two units was effected by October 31, 1957. Consolidation of these activities will result in a net reduction of operating expenses in the amount of \$143,200 in fiscal year 1959.

As of June 30, 1958, there were 870 navigational aids maintained by the Dredging Division in the canal proper and the approaches thereto, the terminal harbors, and the adjacent coastal areas. Classified according to the character of the illuminant used, these were as

follows: acetylene gas operated, 123; electrically operated, 370; and unlighted, 377. Outlying navigational aids were visited for the purpose of inspection and servicing, and all aids were maintained in good operating condition throughout the year.

Signal stations

Effective December 1, 1957, the U.S. Navy transferred the Flamenco Island Signal Station, located in the outer Pacific harbor waters, to the Panama Canal Company for operation and maintenance. Curtailment of funds and personnel in the Department of the Navy made necessary this change in organizational management.

LOCKS OPERATION

In traversing the lock-type canal, ships are raised in three steps to a fresh-water lake 85 feet above sea level. The Locks Division of the Marine Bureau is primarily concerned with the operation and maintenance of the three sets of locks, their related installations and facilities, including the periodic overhaul of underwater parts.

Gatun Locks near the Atlantic entrance to the Canal forms one continuous flight of three steps which raise and lower the ships 85 feet above sea level. The three flights at the Pacific entrance are divided between Pedro Miguel Locks with one flight and Miraflores Locks with two flights. Each of the twin chambers in each flight of locks has a length of 1,000 feet, a width of 110 feet, and a depth of 70 feet. Since the flights are in duplicate, ships may pass in opposite directions simultaneously.

The duration of a lockage depends on many factors, including the size of the ship, its handling characteristics, and whether the vessel is locked separately or in tandem. This latter procedure is used to save overall time and water. The normal lockage intervals are 40, 60, and 80 minutes at Pedro Miguel, Miraflores, and Gatun Locks, respectively.

The number of large vessels passing through the locks in fiscal year 1958 was greater than ever before. Ten-locomotive lockages increased by 13.5 percent over the previous year; eight-locomotive lockages increased 6.1 percent. Total lockages showed an increase of approximately 6 percent over the previous fiscal year.

Lockages—vessels handled

The number of lockages and vessels handled (including Panama Canal equipment) is shown in the following tables for the fiscal years 1958 and 1957:

	<i>Fiscal year</i>	
	1958	1957
Gatun Locks:		
Number of lockages.....	8, 548	8, 053
Number of ships.....	10, 882	10, 348
Pedro Miguel Locks:		
Number of lockages.....	8, 815	8, 260
Number of ships.....	11, 713	11, 198
Miraflores Locks:		
Number of lockages.....	8, 655	8, 244
Number of ships.....	11, 358	11, 105



Tanker SS "Gulfking" in Transit at Pedro Miguel Locks.



Repairing Culvert Failure in East Chamber, Pedro Miguel Locks.

Locks overhaul

The 5-year overhaul of the Pacific locks was accomplished, except for rising stem valves in the Pedro Miguel center wall, which will be completed in July 1958. Preparatory work was begun early in fiscal year 1958, and overhaul work proper began at Miraflores on January 4, 1958, and remained in progress during the balance of the fiscal year.

All underwater parts were inspected, repaired, cleaned, and painted as required. Ten miter gate leaves were unhinged for replacement of bearings and bearing plates. Eighteen old rising stem valves at Miraflores were replaced with new valves. Work in the Miraflores center culvert was done with both chambers in service and the culvert isolated by use of lateral culvert plugs.

On June 7, the unwatered east chamber of the Pedro Miguel Locks revealed a failure of one of the culverts and the adjacent floor areas on either side amounting to a total of about 1,000 square yards of concrete. It was determined that the upheaval of the concrete had occurred during the first filling of the chamber following the overhaul. Cleanup and repair work was completed on June 24, and consisted of repouring the top half of the lateral culvert that was ruptured; repairing and sealing leaks in several other lateral culverts which showed signs of weakness; and the pouring of about 1,000 square yards of new floor slab.

WATER SUPPLY

The supply of water necessary for the operation of the Panama Canal in transiting of ships, the generation of electric power, and for municipal use is derived from several tributary streams that flow into Madden and Gatun Lakes which serve as storage and flood control reservoirs of a drainage basin comprising 1,289 square miles. All inflow from Madden Lake, whether drawn for hydroelectric power or spilled for lake control, flows into Gatun Lake and together with the runoff from the area below Madden Dam is used for lockages, power generation, and municipal purposes, or may be spilled to control the operating level of Gatun Lake.

Total runoff from Gatun and Madden Lake drainage basin for the fiscal year 1958 was 19 percent below normal and amounted to 3,870,552 acre-feet. Of this total, 41 percent was derived from the basin above Madden Dam.

Runoff for the period, January-April, from the Gatun Lake Basin amounted to 616,621 acre-feet, which was 31 percent above the 45-year average. From the area above Madden Dam, which constitutes the greatest source of hydroelectric power, the total runoff amounted to 354,775 acre-feet, which was 28 percent above the 45-year average for that area.

After deduction of evaporation losses from both lakes of 488,129 acre-feet, the remaining net yield or runoff amounted to 3,382,323, which was combined with 313,934 acre-feet from lake storage and used to furnish 1,462,925 acre-feet for Gatun Lake lockages (using 169 acre-feet per lockage of which there was an average of 23.8 per day). Out of this net yield also, 1,459,344 acre-feet were used to generate 84,025,200 kilowatt-hours at Gatun hydroelectric plant. In addition, leakage and miscellaneous losses of 19,651 acre-feet were

sustained during the period and of the remaining net yield municipal requirements took 35,652 acre-feet, gain in storage of 313,934 acre-feet, and the spilling of 90,817 acre-feet at Gatun spillway for lake regulation during the rainy season. Madden hydroelectric plant used 1,166,528 acre-feet to generate 125,249,100 kilowatt-hours of electricity.

For further details on water supply and expenditures, see table 27, chapter V, page 110.

MAINTENANCE OF CANAL CHANNEL

The Dredging Division is charged with the maintenance of the canal channels from the Pacific entrance at Balboa to the Cristobal breakwater in the Atlantic. This division is also responsible for the operation and maintenance of all other navigable channels, harbors, and anchorages; the extermination of impedimental plants in the canal and its tributaries; and the maintenance of the Atlantic breakwater.

This maintenance of the canal channel, its terminal harbors, the adjacent navigable waterways of the Panama Canal, and special improvement projects was accomplished during the year with a 28-inch suction dredge, a 13½-cubic-yard dipper dredge, and a 10-inch suction dredge which was placed in operation in November 1957 to be used in drainage correction work in the Telfers Island area, in lieu of higher cost excavation by land machines.

Dredging operations are divided into three major areas; the Atlantic, a Central, and a Pacific district. The canal channel is maintained at the following predetermined controlling depths: For the Atlantic district, from deep water in the Atlantic to Gatun Locks, is 42 feet below mean low water; that for the Central district, from Gatun Locks to Pedro Miguel Locks, 42 feet below minimum lake level of 82 feet; and that for the Pacific district, from Pedro Miguel Locks to Miraflores Locks, 42 feet below Miraflores Lake elevation of 53 feet; from Miraflores Locks to deep water in the Pacific, 42.4 feet below mean low water springs.

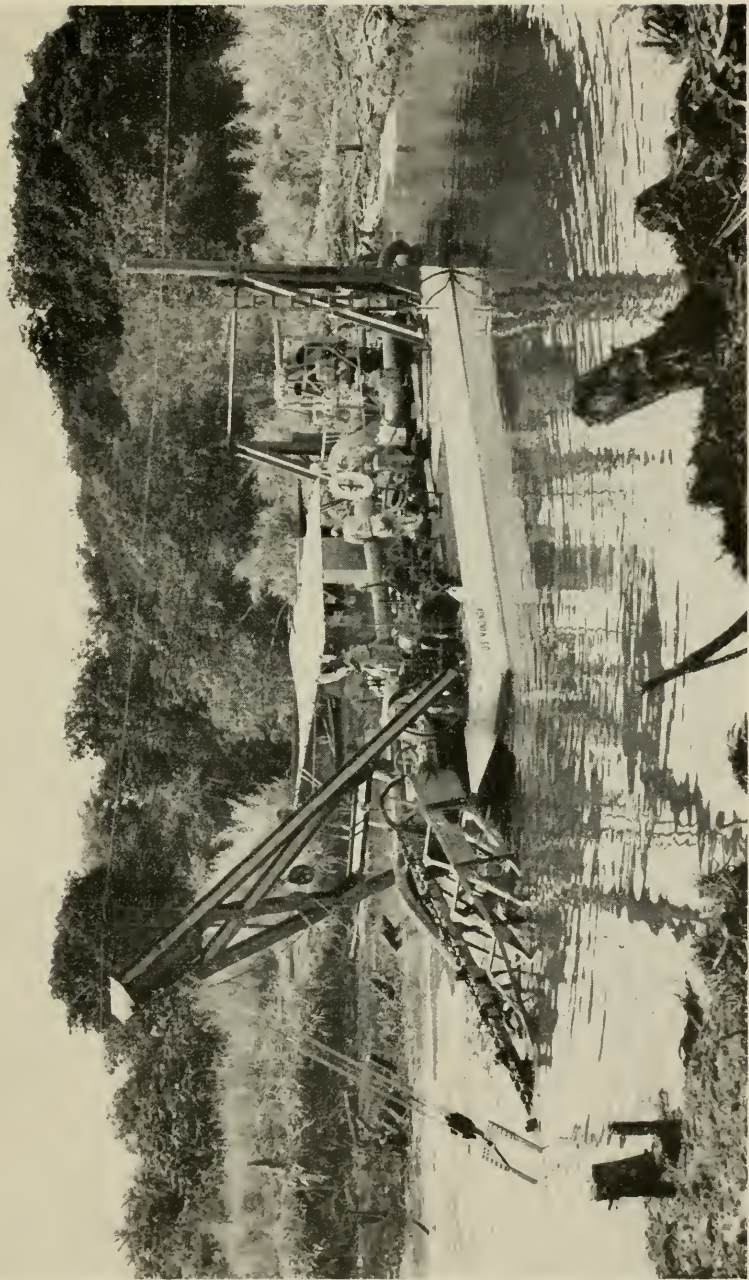
A total of 5,156,700 cubic yards of earth and rock was removed from the harbors and waterways in 1958, an increase of 2.9 percent over the 5,010,600 cubic yards in the previous fiscal year.

Slide incidence in Gaillard Cut was again below normal, with only 42,300 cubic yards of material being removed, bringing the total material removal since June 30, 1913, to 52,929,550 cubic yards. The Culebra Slide West continues to be the most active, and numerous small bank breaks occurred but with movements of minor consequence.

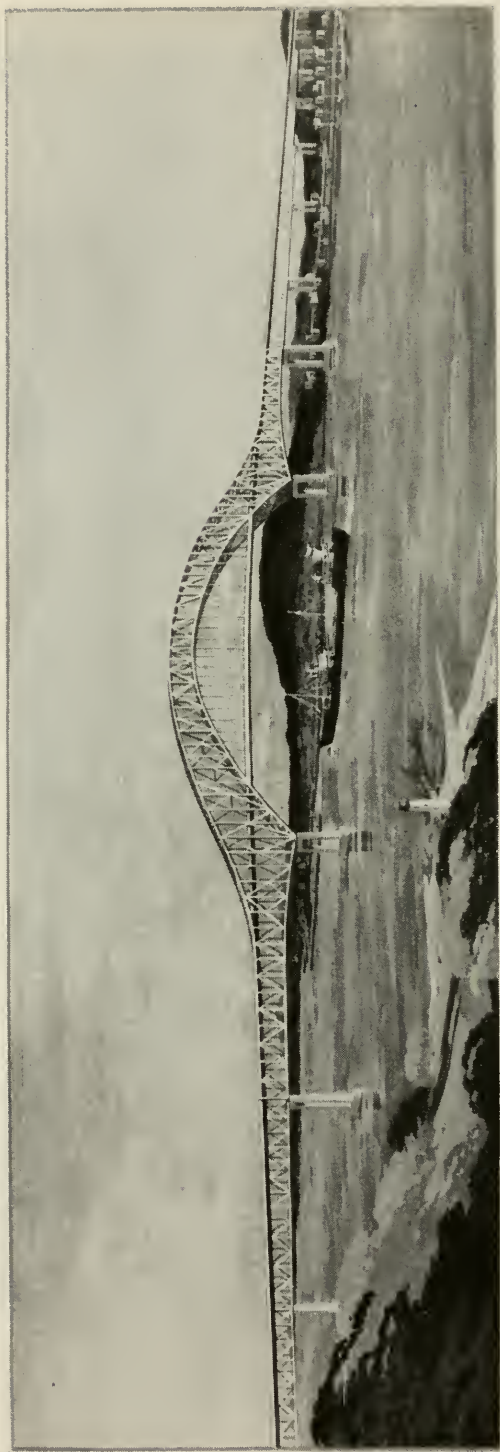
A summary of dredging operations for the fiscal year 1958 will be found in table 28, chapter V, page 110.

REPLACEMENT OF LOCKS TOWING LOCOMOTIVES

In January 1958 the two test locomotives which had arrived in December 1957, and which were placed on the north center wall of Gatun Locks, were demonstrated to the Board of Directors of the Company and to the Governor of the Canal Zone. The machines proved to be nonoperative and were not acceptable. Further tests were suspended pending corrective measures to bring them up to measurable standards of the specifications. Corrective work was



Suction Dredge "Mandinga" Placed in Operation November 1957.



Architectural Rendering of Bridge to Span Canal Channel at Pacific Entrance.

begun in May. Preliminary tests were again performed in June and indicated that the major repairs were satisfactory although the machines had not yet been able to demonstrate their ability to handle ships. A project operating schedule, prepared on the basis that no major difficulty or serious delaying accident will occur, was scheduled to begin on July 1, 1958. The towing devices are to be tested through transits with two barges lashed together, small vessels, and oceangoing ships.

CANAL IMPROVEMENT PROGRAM

The canal improvement, short range program, developed in 1957 was approved during 1958 for accomplishment. At year's end, dry excavation had been completed and blasting was in progress on the widening of Bend 1868 (Paraiso Curve). A contract was in progress for lighting of the locks and Gaillard Cut on an experimental basis only; preliminary geological data was being obtained with preparation of plans and specifications under way on widening the Paraiso-Cucara-cha Reach; and the projects of widening Bend 1660 and the Paraiso Mooring Station have been deferred until 1961.

In the Canal Improvement, Long-Range, Special Studies Program, general engineering studies, editorship and coordination of a report are nearing completion under the direction of the Vice President who is Chairman of the Working Committee for the Ad Hoc Committee. It includes updating and revision of 1947 cost estimates for Third Lock and Sea Level canals, a study of the vulnerability of various types of canals in this location, and an analysis of new construction methods and equipment as related to new canal plants.

MARINE TRAFFIC CONTROL

During the fiscal year the Panama Canal Company contracted with an engineering firm for a study of the present methods and equipment for marine traffic control in the Panama Canal and for recommendations for improvements of a marine traffic control system.

A preliminary oral report was presented to Company representatives and the final report was scheduled for submission to the Company early in fiscal year 1959. This report recommended the installation of an extensive electronic marine traffic control system. The proposed system would be an integrated, or coordinated method of continuously providing and utilizing more complete, accurate, and up-to-the-moment information for scheduling and controlling the movement of vessels in the canal.

CLOSING OF GAS MANUFACTURING FACILITY

For the past several years the possibility of closing the Industrial Division's gas manufacturing facility has been considered. At the close of the fiscal period a plan had been approved for its closing, and negotiations for a contract with a firm in the Republic of Panama to furnish oxygen, hydrogen, and acetylene were underway.

It was decided that the Storehouse Branch will handle the transportation of the gas cylinders to and from the plant in Panama and will have the responsibility for storing, issuing, and receiving cylinders

and the maintenance and repair of cylinders. No sales will be made to any military or commercial unit in the Canal Zone.

The Industrial Division gas plant will be converted to 60-cycle and mothballed. The plant will be reactivated should the local source of subject gases fail at any time in the future to meet contractual obligations for supply of the gases to the Company. (On July 9, 1958, a contract was signed between the Panama Canal Company and the Panamanian supplier, to become effective August 1, 1958.)

The new cost of the three gases to the consuming agency will be approximately the same as presently charged by the Industrial Division. Savings will accrue through the following items: Plant additions and replacements, rising rate of U.S. rate salaries coupled with effects of the single wage plan in the Canal Zone, community services to Panama Canal Company employees; and the intangible cost of maintaining an extremely hazardous gas manufacturing facility in a heavily populated industrial area and in the vicinity of a heavily populated residential area.

FERRY SERVICE

The Thatcher Ferry service operates across the canal near the Pacific entrance of the canal. It is operated as a public service and no charge is made for its use. Service is maintained by retaining three diesel ferryboats on a daily schedule, with two ferries being in simultaneous service. A third ferryboat is kept in reserve to relieve the two regular ferries during periods of overhaul and to carry tourists and special parties in the canal as required. Statistical data on the ferry service for the past 2 fiscal years are given below:

	Fiscal year	
	1958	1957
Single trips made.....	22, 945	27, 144
Total vehicles carried.....	512, 878	606, 648
Total passengers carried.....	3, 663, 587	4, 281, 474

During the year some 7,716 tourists, special parties, and 3,568 schoolchildren were passengers on ferry trips through Gaillard Cut, partial canal transits, and excursions on Gatun Lake.

Chapter III

SUPPORTING OPERATIONS

It is doubtful if there is any other Federal organization in the world that embraces the variety of distinct, but closely interrelated activities that are found in the Canal Zone. In support of the maintenance and operation of the waterway and incident to the civil government of the Canal Zone, the Company conducts many auxiliary operations that are essential to the accomplishment of its basic mission. These include rail, ocean, and highway transportation; public-utility-type services; the operation of retail stores and housing for employees; and a wide variety of engineering, supply, and service functions. These services are also made available to other Federal agencies in the Canal Zone and, to a limited extent, to the Republic of Panama.

EMPLOYEE SERVICES

Supply and Community Service Bureau

Under the program of regrouping facilities, the integration of the Service Center, Commissary, and Storehouse Divisions was formally effected July 1, 1957. The Supply Division has two branches—the Storehouse Branch and the Sales and Service Branch, which comprises all activities formerly operated by the Commissary and Service Center Divisions. Its principal objectives and responsibilities consist of: procurement of supplies and materials, storage and sales thereof; scrap processing; and operation of theaters, restaurants, and bowling alleys.

The Community Services Division has the responsibility of housing management and attendant operations; care of public buildings and grounds; operations pertaining to collection of garbage and trash; street-cleaning facilities and cemetery maintenance.

In addition, in November 1957, the responsibility for direction of the Procurement Division was transferred from the New York Office to the Director of this Bureau.

SUPPLY DIVISION

Sales and Service Branch

Service center operations

The service centers provide certain essential sales and recreational facilities for the employees of the Company/Government organization, their dependents and guests, as well as others authorized or entitled to receive Canal Zone privileges. These facilities include cafeterias, soda fountains, guest accommodations; recreational activities such as theaters, bowling alleys, and merchandise sections. In addition, rental space is conveniently furnished for the use of the various licensee shops, which include barber, beauty, shoe, tailor, and dress-making establishments, public libraries, and union organizations.

Implementation of the 1955 treaty commitments and deactivation of two communities resulted in the closing of several retail units and the initiation of several new ones. Revenues increased slightly, a total of \$23,285 in gross income being shown over the 1957 fiscal figure.

Retail stores, warehousing, manufacturing, and allied operations

The retail stores, warehouses, manufacturing plants, and related operations provide food supplies, clothing, general household, and other essentials to U.S.-citizen employees and their families in the Canal Zone and in the Republic of Panama, to noncitizen employees residing in the Canal Zone, and the members of the Armed Forces. In addition to retail stores in the Canal Zone, the operation of gasoline service stations, warehouse facilities, a bakery, coffee-roasting facilities a dairy, and a laundry were maintained throughout the year.

Retail stores and related operations

During fiscal year 1958, an intensified program of realignment of operations consistent with the policy of offering merchandise and services at the lowest possible prices to support good business practices was continued. Loss in retail store sales as a result of implementation of treaty commitments was slightly less than anticipated and inventories were increased beyond originally planned levels. A drop of 22 percent from the previous year was sustained in retail sales, services, and issues. Revenues for fiscal year 1958 were some \$4,920,138 under fiscal year 1957 volume.

Storehouse Branch

The organizational units of this branch include administrative, stock management, warehousing, scrap, and salvage operations; excess disposal; and office furniture and equipment pools.

During the year excess stocks held in this branch of the division were brought down from a value of \$700,712 to \$57,673.

A continued program of regrouping facilities and rewarehousing stocks so as to promote efficiency in the warehousing activity and to reduce operating and depreciation expenses to a minimum was vigorously pursued throughout the fiscal period.

Scrap operations were curtailed this fiscal year due to the business recession in the United States which caused a drop in the market price of scrap. Improved scrap-processing operations were initiated that resulted in an appreciable decrease in operating costs.

Methods of operation in office equipment and furniture pools were studied throughout the fiscal period, resulting in improvements in several areas. Unserviceable pool items retired reached a total of 767 in comparison with 1,061 in 1957; acquisitions of new equipment for the fiscal year period totaled 906 in comparison with 352 for fiscal year 1957.

PROCUREMENT DIVISION

This division, comprised of three commodity branches and one administrative branch, is charged with the responsibility of providing procurement services to the Supply and Community Service Bureau. The division is also responsible for the forwarding, expediting, and correlating of shipments to the isthmus in compliance with required

delivery dates. Food items, supplies, materials, and equipment are purchased for use of the Company in the Canal Zone, in its New York operations, or for resale to its employees. This division continued its liaison service between the Engineering and Construction Bureau and States contractors on all open contracts.

During the fiscal year 1958, the division made 22,752 awards for purchases valued at \$14,183,125, in comparison with 20,003 awards for purchases valued at \$14,771,658 in fiscal year period 1957.

Although the dollar value of the purchasing workload decreased in 1958, line items handled and vendors solicited increased by 10 percent and 19 percent, respectively, as a result of expansion of merchandise lines and the purchasing of smaller quantities more frequently in order to hold inventories as low as possible. By taking advantage of the various economic opportunities offered in procurement of goods throughout the year, a total of \$149,296 in savings was effected by the division.

COMMUNITY SERVICES DIVISION

Housing Branch

The Panama Canal Company operates living quarters for all U.S.-citizen employees and, to a limited extent, for non-U.S.-citizen employees.

No new housing construction was begun during the year. However, effective January 14, 1958, sixty-nine 4-family apartment buildings, comprising 124 3-bedroom apartments and 152 2-bedroom apartments, and four 1-family buildings located in the Coco Solo area were added as U.S.-citizen housing when the Department of the Navy released them to the Company. The demolition program was accelerated during the year to accomplish the evacuation of a total of 16 U.S.-citizen quarters buildings and apartments, and a total of 521 non-U.S.-citizen quarters buildings, apartments, and bachelor rooms.

A reduced operating margin this fiscal year over last year reflects increased maintenance requirements on all residential housing and is attributed mainly to increases in Canal Zone rates and U.S. Wage Board labor rates.

Revenues for U.S.-citizen housing were slightly under those for fiscal period 1957. The financial results of the non-U.S.-citizen housing show a substantial improvement over fiscal year 1957 as a result of a rental increase made effective in January 1957. The operating deficit was reduced to \$17,270.

U.S.-citizen quarters

As of June 30, 1958, there were 2,460 family units in operation for citizen employees and their families. These excluded 8 apartments held in a standby status and 313 substandard units that were in the process of demolition or transfer to the Republic of Panama. With the exception of three occupants, the complete evacuation of New Cristobal has been accomplished

Non-U.S.-citizen quarters

As of June 30, 1958, there were 1,854 family units in operation for non-U.S.-citizen personnel and their families. In addition, 88 family apartments were in the process of demolition or transfer. During late calendar year 1957, seven 12-family buildings at Pedro Miguel were

reactivated for use as the final demolition program of La Boca was accomplished. There were 228 fewer non-U.S.-citizen families occupying quarters on June 30, 1958, than on June 30, 1957.

Other activities

The Housing Branch of the Community Services Division is also responsible for the administration, care, and maintenance of the Company/Government buildings. Care of grounds, collection and disposal of trash and garbage; cleaning of streets within townsites in the Canal Zone; landscape activities; and operation and maintenance of Summit Park and the Canal Zone cemeteries are administered by the Grounds Maintenance Branch.

There was no change of consequence in the workload of the Company and Government building subprogram. The increase in depreciation expense includes the reinstatement of plant previously offset by economic valuation allowance, and the provision of special reserves to offset the net book value of 16 Company buildings licensed to various religious, civic, welfare, and commercial groups.

Canal Zone rate wage increases and upwardly revised truck rental rates, effective July 1, 1957, account for the two major areas of increased operating expenses of the care of grounds. The addition of 200 acres of housing areas in Coco Solo and Pedro Miguel added to the workload of both branches; however, the phaseout of the towns of La Boca and New Cristobal offset this increase.

Added depreciation costs on new replacement machines and Canal Zone rate wage increases account for the increased operating expenses of the Garbage Collection and Disposal Unit. The closing margin approximates \$29,333 as compared to the budgeted figure of \$17,300. This difference is due to the failure of anticipated reductions in the volume of service furnished to the military.

The street cleaning, Summit Park, and cemeteries operations all continued at the approximate levels of the 1957 operating figures.

TRANSPORTATION AND UTILITY SERVICES

Railroad operations

The Panama Railroad comprises 48 miles of main-line single track across the isthmus between the terminal cities of Panama and Colon. In addition, it furnishes industrial switching service to the most important Company/Government and Armed Forces warehouses and installations, as well as to some industrial facilities in the Republic of Panama. It also maintains appurtenant freight and passenger stations, railroad yards, and locomotive and car repair shops. It serves all Federal Government agencies on the isthmus and is a common carrier serving commercial interests in the Canal Zone and the Republic of Panama.

Passenger and freight workloads of the division showed increases of 33½ percent and 18 percent, respectively, during the fiscal year over the previous year's figures. The increase in passengers carried produced a 22 percent increase in income, while the increase in freight tons hauled accounted for a 15 percent increase in income. Due to an overall workload increase with the exception of a reduced workload on the docks and piers which produced a reduction in switching

locomotive service income, and the reduction in force, the operating deficit was reduced by 51 percent.

Comparative workload and income statistics are shown in the table below:

	Fiscal year	
	1958	1957
Passengers carried.....	540, 641	405, 406
Revenue freight tons carried.....	129, 121	109, 720
Passenger service income.....	\$433, 165	\$353, 743
Freight service income.....	\$731, 953	\$637, 689
Switching and locomotive service income.....	\$64, 104	\$75, 933
Net operating deficit.....	\$124, 830	\$252, 071

Motor transportation

The Motor Transportation Division operates two fully equipped repair shops, one at each canal terminal, and small repair facilities located in the Cristobal and Balboa pier areas; motor pools from three central garages; and a tire retreading plant at the Ancon garage. The division also maintains the motor vehicle fleet and various other types of power-driven equipment used by the Panama Canal Company/Canal Zone Government for construction, materials handling, fire-fighting, grounds maintenance, and related motorized equipment owned by various units of the Company/Government. In addition, it also provides miscellaneous repair services to other U.S. Government agencies, employees, and others authorized to utilize such services. It supervises the operation of public bus transportation systems operating on both sides of the isthmus under franchise or concession, and performs annual inspections of commercial and privately owned motor vehicles as required by Canal Zone traffic regulations.

Various Company/Government projects and other factors contributed to the overall increased demand for motor transportation services which resulted in a workload that was greater than that anticipated and budgeted for the year.

The decrease shown in repair shop services furnished to units of the Company/Government and others eligible to use such services is due primarily to reduced credits from setting up only 52 new vehicles in the year as compared to 123 new vehicles in the previous fiscal year. Approximately 42 percent of the repair shops' workload was utilized in repair and maintenance of the division's motor fleet. Significant workload indices for the fiscal year as compared with the previous year are given below (reduction in transisthmian hauling is result of Company/Government units using railroad to fullest practical extent):

	Fiscal year	
	1958	1957
Vehicles in service.....	535	535
Vehicle mileage.....	5, 757, 000	5, 488, 000
Transisthmian freight hauled (tons).....	14, 662	19, 791
Number of line handlers carried (transisthmian).....	53, 682	65, 175
Repair shop services furnished others.....	\$394, 872	\$419, 048
Operating margin (or deficit).....	\$28, 318	(\$2, 513)

Steamship operations

The Panama Canal Company operates the Panama Line which provides a regular freight and passenger service between New York and the Canal Zone, via Port-au-Prince, Haiti. The steamship line is an important adjunct to the operation and maintenance of the Panama

Canal, furnishing ocean transportation for the large quantity of goods required by the Panama Canal Company/Canal Zone Government, and supplying passenger transportation for employees and their families between the Canal Zone and the United States. Commercial passengers and freight are accepted on a space-available basis.

This is the first year in which the two remaining vessels, the SS *Ancon* and the SS *Cristobal*, operated under the new schedule which provided for 41 round-trip voyages annually. During the last 6 months of the fiscal year the business recession, affecting shipping throughout the world, was experienced also by the Panama Line. In spite of an initial 6 months' profit, the operating loss of the line at year's end rose to \$111,041, primarily because of lower freight traffic. In addition, and contributing also to this loss, was the political unrest in Haiti, and a planned rehabilitation program initiated during the year to improve the mechanical and structural condition as well as the appearance of the two vessels as rapidly as the financial situation allows.

Shown below is the statistical comparison of the fiscal years 1958 and 1957:

Workload	Fiscal year	
	1958	1957
Number of completed voyages-----	41	45
Tons of freight carried-----	167, 951	199, 915
Average number of tons per voyage-----	4, 096	4, 442
Number of passengers carried-----	9, 528	10, 739
Average number of passengers per voyage-----	232	238
Operating margin (or deficit)-----	(\$111, 041)	\$64, 724

Electrical power system

The Panama Canal Company provides all electric power used in the Canal Zone. It operates and maintains hydroelectric and diesel generating stations, substations, transmission lines, and appurtenances. Two hydroelectric generating plants, one at Gatun and the other at Madden Dam, provide the normal power needs of the Canal Zone. Three major diesel standby plants are maintained to supplement the hydroelectric plants when water supply is inadequate.

The combined generated output of the power system for fiscal year 1958 was 250,177,080 kilowatt-hours, a decrease of 4,798,020 kilowatt-hours, or 18.8 percent less than 1957. A total of 222,640,477 was delivered to customers as compared with 229,108,926 for the preceding year. Due to the prolonged dry season, diesel generation for water conservation was the heaviest on record. The total diesel power generated, 41,004,380 kilowatt-hours for the year, was 89.2 percent greater than the previous heavy record in 1949.

Further particulars on electric power generated will be found in table 29, chapter V, page 111.

Communications system

The communications system consists of two main exchanges located in Balboa and Cristobal, with small exchanges at Pedro Miguel, Gamboa, Gatun, and Coco Solo, with their respective distribution systems connected by two transisthmian trunk cables. The system is independent of, but interconnected with, the Army and Navy systems in the Zone, and with the systems in the cities of Panama and Colon.

At the end of the fiscal year 1958, there were 7,670 telephones in service, as compared with 7,543 telephones in service at the end of the preceding fiscal year, an increase of 127.

Water system

The Water Branch continued to supply all the filtered water requirements of the Canal Zone, including that required for shipping, Armed Forces installations, the cities of Colon and Panama, and suburban Panama in the Republic of Panama.

The system consists of two principal units, one serving the Pacific side of the isthmus, and the other the Atlantic area. The Pacific unit takes its water supply from the Chagres River near Gamboa, from which point the raw water is pumped to a filtration and treatment plant at Miraflores. The Atlantic side unit receives its water from Gatun Lake, from which water flows by gravity to a filtration and treatment plant at Mount Hope. Each unit has its own pumping stations, reservoirs, mains, and distribution piping. Two laboratories are maintained as adjuncts of the water system to perform the necessary tests to assure the production and distribution of safe, potable water. In addition to work performed in connection with water purification, the laboratories render various chemical, physical, and bacteriological tests for other Company/Government units and outside agencies. They also handle the chemical inspections for explosive and asphyxiating gases on burning or damaged ships.

The total annual production of water for this fiscal period is 1.1 percent lower than in fiscal year 1957. The increased use by Panama and suburban Panama was more than offset by the reduced use by the Armed Forces and a reduction in water consumption by the city of Colon.

The table below shows for the fiscal year 1958 and 1957 the consumption of filtered water for municipal purposes and for sales to vessels:

	<i>Fiscal year 1958</i>	<i>Fiscal year 1957</i>
	<i>(Thousands of cubic feet)</i>	
Canal Zone (including Armed Forces)-----	562, 997	605, 030
City of Panama (including suburbs)-----	737, 838	707, 464
City of Colon-----	175, 014	179, 551
Sales to vessels-----	22, 054	23, 345
Total-----	1, 497, 903	1, 515, 390

Printing plant

The printing plant performs the general printing and bookbinding services that are required by the Panama Canal Company/Canal Zone Government and other U.S. Government agencies operating on the isthmus. Authorized under regulations of the Joint Congressional Committee on Printing, it supplies letterpress and offset printing, provides addressograph and bookbinding services, and other miscellaneous printing services.

While the workload of the printing plant decreased slightly (1 percent) in the number of print impressions registered, the number of production units increased by 1,812,846 in fiscal year 1958 in comparison with last fiscal year, an overall gain of 20 percent, in plant production. During the year, five positions were abolished in the plant as a result of improved operating procedures and methods. Total revenues and credits for the fiscal year amounted to \$351,683,

with total expenditures of \$351,806, resulting in a net operating loss of \$123.00.

Vessel repairs

The Industrial Division of the Marine Bureau provides repair facilities for commercial and Government shipping in the Canal Zone. Its operations are centralized in Mount Hope at the Atlantic terminal of the canal, and consist of a shipyard, drydock, shops, and related operations. A large drydock at Balboa, on the Pacific side, is maintained in a state of readiness for emergency use only as are other repair facilities.

A total of 1,063 vessels, 65 feet or over, were repaired during the year, accounting for 1,763 ship-days. There were 43 vessels of this class drydocked during the year.

Normally, the Company's own floating equipment provides the largest single source of work for the division through its routine dry-docking and overhaul. During fiscal year 1958 Company sources provided the principal workload and backlog throughout the entire year, and accounted for 49 percent of total revenues earned and 61 percent of the productive force. Actual workload in the division declined during the latter part of the year mainly because of cancellation of scheduled Navy work due to redeployment of these locally based naval craft to other areas.

Harbor terminals operation

The Company's terminal facilities consist of wharves and piers, with about 3 miles of berthing space, and other appurtenances necessary for handling, transferring, and stevedoring of cargo landed at the Atlantic and Pacific terminals of the canal either for ultimate destination in the Canal Zone or the Republic of Panama, or for transshipment to points beyond the isthmus. Facilities also include a tank farm at each terminal for storage of petroleum products, fuel handling plants for the transfer of petroleum products to storage facilities and for the delivery of bunker fuel to vessels at terminal piers.

Cargoes handled include imports for the Canal Zone and the Republic of Panama, outgoing isthmian cargo, and the transshipment of cargoes to various world ports. A total tonnage decline of 11 percent during 1958 from the previous year's total is shown in the combined cargo stevedored between ships and shore at the two canal terminals, transferred between ships, or otherwise moved over the piers. Among the primary factors accounting for this loss were the direct shipments of coffee and raw cotton from west coast Central American ports to Europe and Japan, the curtailment of Armed Forces shipments, continued reduction in the Company's commissary sales, and decreases in scrap and banana exports. Improved cargo-handling techniques were introduced during the year to increase productivity on the piers.

In compliance with the 1955 treaty, pier No. 3, located in Colon Harbor, was transferred to the Republic of Panama on November 7, 1957. This pier is a small pier, 160 feet long and 60 feet wide, located in the port of Colon adjacent to Cristobal Harbor. It is used by small vessels in coastal trade with Panama. While under the jurisdiction of the Panama Canal Company, the use of this pier was restricted to vessels whose length did not exceed 125 feet.

Comparative combined cargo movements in tons of cargo stevedored and financial results thereof are as follows:

	Fiscal year	
	1958	1957
Combined cargo movements between ships and piers.....	940, 527	1, 050, 165
On the pier.....	892, 560	999, 440
Total (revenue tons).....	1, 833, 087	2, 049, 605
Income.....	\$4, 191, 109	\$4, 528, 316
Expenses.....	\$3, 823, 724	\$3, 737, 436
Net income.....	\$367, 385	\$790, 880

The marine bunkering operations which is the other prime function of the Terminals Division is concerned primarily with the pumping and inward handling of petroleum products from tankers to storage tanks, both Company and privately owned, and the outward handling of such products from storage tanks to vessels or to tank farm loading platforms for local consumption.

The increase in receipts in view of an overall decrease in the workload was in a large measure due to the discontinuation of the practice of loaning products among local oil companies. The decrease in overall workload is due primarily to reduced bunkers to vessels, reflecting in part the depressed state of shipping, and to the return to regular trade routes and bunkering at other ports of shipping that was diverted to the Panama Canal during the Suez Canal closure.

The following comparative workload data is furnished for fiscal years 1958 and 1957:

Workload	Fiscal year	
	1958	1957
Combined receipts (Cristobal and Balboa).....	8, 686, 386	8, 589, 190
Combined issues (Cristobal and Balboa).....	7, 724, 516	8, 359, 083
Total barrels of products moved.....	16, 410, 902	16, 948, 273
Tankers discharging (Cristobal and Balboa).....	127	120
Vessels bunkering.....	2, 823	3, 061

PRINCIPAL ENGINEERING AND CONSTRUCTION PROJECTS

Bridge, Balboa, C.Z.

Construction of a high-level bridge spanning the canal channel on the Pacific side of the isthmus is scheduled to begin during the coming fiscal year. The completion of this bridge will fulfill treaty commitments made between the United States of America and the Republic of Panama.

During November 1957, a contract was awarded to an engineering company to make preliminary studies and estimates. A five-man Board of Consultants was appointed for the purpose of evaluating designs and to provide general engineering consulting services. This board consists of: Ralph A. Tudor, Panama Canal Company Board member; Roland P. Davis, Dean Emeritus of the University of West Virginia; F. C. Turner, Deputy Commissioner and Chief Engineer of the Bureau of Public Roads; Edward B. Burwell, Jr., retired Chief Geologist of the Office of the Chief of Engineers; and Aymar Embury II, bridge architect of New York.

On April 10, 1958, the preliminary engineering report was presented

to the Panama Canal Company and the Board of Consultants. A three-span, arch-truss-type bridge was selected as the most feasible from the standpoint of design, cost, and ease of construction, and a contract for the full design of the bridge was awarded. A considerable amount of preliminary work remains to be done, much of which will hinge on the selection of the alignment of the bridge and its approaches which were still under study at the close of the fiscal year.

This bridge will permit uninterrupted highway traffic movement across the canal. Its overall length will be slightly over 2 miles from the ends of the highway approaches on the east and west sides. The main span crossing the canal will be 1,128 feet long and will have a minimum clearance of 201 feet above the canal at mean high tide. The bridge will connect with Thatcher Highway on the west, while the east side approach will provide vehicular outlets directly to the Canal Zone and Panama City street systems at the Canal Zone-Republic of Panama boundary limits.

Under a schedule for the bridge project submitted by the engineering firm, preparation of the design plans and specifications can begin in July 1958. It is anticipated that a contract for the substructure work will be let by July 1, 1959, and the contract for the superstructure shortly thereafter. Contracts for the approaches are scheduled for award in December 1958 and February 1959. The project is scheduled for completion by December of 1962.

Sixty-cycle power conversion program

Eighteen major contracts were in progress during fiscal year 1958. Included in these were five closely related replacement projects which are being coordinated with the power conversion project. The five related project contracts total \$3,477,400 and the 13 conversion project contracts total \$7,030,800. The remaining major projects in the power conversion program are: System voltage correction, \$381,500; conversion of unit No. 6, Gatun hydroelectric station, \$230,000. The contract for the conversion of Gatun, Pedro Miguel, and Miraflores Locks amounts to \$2,005,000. This contract is included in the total for the five related contracts.

Conversion of all 25-cycle consumer equipment in the Atlantic area to 60-cycle operation was virtually completed. In the Central area, consisting of Gamboa, Santa Cruz, Summit, and Paraiso, consumer equipment was completed except for the Gamboa pump station and substation transformers. Conversion of the Pacific area commenced and proceeded energetically on or ahead of schedule.

Again the principal impediment to fieldwork was the constantly recurring delay in receipt of materials ordered from U.S. manufacturers or suppliers.

Phase I of increased dependable capacity of the locks

A 60-foot extension to the south end of the overhaul shed at Miraflores Locks was started and will be completed in fiscal year 1959. It is required for storage of additional overhaul equipment involved in Phase I.

All openings from side and center culvert laterals in the chamber floors at Pedro Miguel and Miraflores Locks were reshaped to fit

the lateral culvert plugs. Extensive cracks and open construction joints in culvert laterals were found at Pedro Miguel. All those between floor slab and culvert riser were closed with cement mortar. There remain to be sealed a great many open construction joints and cracks in laterals and risers in both lanes of Pedro Miguel Locks. This must be done to seal off leakage to a point where use of the lateral culvert plugs will be practical.

A sluice gate was installed in the center culvert drain at Pedro Miguel to facilitate its control. Two elevator shafts, one in each level, were constructed at Miraflores, and one shaft at Pedro Miguel Locks for direct access to the center culvert. A well for the culvert dewatering pump was constructed at the south end of the center culvert at Miraflores and a similar well was constructed at the south end of Pedro Miguel.

Miscellaneous and other projects

Other major engineering and construction projects initiated or concluded during the year included the remodeling of the Governor's residence; construction of executive quarters for the Lieutenant Governor; modernization of the Administration Building and installation of air conditioning, Balboa Heights, and modernization of the Terminals Building in Cristobal; remodeling of the former Ancon Commissary to provide office space; alterations to Balboa Heights Post Office; rehabilitation of Coco Solo housing project; reconstruction of the air-conditioning system in the Civil Affairs Building; designs for retail store and gas station at Coco Solo, Civil Defense Control Center, and the Pacific side passenger and freight terminals; site development studies for a new housing development, studies and designs for improvements to quarters; rewiring of Administration Building, Cristobal, and replacement of electrical distribution system, Cristobal piers; replacement of raw water pumps and appurtenances at the Gamboa pump station; replacement of pumping and electrical systems for locks caisson No. 1; replacement of streets at Old Cristobal and Margarita; and remodeling of BOQ for an elementary school at Coco Solo.

Operations, and capital construction by contract

Nearing the fiscal year's end, contracts in force reached a peak of \$4,200,000 in March and April, and finished the year with \$3,800,000. This was a 280 percent increase over the \$1,500,000 at the beginning of the year. Forty-one Company/Government operations contracts were awarded during fiscal year 1958 having a total value of \$693,000. Forty-seven contracts for capital construction were awarded for a total of \$3,414,000 and the earnings amounted to \$980,000.

Boyd-Roosevelt highway maintenance

Regular maintenance and emergency work was accomplished on the 45.81 miles of this highway located within the Republic of Panama. Emergency work consisted of the removal of road-blocking slides and replacement of failed culverts.

Sosa Hill quarry

The quarry continued at a higher level of production than for the previous fiscal year.

	<i>Unit</i>	<i>Daily capacity</i>	<i>Produced fiscal year 1958</i>	<i>Produced fiscal year 1957</i>
Quarry and crushing.....	cubic yard.....	385	38, 532	31, 030
Concrete mixing plant.....	do.....	230	4, 538	3, 511
Asphalt mixing plant.....	ton.....	160	13, 134	6, 053

Chapter IV

ADMINISTRATION

MAJOR ORGANIZATIONAL CHANGES

During the past fiscal year a number of organizational changes were made in an effort to improve efficiency within the operations and to provide better service to all concerned.

Effective July 1, 1957, a Tabulating Section was established in the General Ledger and Processing Branch of the Accounting Division, to replace the Machine Tabulating Section of the Administrative Branch.

Effective July 1, 1957, the general accounting functions of the Supply Division were transferred to the Supply Accounting Section in the Office of the Comptroller.

Effective July 14, 1957, Plant Accounting Branch and Plant Evaluation and Transfer Staff, were merged into one organizational unit, the Plant Accounting Branch.

Effective October 1, 1957, the Commissary Division, Hotels Washington and Tivoli, Service Center Division, and Division of Storehouses were consolidated into the Supply Division of the Supply and Community Service Bureau. This division now consists of the Commissary Branch, Service Center and Hotel Section, Motion Picture Unit, and Storehouse Branch. The Housing and Grounds Division was subdivided into Grounds Branch and Housing Branch.

Effective October 6, 1957, the Aids to Navigation Section of the Marine Bureau was consolidated with the Dredging Division of the Engineering and Construction Bureau.

On November 3, 1957, the responsibility for direction of the Procurement Division was transferred from the New York office to the Supply and Community Services Bureau, Canal Zone.

Effective November 7, 1957, the Hotel Washington was turned over to the Republic of Panama. Also transferred on this date to the Republic of Panama was pier No. 3, of the Terminals Division operation, Atlantic side.

On December 1, 1957, the U.S. Navy turned over the Flamenco Island signal station to the Marine Bureau, Port Captain, Balboa, for operation and maintenance.

Control of the Company/Government's capital obligations and expenditures was transferred from the Comptroller's office to the Engineering and Construction Director.

MAJOR PERSONNEL CHANGES

Col. Hugh M. Arnold (USA) (CE) was reassigned to Lieutenant Governor-Vice President, effective July 10, 1957, vice Colonel Herman W. Schull, Jr. (USA), relieved from duty July 9, 1957.

Col. John D. McElheny (USA), Lieutenant Governor-Vice President-designate, arrived in the Canal Zone preparatory to assuming duties upon departure of Col. Hugh M. Arnold, July 12, 1958.

Capt. Peter Grosz, Jr. (USA), was detailed from the U.S. Army as Military Assistant to the Governor, effective July 12, 1957, vice Major David H. Smith (USA), relieved from duty July 26, 1957.

Lt. Col. Robert D. Brown, Jr. (USA) (CE), was detailed from the U.S. Army, effective August 3, 1957, as Engineering and Construction Director, vice Colonel Hugh M. Arnold (USA) (CE), reassigned.

Mr. Lester A. Ferguson, General Manager, New York Operations, was reassigned to the position of Supply and Employee Service Director, effective October 29, 1957, vice Mr. Wilson H. Crook, deceased.

Mr. John J. Barton was transferred May 29, 1958, from the Procurement Division, to General Manager, Supply Division, Supply and Community Service Bureau.

Capt. James A. Flenniken (USN), was appointed Port Captain, Balboa, May 18, 1958, vice Captain Anthony C. Roessler (USN), relieved from duty with the Panama Canal Company May 8, 1958.

Mr. Edward N. Stokes, Superintendent, Railroad Division, was separated by reduction in force, effective July 31, 1957.

ORGANIZATION CHART

A chart of the Panama Canal organization as of June 30, 1958, is included with this report.

FORCE EMPLOYED AND RATES OF PAY

The full-time force employed by the Panama Canal Company as of June 30, 1958, totaled 10,844, an increase of 310, or 2.94 percent, over the number employed on June 30, 1957. The increase consisted principally of temporary employees who were employed for locks overhaul.

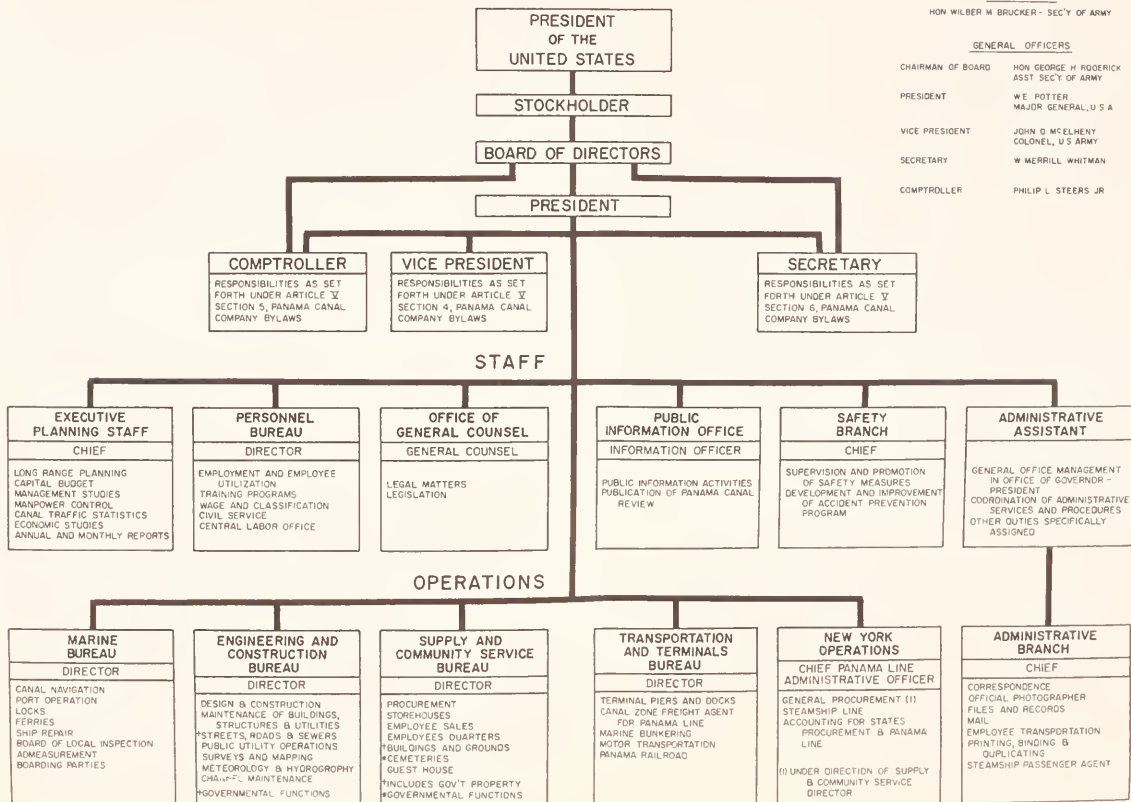
The highly diversified activities of the enterprise include a large number of different functions, and almost every employment category will be found in the organization. For many years only citizens of the United States were eligible for employment in executive, supervisory, professional, subprofessional, and clerical positions. During the past several years, however, properly qualified citizens of the Republic of Panama have been eligible for appointment to these positions in which special education, training, or other high qualifications are a requisite. The rates of pay for such positions, normally referred to as "U.S.-rate positions," are based on rates for similar positions in the Federal service in the United States plus, normally, a 25 percent tropical differential allowed in the case of U.S. citizens.

All positions for which the predominant area of recruitment is the Panama labor market constitute a second category, the Canal Zone wage group. The rates of pay within this group are based generally upon locally prevailing rates of pay. At the present time, most of these positions are those occupied by nonskilled or semiskilled workers, helpers, laborers, etc. However, the number of skilled positions in this group is increasing due to the increased utilization of non-U.S. citizens in all positions for which suitably qualified local applicants can be obtained. Most of these positions are filled by persons indigenous to the areas adjacent to the canal, although a scattering of nationals of other countries is included.

PANAMA CANAL COMPANY

STOCKHOLDER
HON WILBER M BRUCKER - SECY OF ARMY

GENERAL OFFICERS
CHAIRMAN OF BOARD HON GEORGE H RODERICK
ASST SECY OF ARMY
PRESIDENT W E POTTER
MAJOR GENERAL, U S A
VICE PRESIDENT JOHN D McELHENTY
COLONEL, U S ARMY
SECRETARY W MERRILL WHITMAN
COMPTROLLER PHILIP L STEERS JR



ORGANIZATION CHART
AS OF JUNE 30, 1958

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The full-time force of the Company for employees paid at U.S. rates on the isthmus numbered 2,463 on June 30, 1958, as compared with 2,389 on June 30, 1957, an increase of 74, or 3.10 percent. The full-time force of those paid at Canal Zone rates numbered 8,381 as of June 30, 1958, in comparison with 8,145 on June 30, 1957, an increase of 236, or 2.90 percent. In addition to employees in the Canal Zone there were 381 U.S. citizen employees in the New York office and 1 U.S. citizen and 10 non-U.S. citizens employed in Haiti on June 30, 1958, as compared with 380 in the New York office and 1 U.S. citizen and 9 non-U.S. citizens in the Haiti office on June 30, 1957, an increase of 2.

The number of employees by function will be found in tables 30 and 31, chapter V, pages 111 and 113.

EMPLOYEES PAID AT U.S. RATES¹

Turnover in force

Three hundred and eighty-four full-time employees for whom replacements were required terminated during fiscal year 1958, as compared with 345 in fiscal year 1957. There were 85 employments in addition to the 384 terminated employees who were replaced.

The net turnover rate (based on replacements on total terminations) was 10.9 percent as compared with 9.8 percent in fiscal year 1957. Voluntary terminations for the year totaled 222, a rate of 6.3 percent, in comparison with 217, a rate of 6.2 percent in the previous year. Involuntary terminations for fiscal year 1958 totaled 162, a rate of 4.6 percent, in comparison with 188, or a rate of 5.3 percent in fiscal year 1957.

Recruiting

Of the 469 full-time additions to the isthmian U.S.-rate force during fiscal year 1958, 81, or about 17 percent, were recruited from the United States, and 388, or about 83 percent, were recruited locally. The addition of these 469 employees represents an accession rate of approximately 13.3 percent.

At the close of fiscal year 1958, there were 45 U.S. requisitions pending, covering 58 U.S.-citizen positions.

Wages

On June 20, 1958, Public Law 85-426 granted a 10 percent increase in wages for Classification Act employees, retroactive to January 12, 1958. On May 27, 1958, Public Law 85-426 granted a similar increase for postal employees, retroactive to January 11, 1958. Wages of a number of other U.S.-rate groups, including craft, supervisory, floating equipment, power branch, railroad, printing plant, and miscellaneous, were adjusted upward during the fiscal year. The total annual cost involved was \$2,024,392. The cost for fiscal year 1958 amounted to \$893,261.

¹ Statistics in this section cover both Panama Canal Company and Canal Zone Government employees.

EMPLOYEES PAID AT CANAL ZONE WAGE RATES ²*Wages*

No changes were reflected in the Canal Zone wage rate schedule during the fiscal year. Automatic and administrative pay increases at a total cost of approximately \$153,608 per annum were given to 2,954 employees during fiscal year 1958. Annual increases were given to approximately 100 schoolteachers in July 1957.

Cash relief for disabled employees

The Cash Relief Act of July 8, 1937, as amended, affords a non-contributory, unfunded system for the payment of gratuities to employees of the Panama Canal Company and the Canal Zone Government who are disabled through age or disease. This act provides for a maximum monthly benefit of \$1.50 multiplied by the number of years of service, not to exceed a total of \$45.

During fiscal year 1958, monthly payments averaged \$167,857 (\$155,700 for the Company and \$11,500 for the Government). The average monthly payment per case was \$37.81 for the Company and \$38.78 for the Government, with a combined average of \$37.88.

New applications totaled 339, of which 295 were approved for payment, as compared with 162 received and 89 approved for payment in fiscal year 1957. The increase in applications is the result of a policy of deferment begun in 1957 for all of those employees reaching 62 years of age pending passage of legislation to bring non-U.S. citizens under coverage of the Civil Service Retirement Act. This legislation was not passed during the first session and consequently those persons deferred in fiscal year 1957, as well as those employees who became disabled or who reached age 62, were considered for disability relief in fiscal year 1958.

Removals from the disability relief rolls due to death or subsequent reemployment totaled 255 for the Company and 19 for the Government. The number of disability relief beneficiaries as of June 30, 1958, totaled 4,456 (4,154 for the Company and 302 for the Government).

Repatriations

During fiscal year 1958, \$1,304 was expended for the repatriation and rehabilitation of four former non-U.S.-citizen employees and their eight dependents. The number who can qualify under present regulations is extremely small and this function is now of little consequence.

Separations

Separations of Canal Zone rate employees were for the most part involuntary. Of the 1,202 separations in fiscal year 1958, 7 were due to reductions in force, 279 were transfers to the disability relief rolls or deaths, 734 were terminations of temporary employees and discharges; 182 were resignations.

² Statistics in this section cover both Panama Canal Company and Canal Zone Government employees.

INCENTIVE AWARDS ³

During the fiscal year 1958 the Company/Government organization continued its program designed to stimulate beneficial suggestions and meritorious performance of employees throughout both agencies.

Emphasis was placed on the quality of suggestions rather than on the quantity of contributions. This year 378 contributions were received in comparison with 503 in fiscal year 1957. Twenty-two honorary award recommendations and 49 suggestions were approved for cash awards totaling \$3,235. Tangible savings resulting from the adoption of the suggestions are estimated at \$51,824 per year, the highest estimate in the history of the program begun in 1956.

SAFETY PROGRAM

The safety program of the Panama Canal Company and the Canal Zone Government is designed to develop and improve the program of accident prevention, including the coordination of occupational health, sanitation, and fire-prevention activities, and by reducing disabling injuries, reduce the frequency rate, severity, and cost of accidents. These functions and responsibilities are further emphasized by the Federal Employees' Compensation Act, which in part authorizes and directs the heads of the various departments and agencies to develop, support, and foster organized safety promotion.

The Company/Government accident prevention program made gains in important areas during fiscal year 1958 over the previous 3-year average even though the year's activities included a hazardous locks overhaul and the Panama Line operations were, for the first time, included in the Company's safety records. The most notable single gain among the various bureaus and the New York operations was that of the Transportation and Terminals Bureau which lessened its disabling injury rate by a total of 50 percent during the past 3 fiscal years despite the fact that a large part of its operations include high accident-risk stevedoring work. This Bureau's stevedoring frequency rate for the calendar period 1955-57 was 9.27 as compared to the 46.50 average reported by the National Safety Council, for the entire stevedoring industry in the United States during the same period. In addition, the Marine Bureau and the Engineering and Construction Bureau made marked improvements in reducing disabling injuries to their personnel over the same period.

During the fiscal period, the safety program successfully strove to foster more active supervisor and employee participation in the program and a greater sense of responsibility on the part of these two groups for its success. The collective welfare was highlighted in terms of relief from painful injuries while obtaining tangible employment and other benefits from immediate and long-range economy of operation through the reduction of wasteful accidents. Stress was placed upon the importance of joint employee, supervisor, and management teamwork in accident prevention, which resulted in more closely knit efforts on the part of management officials and employees, and consequently in safer, improved equipment, conditions, and work

³ Statistics in this section cover both Panama Canal Company and Canal Zone Government employees.

practices. The results of this approach and its reception by supervisors and employees have been such that increased reduction in accidents is anticipated for fiscal year 1959. It is believed that the groundwork has been provided for long-range improvement in accident prevention in all areas of the Company/Government.

Two fatalities occurred during the period and 127 disabling injuries were sustained, resulting in considerably increased compensation costs and arbitrary lost-time charges. However, this is the second lowest number of disabling injuries recorded in a single year since 1941, or since the opening of the canal for that matter. The fatality rate this year is equivalent to 1 accidental death for every 6,775 employees, as compared to the national average of 1 death for every 4,348 workers employed, as reported for calendar year 1956 by the National Safety Council. There were three injuries causing permanent partial disability as compared to four last year, and there was one permanent total disability case this fiscal year.

This year's disabling injury frequency rate of 4.64 represents a 39-percent increase over last year's rate of 3.35. However, this was the third time in the history of the organization's accident prevention program that the frequency rate was lower than the most recently published national average of 6.27, which was a new low experienced by all industry during the calendar year 1957, as reported by the National Safety Council. This year's severity rate of 787 represents an increase of 395 percent over the 1957 rate of 159. This rate represents the time charges in days per million man-hours of exposure. Disabling injuries increased by 44 percent this fiscal year in comparison with only 88 sustained during 1957.

As a result of the safety achievements earned throughout the period, the National Safety Council presented its highest award, the Award of Honor for calendar year 1957 to the Company/Government and to the Transportation and Terminals Bureau. This award is earned on the basis of "outstanding improvement" in both disabling injury frequency and severity over "par" rates prescribed by the Council to rule out chance fluctuations.

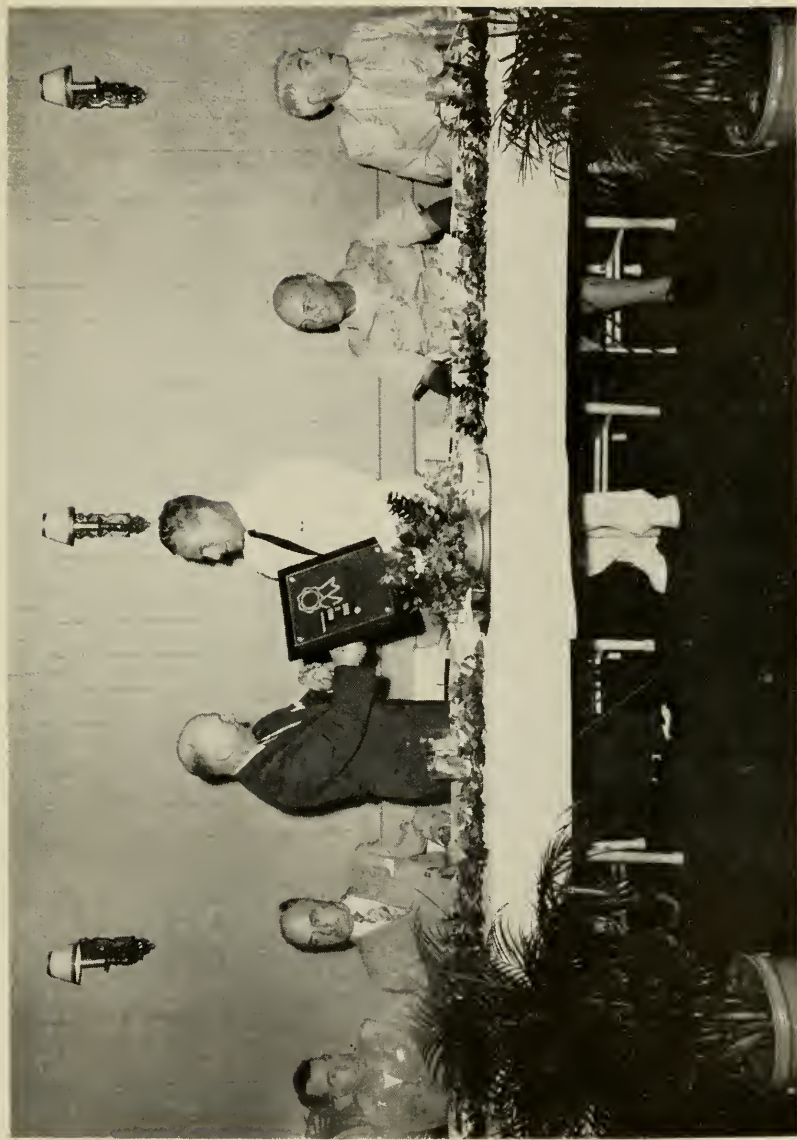
The Governor-President Annual Safety Trophy, awarded each calendar year to the bureau achieving the highest percentage improvement in disabling injury frequency rate over its own previous 3-year average, was awarded to the Transportation and Terminals Bureau for their 64-percent improvement in 1957.

Safety Statistics

	Fiscal year	
	1958	1957
Employee-hours of exposure.....	27, 342, 000	26, 251, 000
Disabling injuries.....	127	88
Injuries causing permanent partial disability.....	3	4
Injuries causing permanent total disability.....	1	0
Frequency rate ¹	4. 64	3. 35
Severity rate ²	787	159
Number of fatalities.....	2	0
Days charged.....	21, 516	4, 163

¹ Disabling injuries per million employee-hours of exposure.

² Severity rate is the time charged in days, per million employee-hours of exposure.



Hon. George H. Roderick Presenting Safety "Award of Honor" to Governor Potter.

LEGISLATION

During fiscal year 1958, Congress enacted six laws, briefly discussed below, which apply to or affect the canal enterprise (in addition to appropriation acts and various general acts which contain provisions applicable to these agencies or to the Canal Zone).

The act of August 30, 1957 (Public Law 85-223, 85th Cong.; 71 Stat. 509), authorized the conveyance of various lands and improvements to the Republic of Panama in fulfillment of the 1955 treaty and accompanying memorandum of understandings.

The act of August 30, 1957 (Public Law 85-231, 85th Cong.; 71 Stat. 514), amends the Fair Labor Standards Act of 1938, as amended, to clarify its application in the Canal Zone and certain other overseas areas.

The act of February 20, 1958 (Public Law 85-331, 85th Cong.; 71 Stat. 16), amends section 216(b) of the Merchant Marine Act, 1936, as amended, to provide for appointments of cadets from the District of Columbia, Guam, American Samoa, Virgin Islands, and *the Canal Zone*. The effect of this act, so far as the canal enterprise is concerned, is to include the Governor of the Canal Zone among officials authorized to nominate candidates for annual competitive examinations for the Academy, and provide for the allocation of two vacancies each year to the Canal Zone.

The act of March 17, 1958 (Public Law 85-346, 85th Cong.; 72 Stat. 37), amends the Canal Zone Code to provide for the transfer to the Canal Zone postal revenues of the amounts of money orders issued by the Canal Zone postal service and remaining unpaid after 20 years from date of issuance.

The act of May 19, 1958, amends section 831 of title 5 of the Canal Zone Code so as to make it a felony to injure or destroy communication facilities in the Canal Zone.

The act of June 18, 1958 (Public Law 85-460, 85th Cong.; 72 Stat. 200), amends the definition of the term "State" in the Veterans' Readjustment Assistance Act and the War Orphans' Educational Assistance Act to clarify the question of whether the benefits of those acts may be afforded to persons pursuing a program of education or training in the Canal Zone.

Chapter V

FINANCIAL REPORT AND STATISTICAL DATA

FINANCIAL STATEMENTS AND RELATED SUPPLEMENTARY REPORTS FOR THE YEAR ENDED JUNE 30, 1958

The financial statements of the Panama Canal Company appearing in tables 1 through 11, with the accompanying notes, fairly present the financial position of the Company at June 30, 1958, and the financial results of its operations for the fiscal year then ended. Tables 9 through 11 were previously published on October 10, 1958, as an official release to the press and were included in the Annual Report of Board of Directors to Stockholder.

All statements have been examined by the Internal Audit Staff of the Company, and are subject to audit by the General Accounting Office. Audit reports of the General Accounting Office are directed to the Congress and are printed as congressional documents.

Supplementary information concerning funds, operating results, payments to the U.S. Treasury, net direct investment of the U.S. Government, and retained revenue is presented in the tabulations and comments which follow:

Source and application of funds

The following is a condensed statement of funds provided and applied during the year ended June 30, 1958:

FUNDS PROVIDED:	
Income from operations (table 3).....	\$2, 656, 382
Add back nonfund transactions:	
Provision for depreciation.....	\$5, 262, 336
Provision for locks overhaul.....	1, 040, 800
Amortization of slide hazard.....	200, 000
Miscellaneous.....	50, 261
	<hr/>
	6, 553, 397
Total funds from current operations.....	<hr/>
Currently realized proceeds from sale of SS <i>Panama</i>	9, 209, 779
Excess of market over book value of Canal Zone Government properties transferred to Republic of Panama under 1955 treaty.....	1, 069, 500
Decrease in accounts receivable.....	372, 540
Decrease in inventories.....	640, 368
Increase in current liabilities.....	23, 343
Appropriation for Panama Canal bridge.....	145, 164
	<hr/>
	750, 000
Total funds provided.....	<hr/>
	12, 210, 694

FUNDS APPLIED:

Acquisition of fixed assets.....	\$7, 738, 274	
Less net plant salvage.....	310, 408	
		\$7, 427, 866
Cost of overhaul of canal locks.....		2, 796, 548
Increase in cash.....		1, 791, 211
Increase in other current assets.....		8, 014
Panama Canal bridge expenditures.....		187, 055
		<hr/>
Total funds applied.....		12, 210, 694
		<hr/> <hr/>

Financial operating results

Since its reorganization on July 1, 1951, the Panama Canal Company has completed 7 years of operation without cost to the American taxpayer. Net revenue for the fiscal year ended June 30, 1958, after provision for payment to the U.S. Treasury of \$8.8 million interest on the U.S. Government's direct investment, and \$10.7 million covering net cost of the Canal Zone Government, was \$2.66 million as compared with net revenue of \$3.82 million for the preceding year.

As to dollar volume of traffic, fiscal year 1958 was the best in the history of the Panama Canal. Tolls and tolls credits reached an all-time high of \$42.8 million, as compared with the previous highs of \$39.7 million for the preceding year and \$37.5 million in 1953. The decline in net revenue was caused by a sharp rise in operating expenses, primarily due to wage increases, which more than offset the increase in tolls.

Net direct investment of the U.S. Government

Certain properties, having an appraised market value of \$4.8 million, were transferred to the Republic of Panama to fulfill treaty obligations. Additional properties, having an appraised market value of \$14.7 million, will be so transferred during subsequent years. Public Law 85-223, approved August 30, 1957, provides for a reduction in the interest-bearing investment of the U.S. Government for the economic loss based on market value of such properties transferred and on net capital loss of certain properties which have become excess due to the Treaty.

Retained revenue

As provided by section 246 of title 2 of the Canal Zone Code, as amended, the Company's retained revenue consists of all net revenue from operations of the Company and its predecessor, the Panama Railroad Company (New York), from and after 1904 plus the undistributed net revenue prior to 1904. All capital repayments made to the U.S. Government by both corporations are treated by law as repayments of the Government's direct investment in the Company and serve thereby to reduce the interest-bearing portion of the Government's equity. The amounts thus applied to date are shown in Table 2, Comparative Statement of Equity of U.S. Government.

Retained revenue, exclusive of a \$10 million emergency fund held by the U.S. Treasury, increased from \$85,564,383 at June 30, 1957, to \$88,548,430 at June 30, 1958. The composition of retained revenue is detailed in Table 2, Comparative Statement of Equity of U.S. Government.

Table 1.—Statement of Financial Condition, June 30, 1958

		<i>Assets</i>	
CURRENT ASSETS:			
Fund balances with U.S. Treasury and cash:			
Fund balances:			
	Checking account.....	\$26, 862, 697	
	Allocation from U.S. Government agen- cies.....	8, 905	
			\$26, 871, 602
	Cash in commercial banks, on hand and transit.....		3, 892, 555
			<u>\$30, 764, 157</u>
	Notes receivable.....		1, 069, 500
Accounts receivable:			
	Canal Zone Government.....	\$1, 387, 436	
	Other U.S. Government agencies.....	513, 374	
	Others.....	1, 438, 172	
			<u>3, 338, 982</u>
Inventories, principally at average cost (table 7):			
	Materials and supplies, less allowance of \$1,047,906 for excess, obsolete, and in- active stocks.....	\$4, 491, 880	
	Merchandise held for sale.....	3, 412, 911	
			<u>7, 904, 791</u>
	Other current assets.....		<u>201, 339</u>
	Total current assets.....		<u>43, 278, 769</u>
	LONG-TERM NOTES RECEIVABLE.....		<u>2, 139, 000</u>
FIXED ASSETS (note 1 and table 8):			
	Cost.....	\$598, 011, 736	
	Less depreciation and valuation allowances..	185, 562, 286	
			<u>412, 449, 450</u>
PANAMA CANAL BRIDGE:			
	Fund balance with U.S. Treasury.....	\$590, 382	
	Construction work in progress.....	159, 618	
			<u>750, 000</u>
	DEFERRED CHARGES AND OTHER ASSETS.....		<u>4, 044, 907</u>
			<u><u>462, 662, 126</u></u>

Table 1.—Statement of Financial Condition, June 30, 1958—Continued*Liabilities and equity*

CURRENT LIABILITIES:		
Accounts payable:		
U.S. Government agencies-----	\$1, 355, 164	
Others-----	2, 349, 927	
		\$3, 705, 091
Due U.S. Treasury:		
Net cost of Canal Zone Government----	\$1, 644, 310	
Interest on net direct investment-----	710, 994	
Annuity payment to Republic of Panama-----	35, 833	
		2, 391, 137
Accrued liabilities:		
Salaries and wages-----	\$1, 794, 103	
Employee's accrued leave-----	6, 606, 940	
Damages to vessels-----	463, 833	
Others-----	432, 230	
		9, 297, 106
Customers' deposits and advances (includes Army funds of \$8,905)-----		
		345, 149
Other current liabilities-----		
		315, 030
Total current liabilities-----		
		16, 053, 513
RESERVES:		
Periodic overhaul of canal locks-----	\$1, 448, 531	
Noncapital costs of power conversion-----	4, 000, 000	
		5, 448, 531
EQUITY OF U.S. GOVERNMENT (note 2 and table 2):		
Net direct investment, interest-bearing-----	\$351, 861, 652	
Retained revenue, noninterest- bearing-----	\$98, 548, 430	
Less fund on deposit with U.S. Treasury, available on loan basis without in- terest-----	10, 000, 000	
		88, 548, 430
Panama Canal bridge-----		
	750, 000	441, 160, 082
		<u>462, 662, 126</u>

The accompanying "Notes Pertaining to Financial Statements" are an integral part of this statement.

NOTES TO FINANCIAL STATEMENTS, JUNE 30, 1958

1. *Fixed assets.*—Fixed assets generally are stated at cost, or if acquired from another Government agency at original cost to such agency. Valuation allowances have been established in accordance with sections 246 and 412 of title 2 of the Canal Zone Code (1) to offset the cost of defense facilities and suspended construction projects—principally the partial construction of a third set of locks abandoned in the early part of World War II—totaling \$89.4 million and interest during original construction aggregating about \$50.9 million; and (2) to reduce to usable value the cost of those fixed assets transferred to the Company from The Panama Canal (agency) at July 1, 1951. Depreciation or amortization allowances have not been provided on certain assets—land titles, treaty rights, and excavations of channels, harbors, basins, and other works—costing about \$281 million based on historical practice and a construing of the Canal Zone Code as not requiring the depreciation or amortization of such costs. Depreciation allowances on all other fixed assets are accumulated on a straight-line group basis; losses or gains on retirements generally are charged or credited to the accumulated allowances.

2. *Equity of the U.S. Government.*—The equity of the U.S. Government in the Company consists of the net direct investment, established in accordance with section 246 of title 2 of the Canal Zone Code, and the retained revenues. The Company is required to pay interest to the U.S. Treasury on the net direct investment at a rate established by the Secretary of the Treasury. The rates for 1958 and 1957 were, respectively, 2.482 and 2.485 percent.

An emergency fund of \$10 million is available in the U.S. Treasury from which the Company may borrow funds for authorized purposes on an interest-free basis for limited periods. The fund was established by the predecessor Company in June 1948 out of retained revenues pursuant to section 254 of title 2 of the Canal Zone Code.

Public Law 85-223, authorizing the transfer of properties to the Republic of Panama pursuant to the 1955 treaty, provided for a reduction in the net direct investment of the U.S. Government of the market value of the properties—aggregating about \$14.7 million—and of any capital losses sustained in the relocation or disposal of facilities resulting from the treaty. The net direct investment was reduced \$4.8 million during fiscal year 1958 representing the market values of the properties transferred to Panama during the year.

Public Law 753, 84th Congress, directed the Company to construct, maintain, and operate a high-level bridge across the canal at Balboa; the costs of construction and of maintenance and operation to be treated as extraordinary costs incurred through a directive based on national policy and not related to the operations of the Company. An appropriation of \$750,000 for planning and engineering studies was made in fiscal year 1958. An additional appropriation of \$19,250,000 for construction of the bridge became available on July 1, 1958.

3. *Contingent and other liabilities.*—The Company has outstanding, at all times, contingent and continuing liabilities in indeterminate amounts arising principally from monthly relief benefits payable to retired alien employees; benefits payable under provisions of the Federal Employees Compensation Act; commitments for construction work, supplies, and services; and pending suits and claims.

The relief payments to be made to retired alien employees in fiscal year 1959 are estimated at \$1.9 million. Commitments under uncompleted construction contracts and unfilled purchase orders amounted to about \$8.5 million at June 30, 1958. The maximum liability which would result from outstanding claims and lawsuits is estimated to be about \$3 million.

Public Law 85-550, approved July 25, 1958, bringing non-U.S.-citizen employees under the civil service retirement system resulted in a payment to the U.S. Civil Service Commission of about \$4.9 million for retroactive costs to June 30, 1958. These costs will be recorded as an adjustment of retained income.

The Company held at June 30, 1958, negotiable U.S. Government securities in the face amount of \$770,000, deposited by customers to guarantee payment of tolls and other charges and, on behalf of the Canal Zone Government, securities in the face amount of \$391,500 to guarantee payment of possible judgments rendered against insurance companies operating in the Canal Zone.

Table 2.—Statement of Equity of U.S. Government, June 30, 1958

NET DIRECT INVESTMENT:	
Capital stock in Panama Railroad Company.....	\$7,000,000
Valuation of net assets transferred from The Panama Canal (agency).....	402,176,883
Gross direct investment.....	<u>409,176,883</u>
Less dividends and other charges deductible from direct invest- ment:	
Capital repayments to U.S. Treasury:	
Prior to June 30, 1951.....	23,994,905
Subsequent to June 30, 1951.....	15,000,000
Appraised value of properties conveyed to the Republic of Panama without reimbursement:	
Dec. 16, 1943.....	11,759,956
Nov. 7, 1957.....	4,820,000
Property transfers, other U.S. Government agencies, net	1,740,370
Total deductions.....	<u>57,315,231</u>
Net direct investment.....	<u>351,861,652</u>
RETAINED REVENUE:	
Retained revenue at July 1, 1951.....	71,136,026
Net revenue subsequent to July 1, 1951.....	22,812,635
Extraordinary (charges) and credits to retained revenue:	
Net gain on sale of SS <i>Panama</i>	4,272,104
Excess of market over book value of properties trans- ferred to Republic of Panama under 1955 treaty:	
Panama Canal Company properties.....	3,955,125
Canal Zone Government properties.....	372,540
Provision for noncapital power conversion costs.....	(4,000,000)
	<u>98,548,430</u>
Less fund held by U.S. Treasury.....	<u>10,000,000</u>
Retained revenue.....	<u>88,548,430</u>
PANAMA CANAL BRIDGE.....	750,000
EQUITY OF UNITED STATES GOVERNMENT.....	<u>441,160,082</u>

The accompanying "Notes Pertaining to Financial Statements" are an integral part of this statement.

**Table 3.—Statement of Revenue and Expenses, Year Ended
June 30, 1958**

	<i>Total</i>	<i>Canal operations (table 4)</i>	<i>Supporting service operations (table 5)</i>
REVENUE:			
Canal tolls.....	\$41, 843, 525	\$41, 843, 525	-----
Credit for tolls on U.S. Govern- ment vessels.....	990, 481	990, 481	-----
Sales of commodities.....	17, 706, 260	-----	\$17, 706, 260
Sales of services.....	19, 970, 846	3, 694, 093	16, 276, 753
Rental of quarters.....	2, 599, 497	-----	2, 599, 497
Total revenue.....	83, 110, 609	46, 528, 099	36, 582, 510
OPERATING EXPENSES:			
Direct expenses and interdivi- sional sales and services.....	56, 592, 645	19, 029, 933	37, 562, 712
Cost of commodities sold.....	13, 361, 199	-----	13, 361, 199
Depreciation.....	5, 140, 134	2, 030, 610	3, 109, 524
Total operating expenses.....	75, 093, 978	21, 060, 543	54, 033, 435
Less interdivisional sales and services.....	20, 871, 875	1, 332, 584	19, 539, 291
Net operating expenses.....	54, 222, 103	19, 727, 959	34, 494, 144
OPERATING INCOME.....	28, 888, 506	26, 800, 140	2, 088, 366
GENERAL CORPORATE EXPENSES:			
Net cost of Canal Zone Govern- ment (table 3, Canal Zone Government financial state- ments).....	10, 737, 194	-----	-----
Interest on net direct invest- ment of the U.S. Government.....	8, 778, 560	-----	-----
Administrative and other ex- penses (includes \$122,202 de- preciation) (table 6).....	6, 716, 370	-----	-----
Total general corporate ex- penses.....	26, 232, 124	-----	-----
NET REVENUE.....	2, 656, 382	-----	-----

The accompanying "Notes Pertaining to Financial Statements" are an integral part of this statement.

Table 4.—Statement of Revenue and Operating Expenses, Canal Operations, Year Ended June 30, 1958

REVENUE:			
Canal tolls.....			\$41,843,525
Credit for tolls on U.S. Government vessels.....			990,481
Harbor pilotage, tug, launch, and other services.....			<u>3,694,093</u>
Total revenue.....			46,528,099
		<i>Direct</i>	
		<i>expense</i>	
		<i>and inter-</i>	
		<i>divisional</i>	
		<i>sales and</i>	
		<i>services</i>	
		<i>Depreci-</i>	
		<i>ation</i>	
OPERATING EXPENSES:			
Navigation services and control.....	\$6,391,727	\$261,070	
Locks operation and maintenance.....	5,717,016	1,224,798	
Provision for periodic overhaul of locks.....	1,040,800		
Dredging of channel and harbors.....	2,972,002	356,517	
Amortization of cost of removing slide hazard.....	200,000		
Meteorology and hydrography.....	383,188	8,724	
Operation and maintenance of dams, reservoirs, and spillways.....	81,710	115,573	
Operation and maintenance of ferry across canal.....	522,062	52,297	
Annuity to Republic of Panama (repayment to U.S. Treasury).....	430,000		
Damage to vessels.....	355,658		
Other operating expenses.....	935,770	11,631	
Total operating expenses.....	<u>19,029,933</u>	<u>2,030,610</u>	
Less interdivisional sales and services.....			\$21,060,543
			<u>1,332,584</u>
Net operating expenses.....			19,727,959
OPERATING INCOME (table 3).....			<u>26,800,140</u>

Table 6.—Administrative and Other General Expenses, Year Ended June 30, 1958

ADMINISTRATIVE EXPENSES UNDER STATUTORY LIMITATION:	
Comptroller's office and staff.....	\$1, 901, 919
Personnel Bureau.....	526, 648
President's office and staff.....	507, 727
Administrative Branch.....	318, 262
Office of the Secretary.....	67, 624
Provision for General Accounting Office audit services.....	97, 329
Board of Directors' expenses.....	15, 846
Consultants and advisers.....	7, 734
Branch accounting offices.....	263, 898
Office of Marine Director.....	98, 851
Office of Engineering and Construction Director.....	118, 494
Office of Supply and Employee Service Director.....	71, 612
Office of Transportation and Terminals Director.....	47, 232
General and special engineering services.....	158, 404
Apprentice program.....	67, 810
Public services.....	76, 211
Maintenance of Company buildings.....	147, 024
Duplicating unit.....	72, 130
Alien cash relief.....	1, 867, 919
Employees' States travel.....	673, 806
Recruiting and repatriation.....	200, 485
Death and disability compensation.....	88, 669
Provision for retroactive pay adjustment.....	146, 041
Leave liability variation.....	85, 365
Contribution to Federal employees' government life insurance.....	59, 232
Other miscellaneous expense.....	31, 833
Depreciation.....	99, 639
Total.....	7, 817, 744
OTHER GENERAL EXPENSES NOT UNDER STATUTORY LIMITATION:	
Branch Accounting Office.....	70, 715
Inventory reserve expense.....	170, 000
Noncapital losses resulting from treaty implementation.....	467, 427
Provision for retroactive pay adjustment.....	247, 986
Leave liability variation.....	70, 758
Other miscellaneous expenses.....	(113, 306)
Depreciation.....	22, 563
Total.....	936, 143
Total administrative and other general expenses.....	8, 753, 887
LESS REVENUES AND OTHER CREDITS:	
Revenues.....	287, 835
Administrative expenses assessed to Canal Zone Government....	750, 000
Distribution of alien cash relief.....	966, 554
Other transfers of costs.....	33, 128
Total revenues and other credits.....	2, 037, 517
NET ADMINISTRATIVE AND OTHER GENERAL EXPENSES (table 3).....	6, 716, 370

Table 7.—Inventories, June 30, 1958

MATERIALS AND SUPPLIES:

Storehouse Branch:

General materials and supplies	\$3,793,239
Petroleum products	167,190
Scrap	213,237
In transit to isthmus	306,329

 4,479,995

Other divisions' stock:

Dredging Division	99,471
Commissary Branch	86,570
Locks Division	104,259
Railroad Division	186,589
Construction and maintenance activities	162,158
Water system	57,557
Steamship line	67,443
Industrial Division	36,003
Terminals Division	96,817
Motor Transportation Division	58,992
Printing plants	3,012
Electric power system	45,937

 1,004,808

Manufacturing and repair work in progress:

Industrial Division	54,755
Other units	228

 54,983

 5,539,786

 Less allowance for losses

 1,047,906

 Total materials and supplies

 4,491,880

MERCHANDISE HELD FOR SALE:

Commissary Branch:

In warehouses and in stores	2,648,775
In transit to isthmus	590,536

 3,239,311

Service centers	162,488
Tivoli Guest House	6,798
Steamship line	4,314

 Total merchandise held for sale

 3,412,911

 TOTAL INVENTORIES (table 1)

 7,904,791

Table 8.—Changes in Fixed Assets and Related Allowances for Depreciation and Economic Valuation, Year Ended June 30, 1958

	Fixed assets					
	Balances June 30, 1957	Current addi- tions	Adjustments	Transfers	Retirements	Balances June 30, 1958
CANAL AND OTHER MARINE FACILITIES:						
Lands, titles, and treaty rights:						
Treaty payments to Republic of Panama, 1904.....	\$10,000,000					\$10,000,000
Depreciation of Canal Zone.....	4,728,889					4,728,889
Lands owned in fee, Colon, Republic of Panama.....	1,552,500		(\$27,658)	(\$539,960)		984,882
Total lands, titles, and treaty rights.....	16,281,389		(27,658)	(539,960)		15,713,771
Interest during construction.....	50,892,311					50,892,311
Canal excavation, fills, and embankments:						
Canal channel, harbors, and basins.....	227,628,057	\$1,041,285				228,669,342
Dams.....	14,999,298					14,999,298
Locks, excavations.....	11,613,816					11,613,816
Breakwaters.....	9,287,095					9,287,095
Spillways.....	1,733,999					1,733,999
Total canal excavations, fills, and embankments.....	265,262,265	1,041,285				266,303,550
Canal structures and equipment:						
Locks Division.....	79,336,149	64,195		4,415	(\$148,750)	79,256,009
Dredging Division.....	12,591,718	28,108	(668)	(1,546,645)	(601,231)	10,471,342
Dams and spillway structures.....	10,033,351					10,033,351
Port Captains, Balboa and Cristobal.....	5,818,153	36,409		1,155,674	(34,718)	6,975,518
Aids to navigation.....	3,092,328	8,946	74,610	64,252	(16,227)	3,223,909
Meteorological and Hydrographic Branch.....	194,087	3,004				197,248
Ferry facilities.....	1,619,434			328,769		1,948,203
Industrial Division salvage depot.....	242,572			10,274	(2,360)	250,486
Engineering Division.....	36,198	5,076		3,920	(1,998)	43,196
Total canal structures and equipment.....	112,963,990	145,798	73,942	20,816	(805,284)	112,399,262
Total canal and other marine facilities.....	445,399,955	1,187,083	46,284	(519,144)	(805,284)	445,308,894
OTHER MARINE FACILITIES:						
Marine Terminals Division.....	17,500,504	239,541			(98,358)	17,525,696
Industrial Division.....	6,550,209	12,735	3,888		(246,635)	5,822,851
Hotel Washington.....	763,041				(763,041)	
Total other maritime facilities.....	24,813,754	252,276	3,888	(1,108,034)	(613,337)	23,348,547

SUPPORTING AND GENERAL FACILITIES:

Transportation and utilities:

Panama Railroad.....	6, 157	---	---	(10, 085)	11, 732, 615
Motor Transportation Division.....	140, 924	---	1, 620	(94, 436)	2, 361, 599
Steamship line.....	12, 780	(72)	---	(34)	9, 160, 020
Power system.....	41, 901	118	---	(279, 101)	20, 898, 305
Communication system.....	60, 259	---	---	(5, 242)	2, 876, 221
Water system.....	50, 384	---	(14, 797)	(177, 766)	10, 522, 671
Total transportation and utilities.....	312, 105	(14, 751)	(88, 966)	(566, 064)	57, 551, 431

Employee services and facilities:

Commissary Division.....	6, 578, 570	35, 789	(693, 711)	(48, 496)	5, 949, 331
Service centers.....	3, 374, 165	(88)	383	(53, 160)	3, 327, 329
Housing Division.....	34, 152, 506	(55, 292)	(1, 645, 471)	(585, 645)	32, 025, 955
Total employee services and facilities.....	44, 082, 241	(19, 501)	(2, 338, 799)	(387, 301)	41, 302, 615

Other supporting services:

Tivoli Guest House.....	422, 104	---	55	(3, 308)	419, 665
Printing plant.....	332, 073	---	---	(3, 051)	335, 460
Grounds maintenance.....	322, 716	75	---	(3, 098)	321, 830
Engineering maintenance.....	2, 759, 738	---	182, 825	(110, 414)	2, 881, 948
Storehouse Division.....	3, 675, 878	1, 083	(388, 232)	(149, 217)	3, 233, 315
Total other supporting services.....	7, 512, 509	1, 158	(205, 352)	(271, 088)	7, 192, 218

General facilities:

Miscellaneous Company buildings.....	2, 933, 957	---	94, 083	(234, 713)	2, 810, 286
Miscellaneous office equipment—Isthmus.....	1, 058, 700	798	(12, 717)	(2, 009)	1, 061, 075
Miscellaneous office equipment—New York Office.....	48, 062	---	(539)	---	53, 095
Total general facilities.....	4, 040, 719	798	80, 827	(236, 722)	3, 924, 456
Total supporting and general facilities.....	113, 545, 176	(32, 296)	(2, 552, 290)	(1, 761, 775)	109, 970, 720
Total fixed assets in service.....	583, 758, 885	17, 876	(4, 179, 468)	(3, 180, 396)	578, 628, 161
	1, 516, 056	(2, 005, 317)	4, 223, 103	(366, 436)	3, 367, 406

FACILITIES HELD FOR FUTURE USE.....

CONSTRUCTION AND RETIREMENTS IN PROGRESS:

Construction work.....	7, 414, 878	(1, 579)	---	---	12, 678, 164
Retirements.....	3, 298, 547	---	---	---	3, 398, 005
Total construction and retirements in progress.....	10, 684, 425	(1, 579)	---	---	16, 016, 169

**Table 8.—Changes in Fixed Assets and Related Allowances for Depreciation and Economic Valuation,
Year Ended June 30, 1958—Continued**

	Fixed assets					
	Balances June 30, 1957	Current addi- tions	Adjustments	Transfers	Retirements	Balances June 30, 1958
RESERVE FOR EARLY RETIREMENT OF 25-CYCLE POWERPLANT.....						
Total fixed assets in service, construction and retirements in progress, facilities held for future use and reserve.....	\$395,959,366	\$7,254,302	(\$1,989,020)	\$43,635	(\$3,256,547)	\$398,011,736
DEFENSE FACILITIES AND SUSPENDED CONSTRUCTION PROJECTS:						
Defense facilities:						
Canal defense property.....	37,624,715				(41,485)	37,583,230
Navy reserve ship repair facilities.....	9,019,491			(43,635)		8,975,856
Total defense facilities.....	46,644,206			(43,635)	(41,485)	46,559,086
Suspended construction projects:						
34 set of locks.....	38,197,203					38,197,203
Isthmian sea level canal studies, 1947.....	4,622,738					4,622,738
Total suspended construction projects.....	42,819,941					42,819,941
Total defense facilities and suspended construction projects.....	89,464,147			(43,635)	(41,485)	89,379,027
Totals.....	685,423,513	17,254,302	(1,989,020)		(3,298,032)	687,390,763

See footnote on p. 61.

	Allowances for depreciation and economic valuation					Net book value June 30, 1968
	Balances June 30, 1957	Current de- preciation	Adjustments	Transfers	Retirements		Balances June 30, 1968
CANAL AND OTHER MARINE FACILITIES:						
Lands, titles, and treaty rights:						
Treaty payments to Republic of Panama, 1904						\$10,000,000
Depopulation of Canal Zone						4,728,889
Lands owned in fee, Colon, Republic of Panama						984,882
Total lands, titles, and treaty rights						15,713,771
Interest during construction	\$50,892,311					\$50,892,311
Canal excavation, fills, and embankments:						
Canal channel, harbors, and basins						228,669,342
Dams						14,999,298
Locks, excavations						11,613,816
Breakwaters						9,287,095
Spillways						1,733,999
Total canal excavations, fills, and embankments						296,303,550
Canal structures and equipment:						
Locks Division	34,326,818	\$1,224,798		\$3,608	-\$2,085	43,698,700
Dredging Division	6,589,624	356,517	(\$655)	(694,373)	(604,523)	5,646,590
Dams and spillway structures	3,405,235	115,573				4,824,752
Port Captains, Balboa and Cristobal	4,194,906	182,714		688,926	(34,901)	6,512,643
Aids to navigation	1,645,313	78,356	41,494	46,378	(14,764)	2,033,873
Meteorological and Hydrographic Branch	102,712	6,745		296		1,427,132
Ferry facilities	1,252,506	52,297				87,495
Industrial Division salvage depot	137,557	11,631		8,413	(2,373)	643,400
Engineering Division	19,583	1,980		2,711	(1,984)	75,258
Total canal structures and equipment	51,634,254	2,030,611	40,839	25,959	(656,460)	59,324,059
Total canal and other marine facilities	102,526,565	2,030,611	40,839	25,959	(656,460)	341,341,380
OTHER MARITIME FACILITIES:						
Marine Terminals Division	12,555,830	400,057		(66,571)	(119,425)	4,755,805
Industrial Division	4,342,190	93,876		(106,699)	(504,457)	1,497,942
Hotel Washington	580,120	3,320		(583,440)		
Total other maritime facilities	17,478,140	497,252		(756,710)	(623,882)	6,753,747

**Table 8.—Changes in Fixed Assets and Related Allowances for Depreciation and Economic Valuation,
Year Ended June 30, 1958—Continued**

	Allowances for depreciation and economic valuation				Net book value June 30, 1958
	Balances June 30, 1957	Current de- preciation	Adjustments	Transfers	
SUPPORTING AND GENERAL FACILITIES:					
Transportation and utilities:					
Panama Railroad.....	\$10,286,976	\$79,388	-----	(\$8,573)	\$10,357,791
Motor Transportation Division.....	1,244,080	235,022	-----	(73,025)	1,407,697
Steamship line.....	6,228,515	167,836	-----	(34)	6,396,318
Power system.....	9,410,898	582,190	\$118	(228,857)	9,724,259
Communication system.....	2,042,594	63,547	-----	(5,228)	2,094,870
Water system.....	4,993,942	245,226	(1,379)	(181,306)	4,757,329
Total transportation and utilities.....	33,907,005	1,373,209	(1,261)	(43,666)	34,738,264
Employee services and facilities:					
Commissary Division.....	4,030,644	147,375	10,506	(48,359)	3,854,181
Service centers.....	1,133,086	93,551	(41)	(54,739)	1,172,112
Housing Division.....	11,766,286	721,370	13,631	(584,360)	10,912,911
Total employee services and facilities.....	16,930,016	962,296	24,186	(687,458)	15,939,204
Other supporting services:					
Tivoli Guest House.....	363,226	11,263	-----	(3,396)	371,141
Printing plant.....	224,887	13,142	-----	(4,155)	233,874
Grounds maintenance.....	213,892	26,514	75	(9,077)	240,558
Engineering maintenance.....	1,742,933	118,742	-----	(101,708)	1,850,599
Storehouse Division.....	1,784,370	103,869	424	(146,337)	1,489,930
Total other supporting services.....	4,329,308	273,530	499	(246,539)	4,195,122
Miscellaneous Company buildings:					
Miscellaneous office equipment—Isthmus.....	1,815,746	65,564	-----	(230,980)	1,683,298
Miscellaneous office equipment—New York Office.....	603,739	50,991	465	(7,085)	646,104
Total general facilities.....	16,921	5,363	-----	(1,033)	21,251
Total supporting and general facilities.....	2,436,406	121,918	465	(232,986)	2,350,653
Total fixed assets in service.....	57,602,735	2,730,953	23,839	(1,470,328)	57,223,243
Total fixed assets in service.....	177,607,440	5,258,816	64,728	(2,944,348)	177,785,557
Total fixed assets in service.....	754,635	3,520	(1,011,805)	(325,864)	1,665,200
FACILITIES HELD FOR FUTURE USE					
Total fixed assets in service.....					2,997,096
Total fixed assets in service.....					1,126,988
Total fixed assets in service.....					414,971
Total fixed assets in service.....					31,844
Total fixed assets in service.....					1,573,803
Total fixed assets in service.....					52,747,477
Total fixed assets in service.....					400,842,604
Total fixed assets in service.....					1,702,206

CONSTRUCTION AND RETIREMENTS IN PROGRESS:									
Construction work.....	3,269,547						68,458	3,338,005	12,678,164
Retirements.....									
Total construction and retirements in progress.....	3,269,547						68,458	3,338,005	12,678,164
RESERVE FOR EARLY RETIREMENT OF 25-CYCLE POWERPLANT.....	2,828,317						(54,793)	2,773,524	(2,773,524)
Total fixed assets in service, construction and retirements in progress, facilities held for future use and reserve.....	184,459,939	5,262,336	(947,077)	43,635			(3,256,547)	185,562,286	412,449,450
DEFENSE FACILITIES AND SUSPENDED CONSTRUCTION PROJECTS:									
Defense facilities:									
Canal defense property.....	37,624,715						(41,485)	37,583,230	
Navy reserve ship repair facilities.....	9,019,491					(43,635)		8,975,856	
Total defense facilities.....	46,644,206					(43,635)	(41,485)	46,599,086	
Suspended construction projects:									
3d set of locks.....	38,197,203							38,197,203	
Isthmian sea level canal studies, 1947.....	4,622,738							4,622,738	
Total suspended construction projects.....	42,819,941							42,819,941	
Total defense facilities and suspended construction projects.....	89,464,147					(43,635)	(41,485)	89,379,027	
Totals.....	273,924,086	5,262,336	(947,077)				(3,298,032)	274,941,313	412,449,450

¹ Current expenditures..... \$7,476,130
 Removal cost, plant retirements..... 88,680
 Total..... 7,564,710
 Less salvage credits from plant retirements..... 310,408
 Net..... 7,254,302

² Distribution of depreciation:
 Canal operations (table 4)..... \$2,080,610
 Supporting services operations (table 5)..... 3,109,524
 Administrative and general expenses (table 6)..... 122,202
 Total operations..... 5,262,336

The accompanying "Notes Pertaining to Financial Statements" are an integral part of this statement.

Table 9.—Comparative Statement of Financial Condition, June 30, 1958, and June 30, 1957

	<i>Assets</i>	
	<i>June 30, 1958</i>	<i>June 30, 1957</i>
CURRENT ASSETS:		
Fund balances with U.S. Treasury and cash..	\$31,354,539	\$29,563,328
Notes receivable.....	1,069,500	1,069,500
Accounts receivable.....	3,311,545	3,951,913
Inventories.....	7,904,791	7,928,134
Other.....	201,339	193,325
Total current assets.....	43,841,714	42,706,200
LONG-TERM NOTES RECEIVABLE.....	2,139,000	3,208,500
FIXED ASSETS.....	598,198,791	595,959,366
Less allowances for depreciation.....	185,562,286	184,459,939
Fixed assets, net.....	412,636,505	411,499,427
DEFERRED CHARGES AND OTHER ASSETS.....	4,044,907	4,148,849
	<u>462,662,126</u>	<u>461,562,976</u>
	<i>Liabilities and equity</i>	
CURRENT LIABILITIES:		
Due U.S. Treasury.....	2,391,137	3,675,069
Other accounts payable.....	3,705,091	3,559,064
Accrued liabilities.....	9,297,106	8,061,388
Other.....	660,179	612,828
Total current liabilities.....	16,053,513	15,908,349
RESERVES:		
Periodic overhaul of canal locks.....	1,448,531	3,204,278
Noncapital power conversion costs.....	4,000,000	-----
Total reserves.....	5,448,531	3,204,278
EQUITY OF U.S. GOVERNMENT:		
Net direct investment.....	351,861,652	356,885,966
Retained revenue.....	88,548,430	85,564,383
Panama Canal bridge.....	750,000	-----
Total equity.....	441,160,082	442,450,349
	<u>462,662,126</u>	<u>461,562,976</u>

Table 10.—Comparative Statement of Revenue and Expenses, Fiscal Years Ended June 30, 1958 and 1957

	Fiscal year ended June 30	
	1958	1957
REVENUE:		
Tolls from commercial vessels.....	\$41,843,525	\$38,513,404
Tolls credits from U.S. Government vessels..	990,481	1,140,116
Other services to shipping.....	10,054,108	11,120,978
Sales of goods and services.....	30,222,495	35,830,557
	<u>83,110,609</u>	<u>86,605,055</u>
OPERATING EXPENSES AND DEDUCTIONS:		
Payroll and related costs.....	38,399,717	37,511,021
Material and other.....	3,498,469	3,233,909
Cost of goods sold.....	13,347,951	17,262,958
Depreciation.....	5,262,336	5,342,265
Reimbursement of annuity payments to Republic of Panama.....	430,000	430,000
Net cost of Canal Zone Government.....	10,737,194	10,135,514
Interest paid to U.S. Treasury.....	8,778,560	8,867,932
	<u>80,454,227</u>	<u>82,783,599</u>
NET REVENUE.....	<u>2,656,382</u>	<u>3,821,456</u>

Table 11.—Statement of Changes in Equity of the U.S. Government, Fiscal Year Ended June 30, 1958

	Net direct investment	Retained revenue	Panama Canal bridge
EQUITY AT JULY 1, 1957.....	\$356,885,966	\$85,564,383	-----
Add:			
Net revenue for the year.....	-----	2,656,382	-----
Excess of market over book value of properties transferred to Republic of Panama under 1955 treaty:			
Panama Canal Company properties.....	-----	3,955,125	-----
Canal Zone Government properties.....	-----	372,540	-----
Appropriation for preliminary plans of Panama Canal bridge.....	-----	-----	\$750,000
	<u>356,885,966</u>	<u>92,548,430</u>	<u>750,000</u>
Deduct:			
Market value of company properties transferred to Republic of Panama under 1955 treaty.....	4,820,000	-----	-----
Provision for noncapital power conversion costs.....	-----	4,000,000	-----
Property transfers, other U.S. Government agencies, net..	204,314	-----	-----
	<u>5,024,314</u>	<u>4,000,000</u>	-----
EQUITY AT JUNE 30, 1958.....	<u>351,861,652</u>	<u>88,548,430</u>	<u>750,000</u>

Table 12.—Ocean Traffic Through Panama Canal, Fiscal Years 1948 Through 1958

	Total traffic			Traffic assessed tolls on net tonnage basis		Traffic assessed tolls on displacement tonnage basis	
	Number of transits	Tolls	Tons of cargo	Number of transits	Panama Canal net tonnage	Number of transits	Displacement tonnage
<i>Commercial ocean traffic</i>							
1948.....	4, 678	\$19, 956, 593	24, 117, 788	4, 664	22, 602, 064	14	58, 398
1949.....	4, 793	20, 541, 230	25, 305, 158	4, 771	23, 473, 236	22	110, 584
1950.....	5, 448	24, 430, 206	28, 872, 293	5, 439	28, 013, 236	9	12, 807
1951.....	5, 593	23, 906, 082	30, 073, 022	5, 572	27, 180, 425	21	54, 639
1952.....	6, 524	26, 922, 532	33, 610, 509	6, 500	30, 674, 302	24	107, 732
1953.....	7, 410	31, 917, 515	36, 095, 349	7, 392	36, 678, 636	18	77, 638
1954.....	7, 784	33, 247, 864	39, 095, 067	7, 758	38, 027, 812	26	130, 810
1955.....	7, 997	33, 849, 477	40, 646, 301	7, 953	38, 567, 769	44	136, 917
1956.....	8, 209	36, 153, 842	45, 119, 042	8, 157	41, 202, 961	52	126, 233
1957.....	8, 579	38, 444, 123	49, 702, 200	8, 540	43, 628, 210	39	155, 055
1958.....	9, 187	41, 795, 905	48, 124, 809	9, 162	47, 924, 345	25	78, 691
<i>Government ocean traffic</i>							
1948.....	508	1, 755, 134	1, 520, 569	305	1, 551, 293	203	857, 077
1949.....	658	2, 405, 519	2, 217, 495	440	2, 397, 903	218	688, 311
1950.....	443	1, 918, 785	1, 429, 283	355	2, 095, 270	88	281, 542
1951.....	693	2, 764, 747	1, 165, 986	559	3, 056, 354	134	633, 799
1952.....	774	3, 383, 900	3, 237, 311	659	3, 665, 302	115	521, 625
1953.....	1, 064	5, 526, 038	5, 049, 922	986	6, 146, 333	78	562, 186
1954.....	800	3, 862, 015	2, 708, 380	699	4, 254, 839	101	570, 506
1955.....	296	1, 190, 367	838, 305	227	1, 184, 135	69	341, 199
1956.....	266	1, 215, 883	1, 150, 121	219	1, 286, 841	47	226, 813
1957.....	269	1, 117, 467	922, 173	199	1, 086, 564	70	392, 671
1958.....	279	972, 110	791, 310	224	1, 020, 267	55	219, 938
<i>Total ocean traffic</i>							
1948.....	5, 186	21, 711, 727	25, 638, 357	4, 969	24, 453, 357	217	915, 475
1949.....	5, 451	22, 946, 749	27, 522, 653	5, 211	25, 871, 139	240	798, 895
1950.....	5, 891	26, 348, 991	30, 301, 576	5, 794	30, 108, 506	97	294, 349
1951.....	6, 286	26, 670, 829	31, 239, 038	6, 131	30, 236, 779	155	688, 438
1952.....	7, 298	30, 376, 432	36, 847, 820	7, 159	34, 339, 604	139	629, 357
1953.....	8, 474	37, 443, 553	41, 145, 271	8, 378	42, 824, 969	96	639, 824
1954.....	8, 584	37, 109, 879	41, 833, 447	8, 457	42, 282, 651	127	701, 316
1955.....	8, 293	35, 039, 844	41, 484, 606	8, 180	39, 751, 904	113	478, 186
1956.....	8, 475	37, 369, 725	46, 269, 163	8, 376	42, 489, 802	99	353, 046
1957.....	8, 848	39, 561, 595	50, 624, 373	8, 739	44, 714, 774	109	547, 726
1958.....	9, 466	42, 768, 015	48, 916, 119	9, 386	48, 944, 612	80	298, 629

NOTE.—Tolls were not assessed against U.S. Government traffic prior to fiscal year 1952. Tolls indicated for such traffic for fiscal years 1948 through 1951 are statistical figures which show tolls value for this traffic at the prescribed rates.

Table 13.—Traffic by Months, Fiscal Years 1957 and 1958

	Number of transits		Panama Canal net tonnage		Tons of cargo		Tolls	
	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57	1957-58	1956-57
July.....	788	669	4,223,721	3,478,317	4,441,267	3,871,143	\$3,668,461	\$3,053,909
August.....	812	653	4,129,989	3,274,098	4,334,306	3,576,284	3,598,726	2,888,019
September.....	771	646	4,042,303	3,259,743	3,934,700	3,558,799	3,503,564	2,861,467
October.....	813	699	4,236,814	3,510,842	4,304,833	3,877,761	3,679,870	3,083,296
November.....	779	654	4,056,520	3,258,887	3,994,320	3,743,298	3,522,149	2,876,098
December.....	774	751	4,038,677	3,879,894	4,057,864	4,607,944	3,520,572	3,419,669
January.....	744	701	3,872,180	3,567,745	3,735,448	4,252,657	3,376,306	3,161,163
February.....	700	673	3,541,049	3,412,139	3,420,104	3,896,981	3,103,608	3,032,647
March.....	810	808	4,150,335	4,085,860	4,055,216	4,812,784	3,627,699	3,602,541
April.....	734	767	3,837,402	3,899,870	3,863,386	4,397,018	3,363,321	3,429,625
May.....	752	783	4,022,827	4,038,927	4,072,316	4,585,965	3,526,528	3,551,340
June.....	710	775	3,772,528	3,961,888	3,911,049	4,521,566	3,305,101	3,484,354
Total.....	9,187	8,579	47,924,345	43,628,210	48,124,809	49,702,200	41,795,905	38,444,128
Average per month.....	766	715	3,993,695	3,635,684	4,010,401	4,141,850	3,482,992	3,203,677

NOTE.—The above includes only commercial vessels of 300 tons and over, Panama Canal measurement, or of 500 displacement tons and over on vessels paying tolls on displacement tonnage basis.

Table 14.—Canal Traffic ¹ by Nationality of Vessels

Nationality	Number of transits	Measured tonnage				Tolls	Tons of cargo
		Panama Canal net	Registered				
			Gross	Net			
Argentine.....	1	5,341	7,625	4,583	\$4,807	9,055	
Belgian.....	4	13,958	17,729	13,209	11,306	13,222	
Brazilian.....	2	1,060	3,376	---	763	---	
British.....	1,203	7,454,501	9,841,461	5,717,737	6,591,490	7,370,112	
Chilean.....	89	490,976	718,223	414,956	440,914	507,441	
Chinese.....	54	245,415	340,085	208,918	218,469	406,575	
Colombian.....	231	679,716	823,853	452,363	608,817	330,448	
Costa Rican.....	8	27,893	39,129	23,863	25,104	51,343	
Cuban.....	2	(2)	(2)	---	1,890	---	
Danish.....	356	1,615,527	1,858,702	1,036,286	1,413,402	1,112,939	
Dominican Republic.....	1	838	2,323	1,187	603	---	
Ecuadoran.....	38	113,285	144,399	80,022	100,897	46,511	
Finnish.....	30	125,314	134,703	72,195	111,801	125,884	
French.....	85	527,589	654,901	373,460	475,106	443,401	
German.....	837	3,370,445	3,810,702	1,859,843	2,915,471	2,537,505	
Greek.....	116	630,088	851,786	494,760	549,570	1,051,394	
Honduran.....	278	587,920	932,826	534,070	486,483	298,564	
Irish.....	1	5,994	6,218	3,303	5,395	8,558	
Italian.....	191	1,139,772	1,470,810	874,988	1,004,213	1,109,176	
Japanese.....	693	3,929,041	5,410,417	3,161,690	3,510,096	4,623,438	
Korean (South).....	2	7,988	11,545	7,159	6,228	4,806	
Liberian.....	898	5,633,036	7,705,285	4,602,586	4,744,043	7,802,371	
Mexican.....	1	6,985	9,313	5,364	6,286	12,149	
Netherlands.....	206	1,047,290	1,523,579	873,029	911,911	899,738	
Nicaraguan.....	81	201,178	215,788	108,222	180,620	141,211	
Norwegian.....	956	4,845,380	6,128,804	3,590,818	4,160,761	4,456,990	
Panamamanian.....	472	2,011,759	2,695,175	1,616,712	1,674,720	2,152,332	
Peruvian.....	54	154,083	214,400	127,728	140,387	226,350	
Philippines.....	23	130,580	149,283	88,744	117,522	122,770	
Spanish.....	43	181,016	247,735	164,559	153,319	180,709	
Soviet (U.S.S.R.).....	3	15,188	18,697	10,189	13,678	21,850	
Swedish.....	200	1,024,867	1,246,222	739,039	906,914	748,142	
Switzerland.....	3	18,675	17,181	9,620	16,808	28,779	
United States.....	2,023	11,672,797	15,313,156	9,034,419	10,278,951	11,267,630	
Venezuelan.....	2	8,840	17,382	10,986	7,160	7,416	
Total:							
Fiscal year 1958.....	9,187	47,924,345	62,582,813	36,316,607	41,795,905	48,124,809	
Fiscal year 1957.....	8,579	43,628,210	56,915,104	33,205,307	38,444,128	49,702,200	
Fiscal year 1956.....	8,209	41,202,961	53,662,232	31,712,906	36,153,842	45,119,042	

¹ Includes only commercial vessels of 300 net tons and over, Panama Canal measurement, or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc.).

² Displacement tonnage.

NOTE.—In canal traffic statistics, foreign naval vessels such as transports, supply ships, tankers, etc., with a measurement of 300 net tons (Panama Canal measurement) and over, and vessels of war, dredges, etc., with a displacement of 500 tons and over are classified as oceangoing commercial vessels. Statistics on these vessels, except such as pertain to displacement tonnage, have been included in the traffic summaries shown in the preceding table. The following table presents by nationality statistics on the 25 vessels which transited the canal during the fiscal year 1958 and paid tolls on displacement tonnage.

Nationality	Type	Number of transits	Displacement tonnage	Tolls
British.....	Naval.....	7	20,247	\$10,124
Chilean.....	.....do.....	2	23,495	11,748
Cuban.....	Frigate.....	2	3,780	1,890
French.....	Naval.....	1	2,421	1,210
Liberian.....	Dredge.....	1	1,900	950
Netherlands.....	Naval.....	4	8,962	4,481
Peruvian.....	.....do.....	3	4,852	2,426
Spanish.....	.....do.....	4	8,950	4,475
Swedish.....	.....do.....	1	4,084	2,042
Total.....		25	78,691	39,346

Table 15.—Classification of Canal Traffic¹ by Type of Vessel—Fiscal Year 1958

CARGO AND CARGO/PASSENGER SHIPS: Tank ships, laden: Number of transits..... Panama Canal net tonnage..... Tolls..... Cargo (long tons)..... Tank ships, ballast: Number of transits..... Panama Canal net tonnage..... Tolls..... Ore ships, laden: Number of transits..... Panama Canal net tonnage..... Tolls..... Cargo (long tons)..... Ore ships, ballast: Number of transits..... Panama Canal net tonnage..... Tolls..... Passenger ships, laden: ² Number of transits..... Panama Canal net tonnage..... Tolls..... Cargo (long tons)..... Passenger ships, ballast: ³ Number of transits..... Panama Canal net tonnage..... Tolls..... General cargo ships, laden: ³ Number of transits..... Panama Canal net tonnage..... Tolls..... General cargo ships, ballast: ³ Number of transits..... Panama Canal net tonnage..... Tolls.....	Vessels of U.S. registry			Vessels of foreign registry			Total traffic		
	Atlantic to Pacific	Pacific to Atlantic	Total	Atlantic to Pacific	Pacific to Atlantic	Total	Atlantic to Pacific	Pacific to Atlantic	Total
67	49	116	340	39	379	407	88	495	
549,150	438,231	987,381	2,632,396	240,333	2,872,729	3,181,546	678,564	3,860,110	
\$494,235	\$394,408	\$888,643	\$2,369,156	\$216,300	\$2,585,456	\$2,863,391	\$610,708	\$3,474,099	
959,851	658,951	1,618,802	4,953,557	384,066	5,337,623	5,913,408	1,043,017	6,956,425	
8	31	39	23	333	356	31	364	365	
88,415	245,870	334,285	163,409	2,722,331	2,885,740	251,824	2,968,201	3,220,025	
\$63,659	\$177,026	\$240,685	\$117,655	\$1,960,078	\$2,077,733	\$181,314	\$2,137,104	\$2,318,418	
---	41	41	1	136	137	1	177	178	
---	179,515	179,515	3,915	964,417	968,332	3,915	1,143,932	1,147,847	
---	\$161,564	\$161,564	\$3,524	\$867,975	\$871,499	\$3,524	\$1,029,539	\$1,033,063	
---	963,850	963,850	10	3,162,165	3,162,175	10	4,126,015	4,126,025	
41	---	41	128	1	129	169	1	170	
179,500	---	179,500	832,121	4,456	836,577	1,011,621	4,456	1,016,077	
\$129,240	---	\$129,240	\$699,127	\$3,208	\$602,335	\$723,367	\$3,208	\$731,575	
58	62	110	110	108	218	168	160	328	
377,021	327,808	704,829	873,050	883,243	1,761,293	1,255,071	1,211,051	2,466,122	
\$339,319	\$295,027	\$634,346	\$790,245	\$794,919	\$1,585,164	\$1,129,564	\$1,089,946	\$2,219,510	
144,866	316,586	461,452	356,175	532,510	888,685	501,041	849,096	1,350,137	
---	---	---	---	---	---	---	---	---	
---	---	---	12,939	5,976	18,915	12,939	5,976	18,915	
---	---	---	\$9,316	\$4,302	\$13,618	\$9,316	\$4,302	\$13,618	
646	830	1,476	2,319	2,732	5,051	2,965	3,562	6,527	
3,918,641	4,606,519	8,525,160	11,866,912	12,393,839	24,260,751	15,785,553	17,000,358	32,785,911	
\$3,526,777	\$4,145,867	\$7,672,644	\$10,680,221	\$11,154,455	\$21,834,676	\$14,206,998	\$15,300,322	\$29,507,320	
3,598,830	4,620,523	8,219,353	12,828,946	14,639,628	27,468,574	16,427,776	19,260,151	35,687,927	
158	23	181	670	185	855	828	208	1,036	
612,875	128,568	741,443	1,845,213	784,957	2,630,170	2,458,088	913,525	3,371,613	
\$441,270	\$92,569	\$533,839	\$1,328,553	\$565,169	\$1,893,722	\$1,769,823	\$657,738	\$2,427,561	

See footnotes at end of table.

Table 15.—Classification of Canal Traffic¹ by Type of Vessel—Fiscal Year 1958—Continued

OTHER TYPE SHIPS: Naval vessels:	Vessels of U.S. registry			Vessels of foreign registry			Total traffic		
	Atlantic to Pacific	Pacific to Atlantic	Total	Atlantic to Pacific	Pacific to Atlantic	Total	Atlantic to Pacific	Pacific to Atlantic	Total
Number of transits.....	10	9	19	5	6	11	15	15	30
Displacement tonnage.....	13,665	7,019	20,684	8,095	8,946	17,041	21,760	15,965	37,725
Tolls.....	\$11,738	\$6,232	\$17,970	\$8,984	\$6,441	\$15,425	\$18,722	\$12,673	\$31,395
Cargo (long tons).....	1,084	3,119	4,173	---	---	---	1,084	---	1,084
Cable ships, yachts, etc.:	---	---	---	---	---	---	---	---	---
Number of transits.....	771	972	1,743	2,770	3,015	5,785	3,641	3,987	7,628
Displacement tonnage.....	4,844,812	5,552,073	10,396,885	15,381,273	14,481,832	29,863,105	20,226,085	20,033,905	40,259,990
Tolls.....	\$4,360,331	\$4,996,866	\$9,357,197	\$13,843,146	\$13,033,649	\$26,876,795	\$18,203,477	\$18,030,519	\$36,233,992
Cargo (long tons).....	4,703,547	6,559,910	11,263,457	18,138,688	18,718,369	36,857,057	22,842,235	25,278,275	48,120,514
Total cargo and cargo/passenger ships, ballast:	---	---	---	---	---	---	---	---	---
Number of transits.....	207	54	261	823	520	1,343	1,030	574	1,604
Displacement tonnage.....	880,790	374,438	1,255,228	2,853,682	3,517,720	6,371,402	3,734,472	3,892,158	7,626,630
Tolls.....	\$634,169	\$269,595	\$903,764	\$2,054,651	\$2,532,757	\$4,587,408	\$2,688,820	\$2,802,352	\$5,491,172
Total other types ships:	---	---	---	---	---	---	---	---	---
Number of transits.....	10	9	19	18	18	36	28	27	55
Displacement tonnage.....	13,665	7,019	20,684	8,095	8,946	17,041	21,760	15,965	37,725
Tolls.....	\$11,738	\$6,232	\$17,970	\$8,984	\$6,441	\$15,425	\$18,722	\$12,673	\$31,395
Cargo (long tons).....	1,084	3,119	4,173	---	---	---	1,084	---	1,084
Grand total ships:	---	---	---	---	---	---	---	---	---
Number of transits.....	988	1,085	2,073	3,611	3,553	7,164	4,599	4,588	9,187
Displacement tonnage.....	5,739,267	5,933,530	11,672,797	18,243,050	18,008,498	36,251,548	23,982,317	23,942,028	47,924,345
Tolls.....	\$5,006,258	\$5,272,693	\$10,278,951	\$15,924,719	\$15,592,235	\$31,516,954	\$20,930,977	\$20,864,928	\$41,795,905
Cargo (long tons).....	4,704,601	6,563,029	11,267,630	18,138,700	18,718,479	36,857,179	22,843,301	25,281,508	48,124,809

¹ Includes only commercial vessels of 300 net tons and over (Panama Canal measurement) for vessels paying tolls on net tonnage basis, or of 500 displacement tons and over for vessels paying on displacement tonnage.

² Vessels certificated for more than 12 passengers.

³ Vessels certificated for 12 passengers or less, or without passenger accommodations.

Table 16.—Laden and Ballast Traffic by Nationality of Vessels, Fiscal Year 1958

Nationality	Laden			Ballast		
	Number of transits	Panama Canal net tonnage	Tolls	Number of transits	Panama Canal net tonnage	Tolls
Argentine.....	1	5,341	\$4,807	-----	-----	-----
Belgian.....	2	6,979	6,281	2	6,979	\$5,025
Brazilian.....	-----	-----	-----	2	1,060	763
British.....	1,052	6,745,143	6,070,629	144	709,358	510,738
Chilean.....	78	420,352	378,317	9	70,624	50,849
Chinese.....	53	232,058	208,852	1	13,357	9,617
Colombian.....	222	663,450	597,105	9	16,266	11,712
Costa Rican.....	8	27,893	25,104	-----	-----	-----
Danish.....	297	1,390,127	1,251,114	59	225,400	162,288
Dominican Republic.....	-----	-----	-----	1	838	603
Ecuadoran.....	36	107,399	96,659	2	5,886	4,238
Finnish.....	29	119,859	107,873	1	5,455	3,928
French.....	83	522,394	470,155	1	5,195	3,740
German.....	656	2,715,282	2,443,754	181	655,163	471,717
Greek.....	97	532,814	479,533	19	97,274	70,037
Honduran.....	156	351,004	315,904	122	236,916	170,580
Irish.....	1	5,994	5,395	-----	-----	-----
Italian.....	169	1,019,875	917,887	22	119,897	86,326
Japanese.....	659	3,784,369	3,405,932	34	144,672	104,164
Korean (South).....	1	2,648	2,383	1	5,340	3,845
Liberian.....	637	3,818,373	3,436,536	260	1,814,663	1,306,557
Mexican.....	1	6,985	6,286	-----	-----	-----
Netherlands.....	160	852,119	766,907	42	195,171	140,523
Nicaraguan.....	80	198,733	178,860	1	2,445	1,760
Norwegian.....	726	3,733,819	3,360,437	230	1,111,561	800,324
Panamanian.....	306	1,256,964	1,131,268	166	754,795	543,452
Peruvian.....	48	150,117	135,105	3	3,966	2,856
Philippines.....	23	130,580	117,522	-----	-----	-----
Spanish.....	22	102,848	92,563	17	78,168	56,281
Soviet (U.S.S.R.).....	3	15,198	13,678	-----	-----	-----
Swedish.....	177	927,600	834,840	22	97,267	70,032
Switzerland.....	3	18,675	16,807	-----	-----	-----
United States.....	1,759	10,414,095	9,372,685	264	1,258,702	906,266
Venezuela.....	1	4,420	3,978	1	4,420	3,182
Total:						
Fiscal year 1958.....	7,546	40,283,507	36,255,156	1,616	7,640,838	5,501,403
Fiscal year 1957.....	7,332	38,634,942	34,771,448	1,208	4,993,268	3,595,153
Fiscal year 1956.....	6,904	35,692,184	32,122,966	1,253	5,510,777	3,967,769

NOTE.—Above table involves only commercial vessels of 300 net tons or over, Panama Canal measurement.

Table 17.—Frequency of Transits ¹ of

[Number of vessels making

Nationality	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Argentine.....	1																				
Belgium.....		2																			
Brazilian.....	2																				
British.....	198	120	72	41	19	13	8	1	1	1	1						1				1
Chilean.....	4	2		1		2	3		1	1	2										
Chinese.....	6	3		1	2	3				1											
Colombian.....	5	2	1			1		1	1	1		1			3	1	1	1	2	2	
Costa Rican.....	4	2																			
Cuban.....		1																			
Danish.....	18	20	9	6	8	3	2		2	3		4								1	2
Dominican Republic.....	1																				
Ecuadoran.....	1	2		1							1									1	
Finnish.....	3	2	1	2		2															
French.....	4	8	6	1	2	2	3														
German.....	21	51	12	17	5	10	10	9		1				1		2	2	5	1		
Greek.....	28	16	7	1	1	1															1
Honduran.....	5	3	2	3		3	2	2		3		1	1	1		2		1			
Irish.....	1																				
Italian.....	27	14	7	3	2	4	1	2	4	1											
Japanese.....	57	47	30	33	18	31	4	2													
Korean (South).....	2																				
Liberian.....	119	80	26	21	4	7	3	3	5	2	1	1			1	2			6	1	
Mexican.....	1																				
Netherlands.....	29	16	5	11	1	3	3	1		1		2									
Nicaraguan.....									1	1				1		3					
Norwegian.....	67	67	29	18	14	13	9	11	2	2	1	1		3	1		1	6			
Panamanian.....	38	30	10	6	1	5		1	1				2		1						
Peruvian.....	3	3	1	2	2	1			2												
Philippine.....				3	1	1															
Spanish.....	6	7		3	1	1															
Soviet (U.S.S.R.).....	3																				
Swedish.....	14	14		9	3	7	7									1					
Switzerland.....	3																				
United States.....	71	63	47	30	27	27	12	18	5	15	10	2	3	8	2	3	6	3		2	
Venezuelan.....		2																			
Total 1958.....	742	577	265	213	111	140	67	51	25	33	15	14	4	16	7	16	10	24	4	8	1
Total 1957.....	873	599	223	207	136	128	47	39	26	40	13	16	8	17	4	10	8	7	2	11	4
Total 1956.....	657	526	263	186	124	124	41	39	25	28	19	19	4	18	4	4	7	13	4	4	6

¹ Includes only commercial vessels of 300 net tons and over, Panama Canal measurement, or of 500 displacement tons and over on vessels paying tolls on displacement basis (dredges, warships, etc.).

Vessels Through Panama Canal

indicated number of transits]

22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	38	39	40	41	42	43	45	48	49	50	52	54	Total ships	Total transits	Transits per ship
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	2.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1.00
-	-	1	1	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	480	1,203	2.51
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	89	5.56
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	54	3.38
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	231	10.04
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	8	1.33
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	356	4.50
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	38	6.33
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	30	3.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	85	3.27
1	1	1	-	2	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	154	837	5.44
-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	116	2.11
-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	31	278	8.97
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	191	2.94
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	693	3.12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1.00
-	-	-	1	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	285	898	3.15
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	206	2.86
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	81	13.50
1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247	956	3.87
1	-	2	-	-	-	1	-	1	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	103	472	4.58
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	54	3.86
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	23	4.60
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	43	2.39
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	1.00
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	200	3.64
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	1.00
2	1	2	2	1	-	-	-	1	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	365	2,023	5.54
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1.00
5	2	6	4	3	1	-	2	1	1	3	2	1	-	1	-	-	-	-	2	-	-	-	-	1	-	-	2,378	9,187	3.86
6	1	-	2	2	1	1	1	2	-	1	2	-	1	2	1	-	-	1	-	-	-	-	1	-	1	-	2,444	8,579	3.51
7	3	5	4	2	-	1	-	1	1	-	-	3	3	-	1	1	-	-	1	-	-	-	-	-	1	-	2,150	8,209	3.82

Table 18.—Segregation of Transits¹ by Registered Gross Tonnage—Fiscal Year 1958

Nationality	Under 2,000	2,000 to 3,999	4,000 to 5,999	6,000 to 7,999	8,000 to 9,999	10,000 to 11,999	12,000 to 13,999	14,000 to 15,999	16,000 to 17,999	18,000 and over	Total ²	Average gross tonnage per vessel	
												1958	1957
Argentine.....	2	1									1	7,625	11,540
Belgian.....	2	2									4	17,729	4,321
Brazilian.....											4	4,321	4,321
British.....	83	34	183	338	292	125	47	19	44	31	2	3,376	1,688
Chilean.....	1	1	6	6	51	14					1,196	9,841,461	8,228
Chinese.....		20	32							2	87	718,293	7,679
Colombian.....	59	85									54	340,085	6,298
Costa Rican.....	3										231	823,863	6,382
Danish.....	21	103	119	63	44	6					8	89,129	3,866
Dominican Republic.....		1									356	1,898,702	5,221
Ecuadorian.....	2										1	2,323	2,323
Finnish.....		35									38	144,389	3,800
French.....	18	10	19								30	134,703	4,490
German.....	33	501	159	35	20	2	11				84	654,901	7,796
Greek.....	3	3	3	57	39	2		14	32		837	3,810,702	4,553
Honduran.....	99	98	58	23	15	4					116	851,786	7,343
Irish.....											278	932,826	3,044
Italian.....	5	5	2	93	78	7	1				1	6,218	6,218
Japanese.....	15	8	8	380	279	9	2				191	1,470,810	7,701
Korean (South).....		1									693	5,410,417	7,807
Liberian.....	96	7	7	362	80	240	48	5	31	21	897	7,705,285	8,590
Mexican.....			6		1						1	9,313	9,313
Netherlands.....	22	31	6	59	29	30	17			8	202	1,523,579	7,542
Nicaraguan.....		81									81	215,788	2,664
Norwegian.....	75	221	157	164	201	105	13	2	3	15	956	6,128,804	6,411
Panamanian.....	188	40	24	119	8	43	4	1	38	7	472	2,695,175	5,498
Peruvian.....	2	36	7	6	6						51	214,400	4,275
Philippine.....			10	13							23	149,283	6,491
Soviet (U.S.S.R.).....			2	1							3	18,697	3,747
Spanish.....		6	9	20	2	2					39	247,735	6,332
Swedish.....		38	28	119	6	4				3	199	1,246,222	6,282
Switzerland.....			2	1							3	17,181	5,904
Turkish.....											2,023	15,313,156	7,570
United States.....	51	2	193	1,005	624	109	23		9	7	2,023	15,313,156	7,570
Venezuelan.....											2	17,382	8,691
Yugoslav.....											94	62,582,813	6,831
Total (1958).....	759	1,369	1,102	3,002	1,771	700	166	42	157	94	9,162	62,582,813	6,831
Percent of total.....	8.3	14.9	12.0	32.8	19.3	7.7	1.8	0.5	1.7	1.0	100.0		

¹ Includes only commercial vessels of 300 net tons and over, Panama Canal measurement.² 25 vessels paying tolls on displacement tonnage are not included.

Table 19.—Principal Commodities Shipped Through Canal

Commodity	[Thousands of long tons]			
	Fiscal year			
	1958	1957	1956	1955
ATLANTIC TO PACIFIC				
Petroleum and products ¹	5,964	5,242	5,310	4,306
Coal and coke.....	3,849	3,805	2,996	3,274
Iron and steel manufactures.....	1,922	2,835	2,131	1,792
Phosphates.....	1,257	1,523	1,257	1,043
Soybeans.....	814	698	746	568
Sugar.....	654	896	787	520
Ores, various.....	561	612	317	187
Metal, scrap.....	532	1,497	498	23
Chemicals, unclassified.....	482	316	271	233
Cotton, raw.....	354	402	212	226
Paper and paper products.....	353	463	433	377
Metals, various.....	341	751	122	113
Corn.....	338	81	175	170
Sulfur.....	336	370	469	463
Machinery.....	334	342	301	285
Wheat.....	307	267	218	216
Automobiles and parts.....	283	304	260	268
Ammonium compounds.....	247	322	464	295
Flour, wheat.....	185	188	90	68
Fertilizers, unclassified.....	182	176	187	191
Canned food products.....	179	193	170	190
Tinplate.....	166	295	244	213
Asphalt.....	166	122	119	105
Cement.....	158	226	289	300
Liquors and wines.....	103	94	90	90
Potash.....	97	248	112	40
Glass and glassware.....	89	81	94	67
Electrical apparatus.....	83	77	83	75
Rice.....	81	273	164	28
Groceries, miscellaneous.....	76	58	53	59
Textiles.....	71	80	78	90
Agricultural implements.....	71	69	73	84
Asbestos.....	68	72	59	59
Coffee.....	67	71	80	34
Soda and sodium compounds.....	65	120	70	60
Salt.....	65	52	50	104
Slag.....	61	52	68	66
Woodpulp.....	58	69	70	64
Rubber, manufactures.....	53	51	44	26
Resin.....	51	56	46	42
Vegetable oils.....	46	53	37	35
Tobacco and manufactures.....	45	49	57	49
Railroad materials.....	42	127	100	61
Creosote.....	33	39	34	35
Pharmaceutical products.....	33	30	33	34
Grains, other and unclassified.....	32	47	53	115
Lumber.....	31	29	24	36
Wax, paraffin.....	30	29	44	34
Carbon black.....	27	35	26	27
Paints and varnishes.....	27	27	29	29
Clay.....	26	37	38	27
Floor coverings.....	25	22	29	30
Food in refrigeration ²	25	14	19	14
Bricks and tile.....	22	34	32	30
Confectionery.....	20	16	19	20
Soap and soap products.....	20	14	16	12
Tallow.....	16	21	34	28
All others.....	1,220	1,358	1,362	1,389
Total, Atlantic to Pacific.....	22,843	25,430	21,286	18,419

¹ Excludes asphalt.² Excludes fresh fruit.

Table 19.—Principal Commodities Shipped Through Canal—Continued

Commodity	Fiscal year			
	1900	1957	1956	1955
PACIFIC TO ATLANTIC				
Ores, various.....	7, 560	6, 401	5, 137	4, 087
Lumber.....	3, 323	2, 900	3, 549	3, 747
Wheat.....	1, 986	2, 688	1, 478	1, 387
Canned food products.....	1, 286	1, 311	1, 301	1, 221
Bananas.....	1, 082	870	936	939
Sugar.....	1, 068	1, 446	1, 425	1, 281
Nitrate of soda.....	1, 046	867	1, 167	1, 271
Metals, various.....	902	935	742	789
Petroleum and products ¹	746	752	1, 875	1, 981
Barley.....	711	444	1, 083	387
Food in refrigeration ²	630	800	618	551
Coffee.....	308	289	315	280
Woodpulp.....	281	237	142	349
Cotton, raw.....	260	262	290	236
Fruit, fresh (excluding bananas).....	233	213	216	160
Oilseeds (including oilseed cake and meal).....	225	173	156	193
Wool.....	224	315	234	218
Copra.....	211	302	258	245
Chemicals, unclassified.....	164	132	110	105
Fruit, dried.....	163	163	171	156
Iron and steel manufactures.....	153	172	288	222
Borax.....	148	159	157	150
Paper and paper products.....	130	96	91	89
Rice.....	126	119	102	93
Oils, vegetable.....	119	134	106	202
Rubber, crude.....	108	118	104	122
Metal, scrap.....	107	81	40	103
Whale oil.....	94	74	48	43
Fertilizers, unclassified.....	93	56	45	22
Beans, edible.....	91	88	88	102
Grains, other and unclassified.....	82	16	39	37
Phosphates.....	81	111	108	152
Seeds, except oilseeds.....	73	59	35	56
Textiles.....	70	85	81	50
Porcelainware.....	69	69	55	46
Coal.....	69	1	-----	1
Wines.....	68	40	62	65
Molasses.....	59	57	27	67
Flour, wheat.....	57	81	102	66
Oats.....	53	11	28	64
Skins and hides.....	52	57	48	47
Machinery.....	45	48	41	54
Tallow.....	44	57	49	33
Peas, dry.....	42	59	24	44
Groceries, miscellaneous.....	36	29	22	36
Vegetables, dry.....	33	27	28	24
Cocoa and cacao beans.....	28	27	22	30
Rubber manufactures.....	26	5	7	2
Hemp, unmanufactured.....	20	26	20	17
All others.....	697	810	763	605
Total, Pacific to Atlantic.....	25, 282	24, 272	23, 833	22, 227

¹ Excludes asphalt.² Excludes fresh fruit.

Table 20.—Origin and Destination of Cargo through the Panama Canal from Atlantic to Pacific during Fiscal Year 1958 Segregated by Countries in Principal Trade Areas

	To west coast North America				To west coast South America					
	United States	Canada	Central America/Mexico	Hawaiian Islands	Chile	Colombia	Ecuador	Peru	South America (other) 2	Total
East coast North America:										
United States:	1,230,273	5,865	66,368	105,445	317,703	106,410	44,490	292,003	3,450	674,056
North Atlantic ports:	19,307			2,988	7,871	11,246	609	3,768		23,494
South Atlantic ports:	645,688	24,343	115,334	50,765	196,684	122,884	39,655	302,175	10,276	672,175
Gulf ports:				11,175		193	150	1,042		1,908
United States (other) 2:										
Total, United States:	1,896,268	30,208	182,630	170,373	522,268	240,733	84,904	509,489	14,249	1,371,633
Central America/Mexico:	14,232	28,087	1,740		42,319	5,050	6,786	1,388	13	6,786
Cristobal, C.Z. 1:	278	12	1,251		1,886	270	159	49		1,807
West Indies:	582,770	299,154	517,299	92	438,278	52,659	20,731	18,035	380	530,083
Total, North America:	2,493,675	357,480	702,920	170,465	960,586	298,912	107,736	528,961	14,642	1,910,787
Europe:										
British Isles:	131,996	168,956	1,678	15	32,751	8,915	11,823	52,768	521	106,778
Belgium:	125,795	27,698	116,643	8,877	57,539	45,439	24,833	72,579	4,620	205,010
Denmark:	12,338	4,253	554	24	2,227	1,621	1,081	4,182	86	9,197
France:	22,403	7,505	1,836	17	2,355	865	1,178	6,555	1,060	12,013
Italy:	35,188	11,711	3,921	52	17,519	1,254	946	9,424	686	29,829
Netherlands:	56,447	7,519	45,960		8,416	24,375	4,820	35,426	179	73,216
Norway:	43,905	762	84	1,227	331	1,572	1,635	2,766	30	6,334
Poland:			4,372		25,008	49	191	1,073	101	26,422
Spain-Portugal:	12,514	499	244		13,257	49	4,184	32,209	1,809	58,227
Sweden:	17,811	1,124	1,615	76	20,626	5,400	4,184	52,233	4,496	185,268
West Germany:	85,570	10,453	112,688	1	44,092	39,986	44,461	52,233	6,477	185,268
Europe (other) 2:	88,043	16,064	13,410	31	13,820	8,015	3,717	18,607		49,836
Total, Europe:	632,010	256,544	303,005	1,250	217,823	137,551	98,869	287,822	20,065	762,130
East coast South America:										
Argentina:	15,971	1,311			17,282		6			6
Brazil:	34,320	2,195			36,515					
British Guiana:	6,430		492		80	860		801		1,801
Colombia:	17,839		3,422		143,030	265,152	244	139,496	5	537,927
Netherlands:	19,634		127,730		341,309	26,409	29,150	17,029	29	407,926
Venezuela:	1,616,398				691			760		760
South America (other) 2:										
Total, South America:	1,711,283	3,506	131,644		484,419	276,421	29,400	158,182	34	948,456
Asia:	103,684	12,500			16,000					16,000
Africa:	61,863	2,355								
Grand total:	5,002,515	632,385	1,137,569	182,687	1,678,778	712,884	286,005	974,965	34,741	3,637,373
Percent of Pacific-bound cargo:	21.899	2.768	4.980	0.800	7.349	3.121	1.033	4.268	0.152	15.923

See footnotes at end of table.

Table 20.—Origin and Destination of Cargo through the Panama Canal from Atlantic to Pacific during Fiscal Year 1958 Segregated by Countries in Principal Trade Areas—Continued

	To Oceania					Total
	Australia	British Oceania	French Oceania	New Zealand	Oceania (other) ²	
East coast North America:						
United States:						
North Atlantic ports.....	100,559	.....	.....	31,842	15,564	150,431
South Atlantic ports.....	21,149	.....	.....	2,779	.....	23,928
Gulf ports.....	270,637	600	.....	108,148	5,172	387,999
United States (other) ²	7,801	.....	.....	219	177	9,007
Total, United States.....	400,046	600	.....	143,579	20,913	571,365
Canada.....	73,377	.....	.....	25,362	.....	98,739
Central America/Mexico.....	36,732	.....	.....	11,005	.....	47,737
Cristobal, C.Z. ¹.....	.....	.....	.....	.....	.....	.....
West Indies.....	37,454	49,307	.....	617	87	299,486
Total, North America.....	547,009	49,907	.....	391,957	21,000	1,017,327
Europe:						
British Isles.....	3,176	68,272	.....	728,129	9,597	809,174
Belgium.....	.....	1,385	.....	59,904	61,311	61,311
Denmark.....	.....	.....	.....	310	22	310
France.....	1,841	.....	41,636	25	.....	43,502
Italy.....	.....	.....	.....	1,547	.....	1,547
Netherlands.....	1,272	770	.....	18,600	.....	20,642
Norway.....	.....	.....	.....	7,721	.....	7,721
Poland.....	.....	.....	.....	.....	.....	.....
Spain-Portugal.....	.....	.....	.....	685	.....	685
Sweden.....	.....	.....	.....	13,580	.....	13,580
West Germany.....	.....	101	.....	29,030	.....	29,131
Europe (other) ².....	.....	.....	.....	9,436	.....	9,436
Total, Europe.....	6,289	70,528	41,636	808,977	9,619	997,049
East coast South America:						
Argentina.....	.....	.....	.....	.....	.....	.....
Brazil.....	.....	.....	.....	.....	.....	.....
British Guiana.....	3,424	.....	.....	.....	.....	3,424
Colombia.....	16,352	.....	.....	.....	.....	16,352
Netherlands Guiana.....	.....	.....	.....	.....	.....	.....
Venezuela.....	93,529	.....	.....	.....	.....	93,529
South America (other) ².....	.....	.....	.....	.....	.....	.....
Total, South America.....	113,305	.....	.....	.....	.....	113,305
Asia.....	.....	.....	.....	.....	.....	.....
Africa.....	.....	.....	.....	.....	.....	.....
Grand total.....	667,293	120,435	48,480	1,250,944	30,619	2,127,681
Percent of Pacific-bound cargo.....	2.921	0.527	0.212	5.520	0.134	9.314

Percent of total Pacific-bound cargo

To Asia

	East Indies	Formosa	Konga	Indo-china	Indonesia	Japan	Philippine Islands	South Korea	Thailand	Asia (other) 2	Total	Grand total
East coast North America:												
United States:												
North Atlantic ports	19,629	79,300	27,863	69,775	37,409	4,292,780	233,316	189,000	37,000	29,710	5,016,392	7,249,577
South Atlantic ports	462	3,160	2,859	2,304	2,111	52,527	22,287	8,800	3,026	693	98,319	168,964
Gulf ports	32,865	145,744	39,962	50,040	20,156	2,436,342	142,188	443,879	8,945	56,064	3,378,185	5,290,787
United States (other) 2	3	1,181	491	197	317	9,343	5,107	5,688	204	6,507	29,038	51,128
Total, United States	52,959	229,385	71,175	122,316	59,993	6,790,972	402,898	649,457	49,775	92,974	8,521,904	12,760,456
Canada	1,588	717	3,854	1,535	309	170,321	6,221	1,438	1,438	3,970	186,541	334,385
Central America/Mexico						1,943	331				5,913	56,014
West Indies	1,060	256	3,593	18,201		536,205	4,481	5,000			331	3,679
Total, North America	55,607	230,358	78,622	142,052	60,302	7,499,772	413,600	654,457	51,213	119,414	9,305,397	16,311,630
Europe:												
British Isles			665			11,084	251	216			12,216	1,230,954
Belgium						30,978		530			31,508	577,919
Denmark								247			247	26,923
France						2,361					2,361	89,637
Italy	2		23			414		6,468		2	6,909	89,157
Netherlands						8,841		166			9,007	212,791
Norway												60,033
Poland												4,372
Spain-Portugal												40,364
Sweden												92,443
West Germany						39,685		10,930			50,615	475,388
Europe (other) 2			916			12,900	2,595	693		142	17,246	194,338
Total, Europe	2	23	1,581			106,510	2,846	19,003		144	130,109	3,094,319
East coast South America:												
Argentina						45,522					45,522	62,810
Brazil						127,678					127,678	164,193
British Guiana						4,880					4,880	17,027
Colombia						8					8	582,655
Netherlands Guiana						40,413	10,380				50,793	19,670
Venezuela						253					253	1,704
South America (other) 2												
Total, South America						218,754	10,380		12,953		242,087	3,223,963
Asia												
Africa	37					6,128		4,822			10,987	116,184
Grand total	55,646	230,381	80,293	142,052	60,302	7,831,164	426,826	678,282	64,166	119,558	9,688,580	22,843,301
Percent of Pacific-bound cargo	0.244	1.009	0.351	0.622	0.264	34.282	1.867	2.971	0.281	0.523	42.414	100.000

1 Includes both local and transhipped cargo.
 2 Also includes cargo not routed to permit segregation between definite countries.

Table 21.—Origin and Destination of Cargo Through the Panama Canal from Pacific to Atlantic during Fiscal Year 1958 Segregated by Countries by Principal Trade Areas

	To United States				To other North America				
	North Atlantic ports	South Atlantic ports	Gulf ports	United States (other) ²	Canada	Central America Mexico	Cristobal, C. Z. ¹	West Indies	Total North America
West coast North America:									
United States.....	2,442,440	54,923	184,707	88,061	16,630	9,868	36,953	387,851	3,221,433
Canada.....	436,116	5,000	32,739	9,339	13,639	45	925	109,567	607,370
Balboa, Canal Zone 1.....	673	1	598	—	1,272	—	46	3,029	4,347
Central America/Mexico.....	385,047	23,589	81,931	4,445	6,198	3,384	21,987	14,782	541,364
Hawaiian Islands.....	291,278	14,806	166,092	12,719	9,115	—	88	435	464,533
Total, North America.....	3,525,554	98,319	466,067	114,565	45,582	13,297	59,999	515,664	4,839,047
West coast South America:									
Chile.....	3,458,762	183,948	385,577	96	6	12,103	4,103	23,800	4,068,395
Colombia.....	131,512	10,587	37,757	2,838	118	16	858	238	184,072
Ecuador.....	226,492	3,456	283,840	6,536	700	13	804	382	524,223
Peru.....	2,152,285	3,377	363,288	6	—	3	739	2,242	2,555,040
South America (other) ²	747	—	4,920	27	—	—	253	5,753	11,700
Total, South America.....	5,999,798	205,368	1,077,382	9,503	824	12,283	6,757	32,415	7,344,330
Oceania:									
Australia.....	133,258	13,964	12,576	16,647	149,802	262	1,558	12,281	340,328
British Oceania.....	28,453	—	—	—	—	—	8	5	28,463
French Oceania.....	67,438	—	—	—	—	—	78	76	67,592
New Zealand.....	75,292	2,520	382	—	13,558	10	777	20,777	113,316
Oceania (other) ²	608	—	—	—	353	—	—	—	961
Total, Oceania.....	305,049	16,484	12,958	16,647	163,713	272	2,418	33,119	550,660
Asia:									
East Indies.....	58,348	590	40,312	—	—	216	—	7,649	107,115
China.....	—	—	388	—	—	388	—	—	388
Hong Kong.....	20,543	263	275	11	—	—	7,942	1,086	30,120
Indochina.....	2,397	—	123	—	2,520	—	—	—	2,520
Indonesia.....	11,910	465	8,421	—	20,796	—	—	—	20,796
India.....	4,197	—	1,007	—	—	197	—	—	5,414
Japan.....	490,594	10,606	65,935	2,209	499,344	—	12,198	20,945	532,889
Philippine Islands.....	977,220	11,540	98,177	22,525	366	—	—	3,683	1,114,048
Asia (other) ²	70,281	1,089	1,753	407	—	—	5,335	4,126	83,081
Total, Asia.....	1,565,490	24,553	216,391	25,242	366	449	29,168	34,712	1,896,371
Antarctica:									
Total.....	8,227	—	—	—	—	—	—	—	8,227
Grand total.....	11,404,118	344,724	1,772,798	165,957	210,485	26,301	98,342	615,910	14,638,635
Percent of Atlantic-bound cargo.....	45.109	1.364	7.012	0.656	0.833	0.104	0.389	2.436	57.903

To Europe

	British Isles	Belgium	Denmark	France	Italy	Irish Republic	Netherlands	Norway	Poland	Spain	Sweden	West Germany	Europe (other) 2	Total
West coast North America:														
United States.....	229,292	201,216	46,690	112,272	107,797	17,742	337,003	29,960	16,983	7,468	53,217	242,626	132,635	1,534,901
Canada.....	2,173,767	179,552	1,738	53,981	153,204	5,065	401,752	65,254	5,245	1,057	92	286,991	263,632	3,591,330
Bahama, Canal Zone 1.....			11		777		2,176							2,964
Central America/Mexico.....	20,089	14,233	35	2,071	2,305	34	25,790	19			1,596	91,730	7,194	165,096
Hawaiian Islands.....	12,972	4,993	35	1,846			8,860				3,223	16,909	2,083	51,521
Total, North America.....	2,436,120	399,994	48,509	170,170	264,083	22,841	775,581	95,233	22,228	8,525	58,128	638,256	406,144	5,345,812
West coast South America:														
Chile.....	178,246	44,927	16,644	108,625	63,972		156,021	4		201,023	45,867	333,214	79,810	1,228,353
Colombia.....	65	3,833	147	9,479	704		2,860			1,496	6,476	14,118	307	39,485
Ecuador.....	14,251	90,614	705	886	5,359		11,908	1,837	640	1,841	2,738	170,839	6,505	313,933
Peru.....	223,526	60,568	9,424	76,884	7,233	9	474,312	1,014		307	9,019	428,621	11,555	1,302,472
South America (other) 2.....	22,685	1,071	82	290	1,031		5,813			17	337	11,278	5,388	47,892
Total, South America.....	438,773	201,013	27,002	196,214	78,299	9	650,974	2,555	640	204,684	64,437	964,070	103,565	2,932,235
Oceania:														
Australia.....	63,187	5,709		1,814					75			1,223		72,008
British Oceania.....	184,181											4,758		206,664
French Oceania.....	667			52,897	9						22			53,595
New Zealand.....	759,268	7,457	11	30,514	2,032		10,068			9		15,433		847,510
Oceania (other) 2.....	20,869				9									28,538
Total, Oceania.....	1,028,172	13,166	11	85,225	2,050		10,668		75	9	22	21,414	47,503	1,208,315
Asia:														
East Indies.....														
China.....	748						516							748
Hong Kong.....						19					40			575
Indochina.....														
Indonesia.....														
India.....														
Japan.....	27,708	5,222		75	70		7,715				9,620		8,431	58,841
Philippine Islands.....														
Asia (other) 2.....	203													203
Total, Asia.....	28,659	5,222		75	70	19	8,231				9,660		8,431	60,367
Antarctica.....	12,943	10,107					41,910					9,310		74,270
Grand total.....	3,944,667	629,502	75,522	451,084	344,502	22,869	1,487,364	97,788	22,943	213,218	182,247	1,633,050	565,643	9,620,999
Percent of Atlantic-bound cargo.....	15.603	2.490	0.299	1.786	1.363	0.091	5.883	0.387	0.091	0.843	0.523	6.459	2.237	38.055

See footnotes at end of table.

Table 21.—Origin and Destination of Cargo Through the Panama Canal from Pacific to Atlantic during Fiscal Year 1958 Segregated by Countries by Principal Trade Areas—Continued

	To east coast South America						To Africa			Grand total	Percent of total Atlantic-bound cargo	
	To east coast South America			To Africa			Union of South Africa					
	Argentine	Brazil	Colombia	Vene- zuela	South America (other) 2	Total	To Asia	Portu- guese East Africa	South Africa			Africa (other) 2	Total
West coast North America:												
United States.....	9, 208	112, 819	14, 484	97, 911	3, 430	237, 822	28, 318	24, 465	52, 813	7, 125	84, 403	20, 200
Canada.....	250	1, 192	1, 907	54, 616	1, 492	59, 457	17, 810	65, 944	199, 082	36, 263	301, 289	18, 105
Balboa, Canal Zone 1.....	35	23	456	83	2	9, 161					7, 908	0.031
Central America/Mexico.....			774	8, 385		9, 161					715, 621	2, 042
Hawaiian Islands.....			30	137		167					516, 221	2, 042
Total, North America.....	9, 493	114, 034	17, 621	161, 132	4, 924	307, 204	46, 128	90, 409	251, 895	43, 388	385, 692	43, 209
West coast South America:												
Chile.....		3	10	12, 757		12, 770	58, 324				5, 367, 842	21, 232
Colombia.....			9, 042			9, 042					232, 590	0.20
Ecuador.....			7, 454	8, 018	2, 011	17, 483					865, 639	3, 885
Peru.....			20, 197	20, 197	36	20, 233	9, 896				3, 888, 541	15, 381
South America (other) 2.....		140		71		211					59, 903	.237
Total, South America.....		143	16, 506	41, 043	2, 047	59, 739	68, 220				10, 404, 524	41, 155
Oceania:												
Australia.....				220		220					412, 556	1, 632
British Oceania.....											235, 127	0.930
French Oceania.....											121, 187	.479
New Zealand.....				219		219					961, 045	3, 801
Oceania (other) 2.....											28, 499	.117
Total, Oceania.....				439		439					1, 759, 414	6, 959
Asia:												
East Indies.....				3		3					107, 118	.424
China.....				237		244	3				1, 136	.005
Hong Kong.....			3		4						30, 942	.122
Indo-China.....											2, 520	.010
Indonesia.....											20, 796	.082
India.....											5, 414	.022
Japan.....	19, 295	33, 863	2, 009	20, 513	2, 301	77, 981				3, 280	672, 991	2, 662
Philippine Islands.....			40, 794	25, 245	5, 203	71, 242					1, 185, 290	4, 688
Asia (other) 2.....			509	1, 155	35	1, 699					84, 983	.336
Total, Asia.....	19, 295	33, 863	43, 315	47, 153	7, 543	151, 169	3			3, 280	2, 111, 190	8, 351
Antarctica.....											82, 497	.326
Grand total.....	28, 788	148, 040	77, 442	249, 767	14, 514	518, 561	114, 351	90, 409	251, 895	46, 698	388, 972	25, 281, 508
Percent of Atlantic-bound cargo.....	0.114	0.585	0.305	0.988	0.057	2.051	0.452	0.358	0.996	0.185	1.539	100.000

1 Includes both local and transshipped cargo.

2 Also includes cargo not routed to permit segregation between definite countries.

Table 22.—Cargo Shipments by Trade Routes—Atlantic to Pacific

[Thousands of long tons]

	Fiscal year			
	1958	1957	1956	1955
EAST COAST UNITED STATES TO—				
West coast United States.....	1, 896	2, 096	2, 320	2, 474
West coast Canada.....	30	51	78	70
West coast Central America/Mexico....	183	146	204	137
West coast South America.....	1, 372	1, 465	1, 295	1, 091
Chile.....	552	607	453	NA
Colombia.....	241	197	307	NA
Ecuador.....	85	84	97	NA
Peru.....	510	553	410	NA
Others.....	14	24	28	NA
Hawaiian Islands.....	170	226	214	210
Oceania.....	571	647	751	816
Australia.....	400	396	471	NA
New Zealand.....	143	155	222	NA
Others.....	28	96	58	NA
Asia.....	8, 522	10, 477	7, 286	6, 441
British East Indies.....	53	77	32	NA
Formosa.....	229	260	227	NA
Hongkong.....	71	66	51	NA
Indochina.....	122	200	101	NA
Indonesia.....	60	255	40	NA
Japan.....	6, 791	8, 257	5, 472	NA
Philippine Islands.....	403	477	412	NA
South Korea.....	650	659	831	NA
Thailand.....	50	50	42	NA
Others.....	93	176	78	NA
Balboa, C.Z.....	16	24	26	25
Total.....	12, 760	15, 132	12, 174	11, 264
EAST COAST CANADA TO—				
West coast United States.....	14	21	14	15
West coast Canada.....	28	61	59	29
West coast Central America/Mexico....	-----	95	88	38
West coast South America.....	7	2	-----	7
Oceania.....	99	104	103	133
Australia.....	74	80	68	NA
New Zealand.....	25	24	35	NA
Others.....	-----	-----	-----	NA
Asia.....	187	187	98	80
Japan.....	171	170	72	NA
Others.....	16	16	26	NA
Total.....	335	470	362	302

Table 22.—Cargo Shipments by Trade Routes—Atlantic to Pacific—Con.

[Thousands of long tons]

EAST COAST CENTRAL AMERICA/MEXICO TO—	Fiscal year			
	1958	1957	1956	1955
West coast Central America/Mexico.....	2	2	4	11
West coast United States.....	-----	10	10	2
Oceania.....	48	56	43	-----
Australia.....	37	37	43	NA
New Zealand.....	11	19	-----	NA
Asia.....	6	-----	-----	1
Other territories.....	-----	-----	1	4
Total.....	56	68	58	18
EAST COAST SOUTH AMERICA TO—				
West coast United States.....	1, 711	1, 340	1, 304	233
West coast Canada.....	4	5	5	2
West coast Central America/Mexico.....	132	120	86	78
West coast South America.....	948	774	800	463
Chile.....	484	583	581	NA
Colombia.....	277	46	70	NA
Ecuador.....	29	-----	3	NA
Peru.....	158	145	146	NA
Oceania.....	113	212	90	111
Australia.....	113	201	88	NA
Others.....	-----	11	2	NA
Asia.....	242	233	148	151
Japan.....	219	233	148	NA
Others.....	23	-----	-----	NA
Balboa, C.Z.....	80	70	24	27
Total.....	3, 230	2, 754	2, 457	1, 065
CRISTOBAL, CANAL ZONE TO—				
West coast Central America/Mexico.....	1	-----	1	13
West coast South America.....	2	1	-----	-----
Other territories.....	1	-----	1	-----
Total.....	4	1	2	13
WEST INDIES TO—				
West coast United States.....	583	188	174	253
West coast Canada.....	299	247	155	125
West coast Central America/Mexico.....	517	442	430	306
West coast South America.....	530	863	933	1, 066
Chile.....	438	582	565	NA
Colombia.....	53	185	239	NA
Ecuador.....	21	28	4	NA
Peru.....	18	67	125	NA
Others.....	-----	1	-----	NA

Table 22.—Cargo Shipments by Trade Routes—Atlantic to Pacific—Con.

[Thousands of long tons]

	Fiscal year			
	1958	1957	1956	1955
WEST INDIES TO—				
Balboa, C.Z.-----	338	279	286	202
Oceania-----	299	180	208	263
Australia-----	37	18	142	NA
British Oceania-----	49	10	-----	NA
New Zealand-----	212	141	56	NA
Others-----	1	11	10	NA
Asia-----	591	861	672	428
Indochina-----	18	-----	12	NA
Japan-----	536	812	571	NA
U.S.S.R.-----	22	25	44	NA
Others-----	15	24	45	NA
Antarctica (whaling grounds)-----	-----	-----	15	42
Total-----	3, 157	3, 060	2, 873	2, 685
EUROPE TO—				
West coast United States-----	632	677	598	525
West coast Canada-----	257	394	310	197
West coast Central America/Mexico-----	303	279	239	261
West coast South America-----	762	780	765	667
Chile-----	218	226	200	NA
Colombia-----	137	81	118	NA
Ecuador-----	99	70	79	NA
Peru-----	288	329	310	NA
Others-----	20	74	58	NA
Hawaiian Islands-----	12	11	12	21
Oceania-----	997	993	1, 074	1, 185
British Oceania-----	70	61	42	NA
French Oceania-----	42	40	35	NA
New Zealand-----	869	749	969	NA
Others-----	16	143	28	NA
Asia-----	130	628	95	23
Japan-----	107	583	76	NA
South Korea-----	18	12	5	NA
Others-----	5	33	14	NA
Other territories-----	1	1	1	2
Total-----	3, 094	3, 763	3, 094	2, 881
ASIA TO (MIDDLE EAST)—				
West coast United States-----	104	82	160	116
Asia-----	-----	11	-----	-----
Other territories-----	12	2	-----	-----
Total-----	116	95	160	116

Table 22.—Cargo Shipments by Trade Routes—Atlantic to Pacific—Con.

[Thousands of long tons]

	Fiscal year			
	1958	1957	1956	1955
AFRICA TO—				
West coast United States.....	62	74	71	37
West coast Canada.....	2	2	3	4
West coast South America.....	16	2	32	33
Oceania.....	-----	4	-----	1
Asia.....	11	5	-----	-----
Total.....	91	87	106	75
Total cargo—Atlantic to Pacific....	22, 843	25, 430	21, 286	18, 419

NA—Not available.

Table 23.—Cargo Shipments by Trade Routes—Pacific to Atlantic

[Thousands of long tons]

	Fiscal year			
	1958	1957	1956	1955
WEST COAST UNITED STATES TO—				
East coast United States.....	2, 770	2, 480	3, 956	3, 505
East coast Canada.....	17	23	73	64
East coast Central America/Mexico....	10	10	1	-----
East coast South America.....	238	260	120	198
Brazil.....	113	142	21	NA
Colombia.....	14	13	16	NA
Venezuela.....	98	64	65	NA
Others.....	13	41	18	NA
Cristobal, C.Z.....	37	10	18	36
West Indies.....	388	428	328	711
British West Indies.....	17	10	13	NA
Cuba.....	99	83	113	NA
Netherland West Indies.....	71	121	4	NA
Puerto Rico.....	188	207	191	NA
Others.....	13	7	7	NA
Europe.....	1, 535	2, 175	2, 099	1, 456
British Isles.....	229	284	291	NA
Belgium.....	201	248	465	NA
Denmark.....	47	11	17	NA
France.....	112	567	97	NA
Italy.....	108	140	60	NA
Irish Republic.....	18	36	13	NA
Netherlands.....	337	281	560	NA
Norway.....	30	28	35	NA
Poland.....	17	-----	-----	NA
Sweden.....	53	49	42	NA
West Germany.....	243	230	196	NA
Others.....	140	301	323	NA
Asia.....	28	30	58	2
Israel.....	19	-----	29	NA
Others.....	9	30	29	NA

Table 23.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Con.

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
WEST COAST UNITED STATES TO—				
Africa.....	84	96	107	180
Portuguese East Africa.....	24	9	27	NA
Union of South Africa.....	53	36	62	NA
Others.....	7	51	18	NA
Total.....	5, 107	5, 512	6, 760	6, 152
WEST COAST CANADA TO—				
East coast United States.....	483	305	400	477
East coast Canada.....	14	7	76	95
East coast South America.....	59	37	31	47
Venezuela.....	54	33	21	NA
Others.....	5	4	10	NA
West Indies.....	110	73	85	98
British West Indies.....	27	20	27	NA
Puerto Rico.....	68	43	39	NA
Others.....	15	10	19	NA
Europe.....	3, 591	2, 736	2, 609	2, 917
British Isles.....	2, 174	1, 301	1, 613	NA
Belgium.....	180	272	155	NA
France.....	54	52	25	NA
Italy.....	153	66	51	NA
Netherlands.....	402	159	240	NA
Norway.....	65	55	37	NA
U.S.S.R.....	54	-----	8	NA
West Germany.....	287	475	173	NA
Others.....	222	356	307	NA
Asia.....	18	45	20	70
Africa.....	301	296	415	404
Portuguese East Africa.....	66	81	82	NA
Union of South Africa.....	199	187	307	NA
Others.....	36	28	26	NA
Other territories.....	1	2	1	1
Total.....	4, 577	3, 501	3, 637	4, 109
WEST COAST CENTRAL AMERICA/MEXICO TO—				
East coast United States.....	495	376	385	393
East coast Central America/Mexico.....	4	17	2	21
East coast South America.....	9	8	7	5
Cristobal, C.Z.....	22	45	45	27
West Indies.....	15	9	19	11

Table 23.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Con.

[Thousands of long tons]

WEST COAST CENTRAL AMERICA/MEXICO To—	Fiscal year			
	1958	1957	1956	1955
Europe.....	165	165	243	143
British Isles.....	20	10	19	NA
Netherlands.....	26	16	35	NA
West Germany.....	92	99	122	NA
Others.....	27	40	67	NA
Other territories.....	6	-----	-----	-----
Total.....	716	620	701	600
WEST COAST SOUTH AMERICA To—				
East coast United States.....	7, 292	5, 888	4, 897	4, 878
East coast Canada.....	1	1	10	9
East coast South America.....	60	97	68	55
Colombia.....	17	16	16	NA
Venezuela.....	41	14	21	NA
Others.....	2	67	31	NA
Cristobal, C.Z.....	7	41	12	9
West Indies.....	33	52	44	35
Cuba.....	23	19	22	NA
Others.....	10	33	22	NA
Europe.....	2, 932	2, 810	2, 396	1, 823
British Isles.....	439	450	428	NA
Belgium.....	201	262	248	NA
Denmark.....	27	36	47	NA
France.....	195	81	116	NA
Italy.....	78	104	109	NA
Netherlands.....	652	641	290	NA
Spain and Portugal.....	205	177	194	NA
Sweden.....	64	67	71	NA
West Germany.....	964	833	716	NA
Others.....	107	159	177	NA
Asia.....	68	10	141	20
Egypt.....	50	-----	100	NA
Others.....	18	10	41	NA
Africa.....	-----	10	3	83
Other territories.....	12	4	5	-----
Total.....	10, 405	8, 913	7, 576	6, 912
BALBOA, C.Z. To—				
Cristobal, C.Z.....	-----	1	-----	-----
West Indies.....	3	2	-----	-----
Europe.....	3	7	10	3
Other territories.....	2	2	1	2
Total.....	8	12	11	5

Table 23.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Con.

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
HAWAIIAN ISLANDS To—				
East coast United States.....	455	540	653	644
East coast Canada.....	9	-----	1	6
Europe.....	52	51	19	9
British Isles.....	13	10	-----	NA
West Germany.....	17	11	3	NA
Others.....	22	30	16	NA
Other territories.....	1	1	-----	-----
Total.....	517	592	673	659
OCEANIA To—				
East coast United States.....	351	329	285	198
East coast Canada.....	164	136	140	127
West Indies.....	33	38	26	27
British West Indies.....	31	36	24	NA
Others.....	2	2	2	NA
Europe.....	1, 208	1, 968	1, 197	1, 144
British Isles.....	1, 028	1, 533	1, 007	NA
Belgium.....	13	39	8	NA
France.....	85	154	94	NA
Netherlands.....	11	25	37	NA
West Germany.....	21	58	20	NA
Others.....	50	159	31	NA
Other territories.....	3	2	3	1
Total.....	1, 759	2, 473	1, 651	1, 497
ASIA To—				
East coast United States.....	1, 832	2, 086	2, 281	1, 879
East coast Canada.....	-----	28	13	3
East coast South America.....	151	193	306	247
Argentine.....	19	33	155	NA
Brazil.....	34	52	53	NA
Colombia.....	43	52	54	NA
Venezuela.....	47	45	31	NA
Others.....	8	11	13	NA
Cristobal, C.Z.....	29	30	20	21
West Indies.....	35	65	20	35
Europe.....	60	179	98	51
British Isles.....	28	86	32	NA
Others.....	32	93	66	NA
Africa.....	4	34	43	18
Total.....	2, 111	2, 615	2, 781	2, 254

Table 23.—Cargo Shipments by Trade Routes—Pacific to Atlantic—Con.

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
ANTARCTICA (WHALING GROUNDS) TO—				
East coast United States.....	8	-----	8	2
Europe.....	74	34	35	37
Total.....	82	34	43	39
Total cargo—Pacific to Atlantic....	25, 282	24, 272	23, 833	22, 227

NA—Not available.

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
EAST COAST UNITED STATES TO WEST COAST UNITED STATES:				
Bricks and tile.....	3	5	6	5
Canned food products.....	14	24	28	35
Chemicals, unclassified.....	203	75	46	35
Confectionery.....	15	12	16	17
Electrical equipment.....	26	23	24	30
Floor coverings.....	10	8	15	17
Groceries, unclassified.....	18	14	20	22
Iron and steel manufactures.....	731	1, 024	989	792
Liquors.....	23	22	22	27
Machinery.....	6	11	10	14
Metals, various.....	30	18	12	13
Paints.....	8	9	9	10
Paper and paper products.....	73	101	110	99
Petroleum and products:				
Crude oil.....	11	9	13	-----
Gasoline.....	142	131	306	660
Lubricating oil.....	231	223	229	192
Fuel oil.....	-----	5	12	7
Other and unclassified.....	38	44	34	25
Pharmaceutical products.....	21	20	20	22
Soap and soap products.....	7	7	8	7
Soda and sodium compounds.....	8	13	16	23
Sulfur.....	61	72	91	112
Textiles.....	9	8	10	18
Woodpulp.....	1	19	18	13
All other and unclassified.....	207	199	256	279
Total.....	1, 896	2, 096	2, 320	2, 474
EAST COAST UNITED STATES TO WEST COAST CANADA:				
Ammonium compounds.....	4	4	3	6
Rice.....	4	-----	7	5
Sulfur.....	14	39	43	37
Tinplate.....	-----	-----	-----	5
All other and unclassified.....	8	8	25	17
Total.....	30	51	78	70

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

EAST COAST UNITED STATES TO WEST COAST CENTRAL AMERICA/MEXICO:	Fiscal year			
	1958	1957	1956	1955
Ammonium compounds.....	2	5	1	1
Chemicals, unclassified.....	15	14	20	22
Corn.....	37	-----	72	7
Fertilizers, miscellaneous and unclassified.....	12	13	10	7
Iron and steel manufactures.....	13	19	10	9
Lime.....	5	9	10	13
Petroleum and products:				
Gasoline.....	4	5	5	1
Lubricating oil.....	4	3	5	3
Other and unclassified.....	2	11	-----	1
Wheat.....	29	13	4	2
All other and unclassified.....	60	54	67	71
Total.....	183	146	204	137
EAST COAST UNITED STATES TO WEST COAST SOUTH AMERICA:				
Agricultural implements.....	18	19	20	20
Ammonium compounds.....	32	17	13	9
Asphalt.....	12	6	34	24
Automobiles and parts.....	46	64	58	73
Barley.....	4	12	-----	-----
Bricks and tile.....	7	11	15	12
Canned food products.....	24	21	34	31
Chemicals, unclassified.....	34	28	29	28
Coal.....	164	214	159	168
Corn.....	38	9	3	1
Cotton, raw.....	10	17	5	6
Electrical equipment.....	8	9	11	9
Fertilizers, miscellaneous and unclassified.....	3	9	7	13
Flour.....	56	48	44	37
Grains, unclassified.....	6	10	8	7
Iron and steel manufactures.....	141	157	124	96
Lumber.....	2	8	1	3
Machinery.....	69	79	73	54
Oilseeds and products.....	2	7	9	5
Paper and paper products.....	20	24	26	22
Petroleum and products:				
Fuel-diesel oil.....	21	-----	-----	-----
Gasoline.....	65	72	64	44
Lubricating oil.....	60	55	64	45
Other and unclassified.....	3	3	5	5
Phosphates.....	27	16	13	4
Pulpwood.....	17	4	9	7
Railroad materials.....	4	34	-----	1
Rice.....	38	1	12	3
Rubber, manufactured.....	8	7	10	7
Soda and sodium compounds.....	18	9	11	4
Soya beans.....	-----	7	-----	-----
Tallow.....	7	6	13	10
Tinplate.....	15	17	22	14
Vegetable oils, miscellaneous.....	8	32	10	9
Wax, paraffin.....	17	16	22	22
Wheat.....	190	254	178	92
All other and unclassified.....	178	163	189	206
Total.....	1,372	1,465	1,295	1,091

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

EAST COAST UNITED STATES TO HAWAIIAN ISLANDS:	Fiscal year			
	1958	1957	1956	1955
Automobiles and parts.....	4	4	5	8
Chemicals, unclassified.....	5	6	4	5
Fertilizers, miscellaneous and unclassified.....	2	5	10	7
Iron and steel manufactures.....	30	37	28	33
Machinery.....	5	5	3	6
Paper and paper products.....	11	11	13	14
Phosphate.....	5	17	3	1
Soya beans.....	7	5	4	3
Tinplate.....	39	57	81	46
All other and unclassified.....	62	79	63	87
Total.....	170	226	214	210
EAST COAST UNITED STATES TO OCEANIA:				
Agricultural implements.....	22	17	29	27
Automobiles and parts.....	12	17	26	26
Carbon black.....	10	11	13	16
Chemicals, unclassified.....	8	9	8	7
Clay.....	7	6	8	6
Coke.....	-----	71	23	28
Cotton, raw.....	18	19	11	12
Iron and steel manufactures.....	20	17	33	36
Machinery.....	23	21	23	26
Petroleum and products:				
Fuel-diesel oil.....	1	6	22	3
Gasoline.....	7	29	36	74
Lubricating oil.....	111	104	119	120
Other and unclassified.....	3	7	7	10
Potash.....	11	13	19	7
Rosin.....	10	11	12	9
Rubber, manufactured.....	19	13	10	2
Sulfur.....	190	171	260	296
Tinplate.....	6	22	18	39
Tobacco and manufactures.....	21	20	21	22
All other and unclassified.....	72	60	53	50
Total.....	571	644	751	816
EAST COAST UNITED STATES TO ASIA:				
Agricultural implements.....	5	6	4	3
Ammonium compounds.....	87	194	346	182
Asphalt.....	28	7	15	9
Automobiles and parts.....	31	41	34	34
Barley.....	1	37	-----	-----
Bricks and tile.....	4	8	3	5
Canned food products.....	81	86	50	58
Carbon black.....	13	20	11	9
Clay.....	7	15	11	5
Chemicals, unclassified.....	63	54	31	23
Coal and coke.....	3, 676	3, 514	2, 802	3, 030
Corn.....	239	49	95	156
Cotton, raw.....	306	341	178	186
Electrical equipment.....	7	9	15	7
Fertilizers, miscellaneous and unclassified.....	14	42	37	33
Flour.....	119	129	38	20
Grains, miscellaneous and unclassified.....	6	15	29	87
Groceries, unclassified.....	19	16	8	5

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
EAST COAST UNITED STATES TO ASIA—Con.				
Iron and steel manufactures.....	276	482	85	101
Lumber.....	2	5	5	9
Machinery.....	88	71	63	60
Metal, scrap.....	450	1, 445	491	21
Metals, various.....	125	468	18	11
Oilseeds.....	3	13	9	12
Paints.....	4	5	6	6
Paper and paper products.....	43	50	45	47
Petroleum and products:				
Fuel-diesel oil.....	-----	6	7	1
Gasoline.....	46	86	28	86
Lubricating oil.....	131	120	106	60
Other and unclassified.....	28	37	14	12
Pulpwood.....	8	11	3	3
Phosphates.....	1, 132	1, 411	1, 147	957
Potash.....	3	-----	24	10
Railroad materials.....	18	10	8	20
Rice.....	36	265	140	19
Rosin.....	33	36	22	19
Rubber, manufactured.....	16	19	12	8
Soda and sodium compounds.....	6	27	10	8
Soybeans.....	803	682	726	561
Sugar.....	3	19	17	6
Sulfur.....	8	14	23	9
Tallow.....	8	15	19	17
Textiles.....	28	29	28	40
Tinplate.....	74	124	90	65
Tobacco and manufactures.....	19	23	30	23
Wheat.....	84	-----	31	106
All other and unclassified.....	341	422	345	292
Total.....	8, 522	10, 478	7, 259	6, 441
EAST COAST UNITED STATES TO BALBOA, C.Z. (No single outstanding commodity in this trade route.)				
EAST COAST CANADA TO WEST COAST UNITED STATES:				
Ores, various.....	8	6	12	6
All other and unclassified.....	6	1	2	9
Total.....	14	7	14	15
EAST COAST CANADA TO WEST COAST CANADA:				
Chemicals, unclassified.....	-----	5	2	6
Iron and steel manufactures.....	12	11	7	7
Ore, bauxite.....	12	38	36	6
All other and unclassified.....	4	6	14	10
Total.....	28	60	59	29
EAST COAST CANADA TO WEST COAST SOUTH AMERICA:				
Wheat.....	2	-----	-----	1
All other and unclassified.....	5	2	-----	6
Total.....	7	2	-----	7

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

	Thousands of long tons]			
	<i>Fiscal year</i>			
	1958	1957	1956	1955
EAST COAST CANADA TO OCEANIA:				
Asbestos.....	12	11	14	23
Automobiles and parts.....	5	7	11	13
Metals, various.....	8	10	9	11
Paper and paper products.....	60	57	50	67
All other and unclassified.....	14	19	19	19
Total.....	99	104	103	133
EAST COAST CANADA TO ASIA:				
Ammonium compounds.....	2	---	9	9
Asbestos.....	31	35	27	16
Iron and steel manufactures.....	13	27	---	---
Metal, iron.....	70	50	---	---
Metal, scrap.....	26	11	2	---
Oilseeds.....	---	8	17	32
Ore, iron.....	---	9	---	---
Paper and paper products.....	8	7	11	7
Slag.....	6	21	15	---
All other and unclassified.....	31	19	17	16
Total.....	187	187	98	80
EAST COAST CENTRAL AMERICA/MEXICO TO WEST COAST CENTRAL AMERICA/MEXICO. (No single outstanding commodity in this trade route.)				
EAST COAST CENTRAL AMERICA/MEXICO TO OCEANIA:				
Sulfur.....	48	56	43	---
All other and unclassified.....	---	---	---	---
Total.....	48	56	43	---
EAST COAST CENTRAL AMERICA/MEXICO TO ASIA. (No single outstanding commodity in this trade route.)				
EAST COAST SOUTH AMERICA TO WEST COAST UNITED STATES:				
Asphalt.....	18	---	---	---
Bones and bonemeal.....	10	6	3	8
Canned meat.....	4	5	6	4
Coffee.....	28	50	53	20
Oilseeds.....	---	---	---	4
Ores:				
Bauxite.....	26	20	22	23
Other and unclassified.....	---	2	3	---
Petroleum and products:				
Crude oil.....	1, 614	1, 235	1, 180	164
Lubricating oil.....	---	---	22	---
All other and unclassified.....	11	22	15	10
Total.....	1, 711	1, 340	1, 304	233
EAST COAST SOUTH AMERICA TO WEST COAST CANADA. (No single outstanding commodity in this trade route.)				

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

	[Thousands of long tons]			
	Fiscal year			
	1958	1957	1956	1955
EAST COAST SOUTH AMERICA TO WEST COAST CENTRAL AMERICA/MEXICO:				
Asphalt.....	17	23	18	18
Cement.....	3	-----	1	1
Petroleum and products:				
Crude oil.....	-----	-----	-----	10
Fuel-diesel oil.....	109	64	57	49
Gasoline.....	1	33	9	-----
All other and unclassified.....	2	-----	1	-----
Total.....	132	120	86	78
EAST COAST SOUTH AMERICA TO WEST COAST SOUTH AMERICA:				
Petroleum and products:				
Crude oil.....	328	443	350	158
Fuel-diesel oil.....	398	252	396	239
Gasoline.....	134	17	-----	18
Kerosene.....	49	-----	-----	-----
Lubricating oil.....	-----	16	23	-----
Salt.....	14	12	12	11
Sugar.....	5	20	-----	10
All other and unclassified.....	20	14	19	27
Total.....	948	774	800	463
EAST COAST SOUTH AMERICA TO OCEANIA:				
Petroleum and products:				
Crude oil.....	63	150	61	59
Fuel-diesel oil.....	16	-----	-----	-----
Gasoline.....	-----	11	-----	15
Lubricating oil.....	30	41	29	37
All other and unclassified.....	4	10	-----	-----
Total.....	113	212	90	111
EAST COAST SOUTH AMERICA TO ASIA:				
Beans, edible.....	-----	-----	5	14
Corn.....	21	19	-----	1
Cotton, raw.....	16	20	13	19
Metal, iron.....	2	39	25	-----
Ores:				
Bauxite.....	5	5	10	5
Iron.....	108	110	15	2
Petroleum and products:				
Crude oil.....	13	-----	-----	-----
Gasoline.....	23	-----	-----	-----
Soya beans.....	-----	2	15	3
Sugar.....	22	-----	36	73
Wheat.....	-----	-----	6	17
Wool.....	6	8	11	10
All other and unclassified.....	26	30	12	7
Total.....	242	233	148	151

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

EAST COAST SOUTH AMERICA TO BALBOA, C.Z.:	<i>Fiscal year</i>			
	1958	1957	1956	1955
Petroleum products:				
Fuel-diesel oil.....	69	36	9	17
Gasoline.....	-----	12	9	9
Lubricating oil.....	7	16	-----	-----
Other and unclassified.....	-----	-----	1	1
All other and unclassified.....	4	6	5	-----
Total.....	80	70	24	27
WEST INDIES TO WEST COAST UNITED STATES:				
Molasses.....	-----	-----	23	52
Ore, bauxite.....	-----	5	6	-----
Petroleum products:				
Crude oil.....	107	124	137	131
Fuel-diesel oil.....	15	-----	-----	-----
Gasoline.....	333	49	-----	-----
Salt.....	11	-----	-----	64
Sugar.....	92	5	-----	1
All other and unclassified.....	25	5	8	5
Total.....	583	188	174	253
WEST INDIES TO WEST COAST CANADA:				
Ore, bauxite.....	278	239	134	102
Sugar.....	10	8	20	22
All other and unclassified.....	11	-----	1	1
Total.....	299	247	155	125
WEST INDIES TO WEST COAST CENTRAL AMERICA/MEXICO:				
Petroleum and products:				
Crude oil.....	2	33	4	20
Fuel-diesel oil.....	211	157	164	102
Gasoline.....	230	155	170	143
Kerosene.....	60	46	45	36
Lubricating oil.....	6	30	20	-----
Other and unclassified.....	4	18	22	4
All other and unclassified.....	4	3	5	1
Total.....	517	442	430	306
WEST INDIES TO WEST COAST SOUTH AMERICA:				
Asphalt.....	3	6	-----	-----
Petroleum and products:				
Crude oil.....	-----	16	-----	15
Fuel-diesel oil.....	375	540	509	594
Gasoline.....	68	122	191	252
Kerosene.....	57	59	118	92
Lubricating oil.....	5	32	20	14
Other and unclassified.....	18	33	20	45
Sugar.....	2	52	75	46
All other and unclassified.....	2	3	-----	8
Total.....	530	863	933	1,066

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
WEST INDIES TO BALBOA, C.Z.:				
Petroleum and products:				
Fuel-diesel oil.....	188	146	150	116
Gasoline.....	117	71	120	60
Kerosene.....	25	16	16	9
Lubricating oil.....	7	16	-----	-----
Other and unclassified.....	-----	30	-----	17
All other and unclassified.....	1	-----	-----	-----
Total.....	338	279	286	202
WEST INDIES TO OCEANIA:				
Asphalt.....	29	43	34	44
Petroleum and products:				
Crude oil.....	-----	-----	66	53
Fuel-diesel oil.....	61	26	12	18
Gasoline.....	164	81	60	125
Lubricating oil.....	32	14	30	18
Other and unclassified.....	1	8	-----	-----
All other and unclassified.....	12	8	6	5
Total.....	299	180	208	263
WEST INDIES TO ASIA:				
Metal, scrap.....	51	5	4	-----
Petroleum and products:				
Crude oil.....	11	-----	-----	11
Fuel-diesel oil.....	-----	22	-----	15
Gasoline.....	-----	24	34	48
Ore, bauxite.....	6	35	3	-----
Sugar.....	510	768	628	351
All other and unclassified.....	13	7	3	3
Total.....	591	861	672	428
EUROPE TO WEST COAST, UNITED STATES:				
Ammonium compounds.....	26	36	47	37
Automobiles and parts.....	96	71	34	21
Canned food products.....	7	7	9	6
Cement.....	9	10	11	5
Chemicals, unclassified.....	23	18	16	15
Clay.....	2	6	5	9
Creosote.....	20	25	28	28
Fertilizers, miscellaneous and unclassified.....	35	28	54	60
Glass and glassware.....	29	31	37	23
Groceries.....	6	5	5	5
Iron and steel manufactures.....	138	152	106	120
Liquors and wines.....	31	27	25	24
Lumber.....	3	5	6	5
Machinery.....	11	13	13	7
Molasses.....	-----	-----	-----	12
Ore, copper.....	-----	-----	-----	10
Paper and paper products.....	45	106	88	35
Peat moss.....	5	5	7	-----
Soda.....	1	7	1	1
Woodpulp.....	3	4	6	7
All other and unclassified.....	142	121	100	95
Total.....	632	677	598	525

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
EUROPE TO WEST COAST CANADA:				
Asphalt.....	13	12	—	—
Automobiles and parts.....	13	13	12	6
Chemicals, unclassified.....	4	6	10	9
Clay.....	5	3	5	2
Creosote.....	10	12	5	5
Glass and glassware.....	13	10	14	8
Iron and steel manufactures.....	102	241	185	98
Liquors and wines.....	9	10	7	6
Machinery.....	7	8	7	5
Metal, copper.....	—	12	1	—
All other and unclassified.....	81	67	64	58
Total.....	257	394	310	197
EUROPE TO WEST COAST CENTRAL AMERICA/MEXICO:				
Ammonium compounds.....	45	27	13	6
Canned food products.....	6	7	8	3
Cement.....	53	60	74	104
Chemicals, unclassified.....	8	10	11	9
Fertilizers, miscellaneous and unclassified.....	53	35	27	27
Iron and steel manufactures.....	47	57	57	46
Paper and paper products.....	6	7	5	4
Phosphates.....	16	15	5	6
All other and unclassified.....	69	61	39	56
Total.....	303	279	239	261
EUROPE TO WEST COAST SOUTH AMERICA:				
Agricultural implements.....	5	5	5	8
Ammonium compounds.....	20	12	12	12
Automobiles and parts.....	12	12	9	13
Canned food products.....	22	25	16	25
Cement.....	48	99	80	41
Chemicals, unclassified.....	61	38	39	36
Electrical equipment.....	12	13	12	11
Fertilizers, miscellaneous and unclassified.....	39	22	5	8
Glass and glassware.....	16	11	18	12
Grains, unclassified.....	6	6	4	7
Groceries, unclassified.....	7	7	6	4
Iron and steel manufactures.....	157	195	226	195
Machinery.....	47	51	50	42
Metal, iron.....	18	13	7	18
Oils, vegetable.....	2	2	2	5
Paper and paper products.....	38	42	38	34
Phosphates.....	39	24	26	20
Potash.....	13	4	2	—
Railroad materials.....	13	9	17	5
Soda and sodium compounds.....	11	14	18	10
Textiles.....	6	6	6	5
Wax, paraffin.....	6	7	5	4
Woodpulp.....	17	24	28	17
All other and unclassified.....	147	139	134	135
Total.....	762	780	765	667

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

[Thousands of long tons]

	Fiscal year			
	1958	1957	1956	1955
EUROPE TO HAWAIIAN ISLANDS:				
Ammonium compounds.....	-----	-----	-----	18
Fertilizers, miscellaneous and unclassified.....	11	10	11	2
All other and unclassified.....	1	1	1	1
Total.....	12	11	12	21
EUROPE TO OCEANIA:				
Agricultural implements.....	14	14	9	13
Asphalt.....	16	15	3	1
Ammonium compounds.....	3	13	14	10
Automobiles and parts.....	53	63	61	63
Cement.....	30	44	107	136
Chemicals, unclassified.....	43	39	39	34
Coke.....	-----	-----	-----	41
Electrical equipment.....	13	12	12	11
Fertilizers, miscellaneous and unclassified.....	6	10	7	18
Floor coverings.....	7	7	8	6
Glass and glassware.....	16	12	16	10
Iron and steel manufactures.....	229	204	248	226
Liquors and wines.....	20	19	20	16
Machinery.....	50	59	48	55
Metal, iron.....	8	14	6	7
Paper and paper products.....	38	46	38	38
Petroleum and products:				
Fuel-diesel oil.....	-----	1	-----	31
Gasoline.....	-----	1	-----	25
Lubricating oil.....	16	13	10	6
Other and unclassified.....	2	2	1	2
Potash.....	22	18	26	22
Railroad materials.....	3	6	5	3
Salt.....	30	33	38	28
Slag.....	42	31	53	66
Soda and sodium compounds.....	8	8	10	5
Textiles.....	18	22	23	16
Tinplate.....	27	62	27	30
Vegetable oils.....	5	5	6	7
Woodpulp.....	6	5	4	10
All other and unclassified.....	272	215	235	249
Total.....	997	993	1,074	1,185
EUROPE TO ASIA:				
Ammonium compounds.....	13	11	2	2
Chemicals, unclassified.....	4	9	13	1
Iron and steel manufactures.....	5	165	2	1
Machinery.....	13	11	1	2
Metal, iron.....	6	61	1	-----
Metal, scrap.....	1	36	-----	-----
Phosphates.....	9	26	10	-----
Potash.....	46	203	40	-----
Soda.....	3	31	-----	-----
Sugar.....	1	10	-----	-----
All other and unclassified.....	29	65	26	17
Total.....	130	628	95	23

Table 24.—Important Commodity Shipments Over Principal Trade Routes—Atlantic to Pacific—Continued

	Fiscal year			
	1958	1957	1956	1955
Thousands of long tons]				
ASIA TO WEST COAST UNITED STATES:				
Ores, copper.....	21	51	20	-----
Petroleum and products: Crude oil.....	75	26	133	111
All other and unclassified.....	8	5	7	5
Total.....	104	82	160	116
AFRICA TO WEST COAST UNITED STATES:				
Asbestos.....	8	8	6	5
Coffee.....	14	12	10	4
Ore, chrome.....	30	49	39	16
All other and unclassified.....	10	5	16	12
Total.....	62	74	71	37
AFRICA TO WEST COAST SOUTH AMERICA:				
Cotton, raw.....	-----	-----	-----	1
Phosphates.....	16	2	32	32
Total.....	16	2	32	33

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic

	Fiscal year			
	1958	1957	1956	1955
[Thousands of long tons]				
WEST COAST UNITED STATES TO EAST COAST UNITED STATES:				
Beans.....	10	9	8	15
Borax.....	4	4	3	4
Canned food products.....	481	479	540	534
Chemicals, unclassified.....	125	79	61	54
Fruit, dried.....	58	56	62	72
Groceries, unclassified.....	7	3	3	8
Iron and steel manufactures.....	3	12	14	8
Lumber.....	1, 285	1, 382	1, 610	1, 387
Machinery.....	2	7	4	9
Metals:				
Lead.....	5	4	17	19
Other and unclassified.....	13	7	3	4
Ores:				
Magnesite.....	10	11	10	5
Other and unclassified.....	1	1	15	2
Paper and paper products.....	48	47	39	37
Petroleum and products:				
Crude oil.....	79	-----	47	79
Fuel-diesel oil.....	201	18	1, 138	858
Gasoline.....	19	11	6	7
Lubricating oil.....	61	55	57	79
Other and unclassified.....	99	106	121	66
Rice.....	11	9	5	7
Seeds, except oilseeds.....	12	9	10	12
Vegetable oils.....	12	-----	1	13
Wines.....	59	33	50	52
Woodpulp.....	96	72	62	84
Wool.....	2	4	3	4
All other and unclassified.....	67	62	67	86
Total.....	2, 770	2, 480	3, 956	3, 505

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
WEST COAST UNITED STATES TO EAST COAST CANADA:				
Canned food products.....	9	17	10	9
Lumber.....	2	3	6	-----
Petroleum and products: Fuel-diesel oil.....	-----	-----	56	52
All other and unclassified.....	6	3	1	3
Total.....	17	23	73	64
WEST COAST UNITED STATES TO EAST COAST SOUTH AMERICA:				
Borax.....	2	6	5	4
Canned food products.....	16	11	11	16
Chemicals, unclassified.....	3	6	5	3
Iron and steel manufactures.....	18	31	13	4
Lumber.....	16	9	7	11
Machinery.....	6	8	5	6
Paper and paper products.....	12	8	11	11
Peas, dry.....	8	6	4	3
Petroleum and products: Lubricating oil.....	3	5	7	4
Soda and sodium compounds.....	3	15	3	1
Wheat.....	86	114	-----	68
Woodpulp.....	2	-----	3	20
All other and unclassified.....	63	41	46	47
Total.....	238	260	120	198
WEST COAST UNITED STATES TO CRISTOBAL, C.Z.:				
Petroleum and products: Fuel-diesel oil.....	23	-----	9	28
All other and unclassified.....	14	10	9	8
Total.....	37	10	18	36
WEST COAST UNITED STATES TO WEST INDIES:				
Beans, edible.....	37	35	35	32
Canned food products.....	91	94	93	90
Flour.....	7	3	15	23
Iron and steel manufactures.....	3	9	12	8
Lumber.....	16	22	22	12
Paper and paper products.....	14	11	10	9
Petroleum and products:				
Fuel-diesel oil.....	68	59	2	399
Gasoline.....	-----	35	-----	-----
Kerosene.....	-----	24	-----	-----
Other and unclassified.....	4	1	6	2
Rice.....	86	94	80	76
Vegetables, dry.....	11	5	8	7
Wheat.....	-----	-----	6	-----
All other and unclassified.....	51	36	39	53
Total.....	388	428	328	711

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
WEST COAST UNITED STATES TO EUROPE:				
Barley.....	309	66	911	146
Beans, edible.....	3	13	3	18
Borax.....	139	145	147	139
Canned food products.....	139	117	111	73
Chemicals, unclassified.....	9	10	6	10
Corn.....	1	108	22	-----
Cotton, raw.....	103	116	71	118
Flour.....	16	19	14	16
Fruit, dried.....	78	83	84	59
Fruit, fresh.....	147	126	147	93
Grains, unclassified.....	11	2	15	10
Honey.....	5	4	4	6
Infusorial earth.....	15	16	7	-----
Iron and steel manufactures.....	16	4	7	1
Lumber.....	101	125	109	95
Machinery.....	8	3	6	5
Metals:				
Copper.....	26	27	47	49
Other and unclassified.....	13	7	6	6
Metal, scrap.....	80	29	3	81
Oats.....	27	7	23	3
Oilseeds.....	1	8	27	82
Ores, various.....	10	12	22	12
Peas, dry.....	15	22	1	24
Petroleum and products: Fuel-diesel oil.....	28	-----	107	107
Seeds, except oilseeds.....	14	15	10	15
Skins and hides.....	8	6	3	6
Tallow.....	4	11	6	4
Vegetable oils.....	1	9	1	93
Wheat.....	54	946	62	41
Woodpulp.....	52	34	28	55
All other and unclassified.....	102	85	89	89
Total.....	1, 535	2, 175	2, 099	1, 456
WEST COAST UNITED STATES TO ASIA:				
Barley.....	19	-----	28	-----
Wheat.....	-----	29	25	-----
All other and unclassified.....	9	1	5	2
Total.....	28	30	58	2
WEST COAST UNITED STATES TO AFRICA:				
Iron and steel manufactures.....	3	3	8	1
Lumber.....	48	27	60	135
Paper and paper products.....	9	3	7	8
Wheat.....	8	40	1	-----
All other and unclassified.....	16	23	31	36
Total.....	84	96	107	180

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

WEST COAST CANADA TO EAST COAST UNITED STATES:	Fiscal year			
	1958	1957	1956	1955
Lumber.....	459	297	392	461
Paper and paper products.....	9	8	8	11
Woodpulp.....	15	-----	-----	11
All other and unclassified.....	-----	-----	-----	4
Total.....	483	305	400	477
WEST COAST CANADA TO EAST COAST CANADA:				
Canned food products.....	-----	1	1	4
Lumber.....	12	6	11	13
Petroleum and products: Gasoline.....	-----	-----	60	77
All other and unclassified.....	2	-----	4	1
Total.....	14	7	76	95
WEST COAST CANADA TO EAST COAST SOUTH AMERICA:				
Lumber.....	29	30	16	6
Wheat.....	10	-----	-----	21
All other and unclassified.....	20	7	15	20
Total.....	59	37	31	47
WEST COAST CANADA TO WEST INDIES:				
Flour.....	15	15	23	14
Lumber.....	88	53	53	47
Wheat.....	-----	-----	4	29
All other and unclassified.....	7	5	5	8
Total.....	110	73	85	98
WEST COAST CANADA TO EUROPE:				
Asbestos.....	10	7	7	-----
Barley.....	380	375	141	238
Canned food products.....	8	8	12	16
Flour.....	7	14	31	-----
Fruit, fresh.....	9	8	13	18
Grains, unclassified.....	53	6	19	20
Lumber.....	808	518	799	1, 202
Metals:				
Aluminum.....	44	25	-----	-----
Lead.....	41	44	38	49
Zinc.....	63	58	54	75
Other and unclassified.....	4	2	4	6
Oats.....	24	4	4	59
Oilseeds.....	138	52	-----	-----
Ores:				
Iron.....	2	4	99	5
Magnesite.....	-----	-----	10	-----
Other and unclassified.....	20	20	29	29
Paper and paper products.....	22	7	5	2
Wheat.....	1, 788	1, 448	1, 194	992
Woodpulp.....	94	110	117	171
All other and unclassified.....	76	26	33	35
Total.....	3, 591	2, 736	2, 609	2, 917

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
WEST COAST CANADA TO ASIA:				
Wheat.....	10	45	19	70
All other and unclassified.....	8	-----	1	-----
Total.....	18	45	20	70
WEST COAST CANADA TO AFRICA:				
Lumber.....	264	234	248	233
Machinery.....	-----	4	-----	8
Wheat.....	25	47	155	154
All other and unclassified.....	12	11	12	9
Total.....	301	296	415	404
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST UNITED STATES:				
Bananas.....	337	203	283	324
Coffee.....	23	22	24	33
Lumber.....	9	7	10	15
Ores:				
Iron.....	3	18	12	5
Manganese.....	102	106	45	-----
Sugar.....	11	6	2	7
All other and unclassified.....	10	14	9	9
Total.....	495	376	385	393
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST CENTRAL AMERICA/MEXICO:				
Wheat.....	3	3	-----	10
All other and unclassified.....	-----	14	2	11
Total.....	3	17	2	21
WEST COAST CENTRAL AMERICA/MEXICO TO EAST COAST SOUTH AMERICA. (No single outstanding commodity in this trade route.)				
WEST COAST CENTRAL AMERICA/MEXICO TO CRISTOBAL, C.Z.:				
Coffee.....	7	13	7	12
Cotton, raw.....	9	21	31	8
Lumber.....	1	5	4	1
Oilseeds.....	1	1	1	2
All other and unclassified.....	4	5	2	4
Total.....	22	45	45	27
WEST COAST CENTRAL AMERICA/MEXICO TO WEST INDIES:				
Beans, edible.....	11	5	12	8
Peas, dry.....	-----	1	1	2
All other and unclassified.....	4	3	6	1
Total.....	15	9	19	11

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
WEST COAST CENTRAL AMERICA/MEXICO TO EUROPE:				
Coffee.....	40	38	33	18
Cotton, raw.....	63	38	105	46
Lumber.....	8	4	9	6
Oilseeds.....	28	65	78	55
All other and unclassified.....	26	20	18	18
Total.....	165	165	243	143
WEST COAST SOUTH AMERICA TO EAST COAST UNITED STATES:				
Bananas.....	477	468	505	476
Beans, edible.....	3	4	5	6
Canned food products.....	7	8	8	8
Chemicals, unclassified.....	4	12	6	4
Cocoa.....	15	13	13	21
Coffee.....	192	178	203	185
Cotton, raw.....	6	2	6	7
Fertilizers, miscellaneous and unclassified.....	22	6	9	4
Fruit, fresh.....	11	9	8	9
Iron and steel manufactures.....	21	1	2	-----
Lumber.....	15	5	3	2
Metals:				
Copper.....	192	242	193	206
Lead.....	46	30	25	25
Zinc.....	20	31	8	5
Other and unclassified.....	3	2	3	1
Molasses.....	30	30	27	19
Nitrate of soda.....	469	468	495	597
Oilseeds.....	1	-----	4	3
Ores:				
Antimony.....	2	3	3	3
Copper.....	24	19	29	36
Iron.....	5, 294	3, 981	3, 025	2, 978
Lead.....	31	22	38	18
Manganese.....	46	33	26	24
Tin.....	11	11	24	37
Zinc.....	92	113	126	111
Other and unclassified.....	13	80	48	23
Sugar.....	67	46	48	62
Vegetables, dry.....	2	5	3	2
Wool.....	2	4	3	3
All other and unclassified.....	184	62	1	3
Total.....	7, 292	5, 888	4, 897	4, 878
WEST COAST SOUTH AMERICA TO EAST COAST CANADA:				
Ore, iron.....	-----	-----	10	9
All other and unclassified.....	1	1	-----	-----
Total.....	1	1	10	9
WEST COAST SOUTH AMERICA TO EAST COAST CENTRAL AMERICA/MEXICO:				
Nitrate of soda.....	10	2	2	-----
All other and unclassified.....	2	3	3	-----
Total.....	12	5	5	-----

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
WEST COAST SOUTH AMERICA TO EAST COAST SOUTH AMERICA:				
Chemicals, unclassified.....	4	1	12	7
Ore, miscellaneous.....	5	12	9	7
Petroleum and products:				
Fuel-diesel oil.....	-----	51	27	-----
Gasoline.....	-----	15	4	3
Rice.....	18	-----	-----	1
Sugar.....	10	12	8	18
All other and unclassified.....	23	6	8	19
Total.....	60	97	68	55
WEST COAST SOUTH AMERICA TO CRISTOBAL, C. Z.:				
Coffee.....	7	3	1	2
Petroleum and products: Fuel oil.....	-----	31	-----	-----
All other and unclassified.....	-----	7	11	7
Total.....	7	41	12	9
WEST COAST SOUTH AMERICA TO WEST INDIES:				
Nitrate of soda.....	6	14	16	19
Petroleum and products: Fuel-diesel oil.....	-----	21	18	9
All other and unclassified.....	26	17	10	7
Total.....	32	52	44	35
WEST COAST SOUTH AMERICA TO EUROPE:				
Ammonium compounds.....	10	-----	12	11
Bananas.....	268	195	148	138
Beans, edible.....	13	14	15	16
Canned food products.....	4	10	10	6
Cocoa.....	7	8	6	5
Coffee.....	42	31	43	27
Cotton, raw.....	66	77	67	47
Fertilizers, miscellaneous and unclassified.....	63	34	25	9
Fruit, fresh (except bananas).....	18	10	8	10
Lumber.....	5	2	4	8
Metals:				
Copper.....	247	230	186	197
Lead.....	24	28	29	32
Zinc.....	14	6	8	9
Other and unclassified.....	3	4	2	5
Metal, scrap.....	4	21	8	1
Nitrate of soda.....	502	373	543	562
Oil, whale.....	1	25	-----	37
Oilseeds.....	47	36	39	43
Ores:				
Copper.....	52	66	53	63
Iron.....	1,064	1,009	580	125
Lead.....	2	8	16	14
Manganese.....	6	4	6	7
Tin.....	68	53	50	44
Zinc.....	49	99	122	91
Other and unclassified.....	9	8	12	20

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
WEST COAST SOUTH AMERICA TO EUROPE—				
Continued				
Peas, dry-----	6	11	8	3
Petroleum and products:				
Crude oil-----	124	239	140	128
Fuel-diesel oil-----	1	6	38	50
Rice-----	8	8	8	6
Sugar-----	62	123	120	60
Sulfur-----		12	25	35
Vegetables, dry-----	13	13	14	13
Wines-----	2	4	8	6
Wool-----	4	10	6	2
All other and unclassified-----	124	33	37	30
Total-----	2, 932	2, 810	2, 396	1, 860
WEST COAST SOUTH AMERICA TO ASIA:				
Petroleum and products: Fuel-diesel				
oil-----			15	
Nitrate of soda-----	58		110	10
Sugar-----	10	10	16	10
Total-----	68	10	141	20
BALBOA, C.Z., TO WEST INDIES. (No single				
outstanding commodity in this trade				
route.)				
BALBOA, C.Z., TO EUROPE. (No single out-				
standing commodity in this trade route.)				
HAWAIIAN ISLANDS TO EAST COAST UNITED				
STATES:				
Canned fruit-----	311	294	319	324
Metal, scrap-----	4	5	6	6
Molasses-----	16			32
Sugar-----	112	226	303	267
All other and unclassified-----	12	15	25	15
Total-----	455	540	653	644
HAWAIIAN ISLANDS TO CANADA: Canned				
fruit-----	9			6
HAWAIIAN ISLANDS TO EUROPE:				
Canned fruit-----	37	36	19	9
All other and unclassified-----	15	15		
Total-----	52	51	19	9
OCEANIA TO EAST COAST UNITED STATES:				
Dairy products, refrigerated-----	10	9	6	6
Meats, refrigerated-----	43	8	4	4
Metals:				
Iron-----		2		
Lead-----	65	83	44	44
Other and unclassified-----	3	10	3	4
Ores:				
Chrome-----	67	34	56	8
Manganese-----	28	11	9	6
Zinc-----			27	
Other and unclassified-----	55	45	2	14

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
OCEANIA TO EAST COAST UNITED STATES—				
Continued				
Sand.....	5	38	39	26
Skins and hides.....	14	15	19	15
Wool.....	43	41	59	55
All other and unclassified.....	18	33	17	16
Total.....	351	329	285	198
OCEANIA TO EAST COAST CANADA:				
Fruit, dried.....	11	11	12	13
Meats, refrigerated.....	12	6	8	3
Sugar.....	126	104	92	90
Wool.....	4	6	10	7
All other and unclassified.....	11	9	18	14
Total.....	164	136	140	127
OCEANIA TO WEST INDIES:				
Canned food products.....	6	8	6	5
Flour.....	2	7	2	2
Meats, refrigerated.....	10	8	7	11
All other and unclassified.....	15	15	11	9
Total.....	33	38	26	27
OCEANIA TO EUROPE:				
Barley.....	-----	-----	-----	1
Canned food products.....	56	80	42	49
Copra.....	87	144	96	78
Dairy products, refrigerated.....	238	265	224	216
Fruit, fresh.....	37	46	30	20
Meats, refrigerated.....	279	474	336	285
Metals:				
Lead.....	7	26	5	8
Zinc.....	-----	17	4	7
Other and unclassified.....	6	3	4	3
Metal, scrap.....	8	13	10	5
Ores:				
Chrome.....	-----	2	19	6
Zinc.....	12	19	2	3
Other and unclassified.....	3	79	12	3
Peas, dry.....	5	6	4	5
Phosphates.....	79	109	99	150
Seeds, except oilseeds.....	8	18	5	9
Skins and hides.....	25	31	19	19
Sugar.....	94	218	43	46
Tallow.....	27	32	33	21
Vegetable oil, coconut.....	26	29	20	25
Wheat.....	-----	15	11	-----
Wool.....	167	246	150	146
All other and unclassified.....	44	96	29	39
Total.....	1, 208	1, 968	1, 197	1, 144

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	1958	1957	1956	1955
ASIA TO EAST COAST UNITED STATES:				
Canned food products.....	70	94	72	50
Chemicals, unclassified.....	6	5	5	8
Copra.....	41	69	82	89
Fibers, miscellaneous and unclassified..	5	6	5	3
Fish, refrigerated.....	7	7	6	5
Groceries, unclassified.....	9	10	6	8
Hemp, unmanufactured.....	19	23	20	16
Iron and steel manufactures.....	39	19	46	41
Lumber.....	118	118	137	85
Machinery.....	12	8	12	9
Metal, scrap.....	-----	-----	-----	1
Metals, various.....	18	20	13	9
Molasses.....	-----	-----	-----	16
Ores:				
Chrome.....	305	417	512	325
Iron.....	2	12	33	23
Manganese.....	48	43	49	27
Tin.....	6	3	9	7
Other and unclassified.....	10	3	7	4
Porcelainware.....	60	55	48	40
Rubber, crude.....	106	115	102	120
Sugar.....	577	697	791	714
Textiles.....	49	35	51	33
Vegetable oils:				
Coconut.....	71	84	68	63
Other and unclassified.....	3	2	2	2
All other and unclassified.....	251	241	205	181
Total.....	1, 832	2, 086	2, 281	1, 879
ASIA TO EAST COAST SOUTH AMERICA:				
Chemicals, unclassified.....	4	3	2	6
Copra.....	76	75	75	75
Iron and steel manufactures.....	53	55	158	134
Machinery.....	6	4	3	4
Metal, iron.....	-----	-----	17	7
Tinplate.....	8	15	6	-----
All other and unclassified.....	4	41	45	21
Total.....	151	193	306	247
ASIA TO CRISTOBAL, CANAL ZONE. (No single outstanding commodity in this trade route.)				
ASIA TO WEST INDIES:				
Iron and steel manufactures.....	4	3	2	12
Petroleum and products:				
Gasoline.....	8	36	-----	5
Other and unclassified.....	-----	-----	-----	5
All other and unclassified.....	23	26	18	13
Total.....	35	65	20	35

Table 25.—Important Commodity Shipments Over Principal Trade Routes—Pacific to Atlantic—Continued

[Thousands of long tons]

	<i>Fiscal year</i>			
	<i>1958</i>	<i>1957</i>	<i>1956</i>	<i>1955</i>
ASIA TO EUROPE:				
Canned food products.....	-----	35	11	5
Copra.....	-----	8	-----	-----
Fertilizers, miscellaneous and unclassified.....	1	4	5	-----
Iron and steel manufactures.....	1	4	7	1
Lumber.....	13	43	36	13
Porcelainware.....	2	5	2	1
Textiles.....	5	21	4	3
All other and unclassified.....	38	59	33	28
Total.....	60	179	98	51
ASIA TO AFRICA:				
Iron and steel manufactures.....	-----	6	13	8
Textiles.....	2	17	16	6
All other and unclassified.....	1	11	14	4
Total.....	3	34	43	18
ANTARCTICA (WHALING GROUNDS) TO EAST COAST UNITED STATES:				
Whale oil.....	8	-----	8	2
All other and unclassified.....	-----	-----	-----	-----
Total.....	8	-----	8	2
ANTARCTICA (WHALING GROUNDS) TO EUROPE:				
Whale oil.....	74	35	35	37
All other and unclassified.....	-----	-----	-----	-----
Total.....	74	35	35	37

Table 26.—Small Vessels ¹ Transiting Canal

	Fiscal year 1958			Fiscal year 1957
	Atlantic to Pacific	Pacific to Atlantic	Total	
Commercial (tolls paying):				
Number of transits:				
Assessed on net tonnage.....	418	332	750	899
Assessed on displacement tonnage.....				9
Total transits.....	418	332	750	908
Panama Canal net tonnage.....	30,405	28,509	58,914	83,475
Displacement tonnage.....				3,135
Tolls.....	\$23,379	\$24,240	\$47,619	\$69,468
Cargo (long tons).....	6,503	12,207	18,710	25,295
Government (tolls credit):				
Number of transits:				
Assessed on net tonnage.....	86	124	210	222
Assessed on displacement tonnage.....	61	66	127	159
Total transits.....	147	190	337	381
Panama Canal net tonnage.....	7,116	8,815	15,931	19,992
Displacement tonnage.....	5,718	4,597	10,315	10,926
Tolls.....	\$8,916	\$9,456	\$18,372	\$22,649
Cargo (long tons).....				167
Combined commercial/Government:				
Number of transits:				
Assessed on net tonnage.....	504	456	960	1,121
Assessed on displacement tonnage.....	61	66	127	168
Total transits.....	565	522	1,087	1,289
Panama Canal net tonnage.....	37,521	37,324	74,845	103,467
Displacement tonnage.....	5,718	4,597	10,315	14,061
Tolls collected or credited.....	\$32,295	\$33,696	\$65,991	\$92,117
Cargo (long tons).....	6,503	12,207	18,710	25,462

¹ Includes vessels under 300 net tons, Panama Canal measurement (or under 500 displacement tons for vessels assessed on displacement tonnage). This traffic is not included in any of the summaries of oceangoing traffic.

Table 27.—Water Supply and Expenditures

	Fiscal year		Percent of expenditures fiscal year	
	1958	1957	1958	1957
	(Acre-feet)			
MADDEN AND GATUN LAKE WATER SUPPLY:				
Total runoff Madden Lake basin.....	1, 602, 546	1, 802, 136	-----	-----
Evaporation from Madden Lake.....	48, 828	51, 194	-----	-----
Available for Madden Lake uses.....	1, 553, 718	1, 750, 942	-----	-----
Total runoff, Gatun Lake (area below Madden).....	2, 267, 906	2, 781, 198	-----	-----
Subtotal.....	3, 821, 624	4, 532, 140	-----	-----
Evaporation from Gatun Lake.....	439, 301	456, 818	-----	-----
Available for Gatun Lake uses.....	3, 382, 323	4, 075, 322	-----	-----
MADDEN LAKE WATER EXPENDITURES:				
Madden hydroelectric power.....	1, 166, 528	1, 357, 966	83	65
Madden spillway discharge.....	127, 709	736, 869	17	35
Total Madden Lake expenditures.....	1, 294, 237	2, 094, 835	100	100
Madden Lake volume.....	459, 435	214, 509	-----	-----
Gain or loss in storage.....	+244, 926	-343, 893	-----	-----
GATUN LAKE WATER EXPENDITURES:				
Gatun hydroelectric power.....	1, 459, 344	1, 215, 725	49	26
Gatun and Pedro Miguel lockages..	1, 462, 925	1, 384, 895	49	29
Municipal and other uses.....	55, 303	55, 440	1	1
Subtotal, Gatun uses.....	2, 977, 572	2, 656, 060	99	56
Gatun spillway discharge.....	90, 817	2, 082, 553	1	44
Total Gatun Lake expenditures...	3, 068, 389	4, 738, 613	100	100
Net annual runoff, Gatun Lake basin	3, 382, 323	4, 075, 322	-----	-----
Gatun Lake volume.....	3, 975, 459	3, 906, 451	-----	-----
Gain or loss in storage.....	+69, 008	-319, 398	-----	-----

Table 28.—Dredging Operations

Location	Cubic yards		
	Earth	Rock	Total
CANAL PRISM DREDGING:			
Atlantic entrance maintenance.....	599, 400	153, 300	752, 700
Gatun Lake maintenance.....	997, 000	30, 000	1, 027, 000
Gaillard Cut maintenance.....	73, 600	89, 100	162, 700
Pacific entrance maintenance.....	89, 200	75, 500	164, 700
Total, Canal prism.....	1, 759, 200	347, 900	2, 107, 100
AUXILIARY AND CONSTRUCTION DREDGING:			
Cristobal outer harbor, west anchorage..	2, 781, 200	-----	2, 781, 200
Project No. 14 (bend 1868), Gaillard Cut..	14, 500	253, 900	268, 400
East diversion, Mindi River.....	84, 000	-----	84, 000
Total, auxiliary and construction.....	2, 879, 700	253, 900	3, 133, 600
Grand total:			
Fiscal year 1958.....	4, 638, 900	601, 800	5, 240, 700
Fiscal year 1957.....	4, 707, 100	303, 500	5, 010, 600

Table 29.—Electric Power Generated

	Fiscal year	
	1958	1957
(Kilowatt-Hours)		
Gross power generated:		
Gatun hydro station.....	84, 021, 200	71, 371, 900
Madden hydro station.....	125, 151, 500	163, 860, 500
Diesel stations.....	41, 004, 380	19, 742, 700
Total generated.....	250, 177, 080	254, 975, 100
Consumed in station service.....	3, 440, 674	2, 971, 379
Net generator output.....	246, 736, 406	252, 003, 721
Distributed to consumers.....	222, 640, 477	229, 108, 926
System losses:		
Kilowatt-hours.....	27, 536, 603	25, 866, 174
Percent.....	11. 1	10. 1
Peak load (kilowatts).....	44, 100	43, 600
Date.....	Dec. 3, 1957	Sept. 7, 1956
System load factor (percent).....	64. 8	66. 8

Table 30.—Number of Full-Time Employees Paid at U.S. Rates

	As of—	
	June 30, 1958	June 30, 1957
ADMINISTRATION AND GENERAL:		
President's office.....	45	43
Office of the secretary.....	6	6
Comptroller's office and staff.....	219	211
Administrative Branch.....	34	41
Personnel Bureau.....	61	62
Subtotal, administration and general.....	365	363
OPERATING ORGANIZATIONS:		
Canal and allied Maritime operations:		
Marine Director.....	9	9
Locks.....	409	414
Locks overhaul.....	36	10
Navigation.....	244	244
Ferry service.....	21	21
Vessel repairs.....	181	178
Dredging.....	99	85
Meteorology and hydrography.....	14	14
Harbor terminals.....	83	77
Marine bunkering.....	43	43
Hotel Washington.....	0	1
Subtotal, canal and allied maritime operations.....	1, 139	1, 096

**Table 30.—Number of Full-Time Employees Paid at U.S. Rates—
Continued**

OPERATING ORGANIZATIONS:—Continued	As of—	
	June 30, 1958	June 30, 1957
Supporting operations:		
Printing plant.....	11	9
Duplicating unit.....	0	2
Engineering and Construction Director.....	13	11
Power conversion project.....	16	10
Engineer and design services.....	95	88
Contract and inspection.....	17	19
Electrical work.....	124	124
Power system.....	65	65
Communications system.....	39	37
Maintenance work.....	120	121
Water system.....	53	51
Supply and Community Services Director.....	7	0
Supply and Employee Services Director.....	0	5
Supply Division, General Manager.....	31	0
Procurement, United States.....	34	0
Retail stores.....	75	95
Service centers.....	21	26
Storehouses.....	18	27
Employee housing.....	16	17
Grounds branch.....	13	0
Grounds maintenance.....	0	13
Public buildings.....	1	0
Buildings.....	0	1
Tivoli Guest House.....	3	3
Transportation and Terminals Director.....	4	4
Freight agent, Panama.....	4	5
Railroad:		
Maintenance.....	33	31
Transportation.....	34	38
Motor transportation.....	62	61
General Manager, New York Operations.....	42	40
Procurement, United States.....	0	35
Steamship line.....	300	300
Subtotal, supporting operations.....	1, 251	1, 238
Total Panama Canal Company (Canal Zone).....	2, 373	2, 316
Total Panama Canal Company (United States).....	382	381
Grand total Panama Canal Company...	2, 755	2, 697

Table 31.—Number of Full-Time Employees Paid at Canal Zone Wage Rates

	As of—	
	June 30, 1958	June 30, 1957
ADMINISTRATION AND GENERAL:		
President's office.....	1	1
Office of secretary.....	0	0
Comptroller's office and staff.....	75	51
Administrative Branch.....	25	35
Personnel Bureau.....	36	31
Subtotal, administration and general.....	137	118
OPERATING ORGANIZATIONS:		
Canal and allied maritime operations:		
Marine Director.....	1	1
Locks.....	797	856
Locks overhaul.....	251	2
Navigation.....	1,089	1,177
Ferry service.....	67	70
Vessel repairs.....	261	263
Dredging.....	524	448
Meteorology and hydrography.....	29	29
Harbor terminals.....	1,652	1,655
Marine bunkering.....	95	94
Hotel Washington.....	0	5
Subtotal, canal and allied maritime operations.....	4,766	4,600
Supporting Operations:		
Printing plant.....	66	59
Duplicating unit.....	0	10
Engineering and Construction Director.....	0	0
Power conversion project.....	0	0
Engineering and designs services.....	84	69
Contract and inspection.....	2	2
Electrical work.....	129	133
Power system.....	75	78
Communications system.....	19	18
Maintenance work.....	579	532
Water system.....	60	59
Supply and Community Services Director.....	0	0
Supply and Employee Services Director.....	0	0
Supply Division, General Manager.....	53	0
Procurement, United States.....	0	0
Retail stores.....	868	891
Service centers.....	183	189
Storehouses.....	190	198
Employee housing.....	62	71
Grounds Branch.....	405	0
Grounds maintenance.....	0	394
Public buildings.....	76	0
Buildings.....	0	80
Tivoli Guest House.....	47	48

Table 31.—Number of Full-Time Employees Paid at Canal Zone Wage Rates—Continued

	As of—	
	June 30, 1958	June 30, 1957
OPERATING ORGANIZATIONS—Continued		
Transportation and Terminals Director.....	0	0
Freight agent, Panama.....	58	60
Railroad:		
Maintenance.....	126	131
Transportation.....	91	98
Motor transportation.....	305	307
Steamship line.....	10	9
Subtotal, supporting operations.....	3,488	3,436
Total Panama Canal Company (Canal Zone).....	8,381	8,145
Total Panama Canal Company (United States).....	10	9
Grand total Panama Canal Company.....	8,391	8,154

CANAL ZONE GOVERNMENT

Balboa Heights, C.Z.

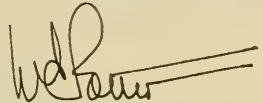
OFFICE OF THE GOVERNOR

January 5, 1959

The Honorable THE SECRETARY OF THE ARMY,
Washington, D.C.

MY DEAR MR. SECRETARY: I have the honor to submit the seventh annual report of the Governor of the Canal Zone reviewing the fiscal year ended June 30, 1958.

Very respectfully,

A handwritten signature in dark ink, appearing to read 'W. E. Potter', with a long horizontal flourish extending to the right.

W. E. POTTER,
Governor.



Introduction

CANAL ZONE GOVERNMENT

The Canal Zone Government is an independent agency of the executive branch of the Government, directly under the President of the United States, but by the delegation [of responsibility] the Secretary of the Army represents the President in the supervision of Canal Zone Government affairs. Administrative and executive authority is vested in a Governor who is also ex officio President of the Panama Canal Company. The Governor is appointed by the President of the United States with the approval of the Senate.

The Canal Zone Government includes the usual functions of government and public health, including civil affairs, schools, libraries, postal service, magistrates' courts, police and fire protection, hospitals and other health services, and highways and sewers.

The Panama Canal Company, with which the Canal Zone Government is closely interrelated in purposes, organization, and operations, provides administrative, accounting, and personnel management and other services to the Canal Zone Government on a reimbursable basis.

ORGANIZATIONAL CHANGES

There were no major organizational changes during the year; however, effective July 1, 1957, the Land License Unit and License Section were merged into one organizational unit, the License Section.

MAJOR PERSONNEL CHANGES

Maj. Bruno Eisen (USA) (MC) was reassigned to Superintendent, Coco Solo Hospital, effective August 1, 1957, vice Dr. John M. Wilkerson, retired effective July 30, 1957.

Col. Joseph R. Vivas (USA) (MC) was detailed from the U.S. Army as Chief, Medical Service, Gorgas Hospital, effective August 6, 1957, vice Col. Edward A. Cleve (USA) (MC), relieved from duty.

Maj. Benjamin A. Darden was promoted to Chief, Police Division, effective October 1, 1957, vice Maj. Roger W. Griffith, retired effective September 30, 1957.

Capt. Gaddis Wall was promoted to District Police Commander, effective December 29, 1957, vice Maj. Benjamin A. Darden, promoted to Chief, Police Division, effective October 1, 1957.

Lt. Col. Harvey E. Meagher (USA) (MC) was detailed from the U.S. Army January 31, 1958, and assigned to Assistant to Health Director, to replace Lt. Col. David C. Burke (USA) (MC), relieved from duty with the Canal Zone Government, effective February 14, 1958.

Col. Norman H. Wiley (USA), Director, Gorgas Hospital, was relieved from duty with the Canal Zone Government on June 1, 1958.

Mr. Edward I. P. Tatelman, Magistrate, Cristobal, retired June 30, 1958.

Mr. William E. Jones, Fire Chief (Battalion Commander), retired on June 30, 1958.



Chapter I

PUBLIC HEALTH

SANITATION

The Division of Sanitation conducts all phases of environmental sanitation in the Canal Zone, including disease, insect vector, and rat control; malaria control measures; maintenance of sanitary drainage systems, and other sanitary control measures necessary to the welfare of inhabitants living in the Canal Zone.

During this fiscal year the foremost and continuing sanitation problem was the alarming increase in malarial mosquitoes. The resurgence of malaria early in the fiscal year necessitated the development and implementation of intensive countermeasures within the Canal Zone. By the end of June 1958, considerable improvement and progress had been made in the control of *Anopheles albimanus* and the other pest types of mosquitoes. Approximately 135 miles of drainage ditches have been restored or improved on the Atlantic side. Previously neglected breeding foci of mosquitoes have been discovered and drainage and other controls have been instituted.

From an alltime low rate of 0.8 per 1,000 employees in 1956, the malaria incidence increased to 1.5 in fiscal year 1957, and at this fiscal year's end the rate among employees, including recurrent cases, had reached a high of 9.1 per thousand. As in the past years, the greatest number of cases of malaria occurred among employees living in rural or suburban areas of the Republic of Panama, outside Canal Zone Government jurisdiction. The rate among these employees is much higher than that of employees living within sanitated areas. As the percentage of employees living in the Republic increases, the malaria rate will be influenced by the effectiveness of control measures conducted in the Republic of Panama.

A realistic appraisal indicates no real prospects of eradicating malaria in the Canal Zone until virtual eradication has been achieved in Panama. Mosquito control will always remain a continuing project, and malaria eradication in Panama does not include mosquito control. Therefore, there is a continual infiltration of mosquitoes from Panama as well as from outlying Canal Zone mosquito-producing areas. Recent detailed discussion of the Canal Zone's malaria and mosquito control programs with leading international malariologists and entomologists indicates that the Health Bureau program is sound, and by comparison, very comprehensive and effective.

The rodent population has been controlled at a practicable low level. In addition to the continually maintained poison bait stations, all manholes were baited during the dry season, the most effective period for this phase of extermination. Following the rat-poisoning program, all manholes were sprayed with dieldrin as a roach and dry-season mosquito control measure.

Ship inspections and other procedures in support of maritime quarantine continued at a high frequency. No unusual incidents occurred in this activity during the year.

PREVENTIVE MEDICINE

The Preventive Medicine Section is responsible for matters pertaining to public health, such as control of communicable disease and industrial health problems, infant and child health, and physical standards. The occurrence of a worldwide epidemic of influenza due to the Asian variant of type A influenza virus began to affect the Canal Zone at the beginning of the fiscal period. The number of cases of upper respiratory infections increased rapidly for several months during which time it was estimated that 30 percent of the population was afflicted. Other than an unusual increase in cases of measles and the respiratory infections referred to, there were no further unusual incidences of communicable diseases and no quarantinable diseases occurring on the Canal Zone, or imported to the isthmus during the year.

One of the most active preventive medicine programs for the past several years has been the annual chest X-ray survey of all Canal Zone employees and residents. This year the tuberculosis survey of all employees and residents was accomplished with a total of 12,346 X-rays being taken in comparison with 9,072 in fiscal year 1957. There was 238 X-rays reported as suspicious which included 188 previously known cases. The remaining 120 patients were studied further to determine correct diagnosis. During the year there were 76 new cases of tuberculosis diagnosed, of which 38 were residents of the Republic of Panama, 31 were Canal Zone residents, and 7 were transients.

The poliomyelitis vaccination program continued to expand throughout the year. A total of 15,805 injections was administered to children and adults. There were no cases of poliomyelitis occurring on the Canal Zone during the entire year.

SCHOOL HEALTH

The School Health Section, composed of the school physician assisted by two nurses and two part-time clerical assistants, expanded its activities during the year to include varied allied services in addition to the routine work performed by the group. Physical examinations of students totaling 4,083 were performed in comparison with 3,112 last fiscal year. Visual screening was conducted for 10,361 students, of whom 9,191 were found to have normal vision. The dental survey was modified during the year to include all pupils in the second, fourth, and eighth grades in both the U.S. and Latin American school systems. A total of 2,954 pupils were examined, 2,004 in the U.S. schools and 950 in the Latin American schools, revealing that approximately 47 percent and 30 percent of the pupils, respectively, had no dental cavities. As an adjunct to the overall mission of this division during the year, the Health Section initiated an immunization service among schoolchildren, teachers, and others. The section administered a total of 4,274 injections. It is planned

to expand this service during the coming year to include tetanus, pertussis, and diphtheria, as well as poliomyelitis and smallpox vaccines.

QUARANTINE

Technical supervision and services relating to quarantine matters are the responsibility of this section. Quarantine boarding activities continued as a function of the consolidated boarding party under the administrative direction of the Marine Bureau. During the year, the assignment of a physician as Chief of the Quarantine Section to supervise the training and instruction of boarding officers in quarantine matters resulted in an appreciable improvement in this section. Free or provisional pratique was granted to 8,421 ships during the year in comparison with 5,534 last period. In addition, 455,647 passengers and crew members were processed for quarantine purposes, an increase of 84,567 examinations over last fiscal period. There were 4,132 persons aboard ships vaccinated, and 8,084 passengers and crew members were detained aboard ship for quarantine reasons. Two hundred and thirty-five remand notices were sent to next port of call on vessels for lack of various quarantinable qualifications, or for arrival from plague suspect ports.

USPHS AGENCY

The Division of Preventive Medicine and Quarantine maintains liaison with the U.S. Public Health Service and is responsible for the administration and supervision of the program providing for medical care of American seamen treated in Canal Zone medical facilities as beneficiaries of the U.S. Public Health Service. Under this program medical care was provided for 3,131 seamen, and consisted of 2,877 outpatient visits and 2,596 inpatient hospital-days. During the year a change in policy of the U.S. Public Health Service, permitting local seamen on vessels that do not touch continental U.S. ports to obtain elective care and treatment for chronic illnesses, was initiated. This change accounted for substantial increases in all operational and fiscal phases of this service. This group was previously restricted to emergency care and treatment for acute illnesses as are transient seamen.

VETERINARY ACTIVITIES

This activity is responsible for all veterinary matters relating to food and animal disease control in the Canal Zone. The program is designed to protect the Canal Zone customer against foodborne diseases and subsistence of inferior quality. Inspections of approved food-processing establishments in the Republic of Panama and the Canal Zone totaled 1,228 for the year and included fish and shrimp packing plants, abattoirs, butter, ice cream and cheese manufacturing establishments; beverage bottling, sausage, and milk pasteurizing plants; confectioneries, wholesale markets, farms, meat-packaging units, cold storage depots, and many others.

Ante mortem and post mortem examinations were performed on 3,904 animals slaughtered for food in Panama's abattoir. In addition to the locally slaughtered beef, the veterinary unit controlled

and inspected 138,005 pounds of other beef, 150,037 pounds of lamb, 183,492 pounds of pork, and 1,038,832 pounds of poultry imported for consumption in the Canal Zone. All dairy herds supplying milk to Canal Zone communities were tuberculin tested during the year.

The usual animal disease control activities were carried on during the fiscal period, with rigid controls being exercised over the importation of animals into the Canal Zone, and through the Canal Zone into the Republic of Panama.

As a result of the consolidation of Army and Canal Zone Government animal care activities within the Corozal Animal Hospital that operates in conjunction with the animal quarantine station, an increased workload resulted this fiscal year in all phases of the operation.

Statistical data relating to animals and confinement-days involved in comparison with fiscal year 1957, are given below:

	<i>Fiscal year</i>		<i>Percent increase workload</i>
	<i>1958</i>	<i>1957</i>	
Number of animals admitted:			
Hospital Section.....	1, 501	1, 146	31. 0
Quarantine Section.....	629	497	26. 0
Outpatient clinics.....	6, 439	5, 088	26. 0
Total animal admissions.....	8, 569	6, 731	27. 0
Animal confinement-days:			
Imported and local quarantined animals at Corozal and Cristobal units.....	16, 810	16, 235	3. 5
Others confined in Hospital Section.....	6, 649	6, 046	10. 0
Total animal confinement-days.....	23, 459	22, 281	5. 3

HOSPITALS AND CLINICS

The number of adult patients and patient-days in Canal Zone Government hospitals for the fiscal years 1958 and 1957 was as follows:

	<i>Fiscal year</i>		<i>Percent of actual change</i>
	<i>1958</i>	<i>1957</i>	
Number of adult patients hospitalized:			
Gorgas Hospital.....	9, 223	8, 695	6. 1
Coco Solo Hospital.....	3, 681	3, 490	5. 5
Average length of adult patient stay:			
Gorgas Hospital.....	11. 6	11. 4	1. 8
Coco Solo Hospital.....	9. 3	10. 0	(7. 0)
Adult patient-days:			
Gorgas Hospital.....	99, 207	95, 820	3. 5
Coco Solo Hospital.....	35, 244	34, 210	3. 0
Corozal Neuropsychiatric and Domiciliary Hospital.....	90, 535	95, 896	(5. 6)
Palo Seco Leprosarium.....	43, 356	42, 964	. 9

The death rate from all causes declined from 4.13 per 1,000 population in calendar year 1956 to 3.63 in calendar year 1957. The principal causes of death were arteriosclerotic and degenerative heart diseases. The live birth rate for the Canal Zone decreased slightly in the calendar year 1957, dropping to a rate of 27.95 per 1,000 population in comparison with the 30.20 rate per 1,000 in calendar year 1956.

HIGHLIGHTS

On November 17, 1957, Gorgas Hospital celebrated the 75th anniversary of its founding and the establishment of hospital and medical facilities in the Panama Canal organization. The diamond jubilee was also marked by the issuance of a 3-cent commemorative stamp by the Canal Zone postal service.

Chapter II

PUBLIC EDUCATION

GENERAL DESCRIPTION

The public school system for U.S.-citizen children includes 10 kindergartens; 11 elementary schools with grades 1 through 6; 2 junior high schools, grades 7 and 8; 2 senior high schools, grades 9 through 12; and a junior college, grades 13 and 14.

Public schools for Latin American children include 3 kindergartens; 4 elementary schools with grades 1 through 6; 4 junior high schools, grades 7 through 9; and 2 high schools, grades 10 through 12.

In addition to its regular educational program the schools maintain and operate swimming pools, gymnasiums, playgrounds, and other facilities for child and youth development.

Other educational services performed included adult evening classes and after-school driver-training classes conducted at Balboa and Cristobal. In addition, the observatory at Miraflores was operated during the dry season.

The Latin American schools completed the third year in which instruction in all grades was conducted in Spanish. Considerable progress was made in upgrading the educational qualifications of secondary school staffs, in improving faculty proficiency in the use of the Spanish language, and improving the quality and quantity of textbooks. Thirty-eight Canal Zone teachers attended evening classes at the University of Panama, and 78 teachers and principals enrolled in the summer session there.

ENROLLMENTS

Total day school enrollments increased 3.1 percent over the previous year. The U.S.-citizen school enrollments registered increases in all sections except in the Junior College, grades 13 and 14. An overall increase of 4.6 percent is shown in comparison with 0.9 percent last year.

Latin American enrollments were up very slightly, showing a decided decline in kindergartens, 41.1 percent, and a decline of 2.3 percent in grades 1 through 6. Grades 7 through 12 registered nominal increases of only 0.6 percent.

Enrollment of nonresident, U.S.-citizen tuition students increased from 289 to 333, Panamanian citizens dropped from 237 to 187, and other nationalities dropped from 41 to 30, leaving a total of 550 as compared with 567 last year. There are no tuition students enrolled in the Latin American schools.

	<i>As of Oct. 15—</i>	
	<i>1957</i>	<i>1956</i>
U.S.-citizen schools.....	7, 179	6, 862
Latin American schools.....	4, 028	4, 003
Total.....	11, 207	10, 865

SPECIAL EDUCATION

Special education services for exceptional children were inaugurated this year in the Canal Zone schools. A follow-up study of the survey of handicapped children, initiated in the previous fiscal year, was begun in August 1957. In addition, a speech survey of all second and fourth grade pupils was conducted in the U.S. elementary schools. Of the children examined, 9.74 percent needed speech correction. A school psychologist was added to the special education staff in January 1958.

A speech correction program was begun in September 1957, and studies and recommendations were made preparatory to the establishment of classes for educable mentally handicapped children. Another important phase of the special education program was inaugurated in February 1958 when a special class for physically handicapped children was started in temporary quarters at Gorgas Hospital. Eight teachers from the U.S. schools and six from the Latin American schools were sent to the United States for training in the teaching of exceptional children. With the beginning of the school year in September 1958, considerable expansion is planned for the special education program.

PLANT

Several major plant changes were either completed or underway at the end of the fiscal year. They are: additional dressing room facilities at the Balboa gymnasium, the replacement of Ancon elementary school playshed, construction and alteration of classrooms for handicapped children at Santa Cruz and Balboa; and the construction of Reserve Officers' Training Corps and activities building at Balboa High School. The Cristobal elementary school, located in the Republic of Panama, was closed in June and classes will reopen at Coco Solo in September. Transfer of the Cristobal school facilities will be made to the Republic of Panama in accordance with the provisions of the Remon-Eisenhower treaty.

LIBRARY-MUSEUM

The library, founded in August 1914, soon will enter its 45th year of continuous service to canal officials and employees. The Canal Zone Museum was created during the latter part of 1950 as an adjunct to the library.

Circulation of library materials increased more than 7 percent during the past fiscal year, and there has been an increase of 21 percent in circulation since 1951. A total of 254,046 books, periodicals (including official periodicals), and documents were circulated during the year in comparison with a total of 236,128 last year.

Coordination of library services with the schools was further implemented during the year. Additions were made to the Spanish book stocks in the Latin American branches of the library. These branches continue to attract school and community interest.

During the past year, and as a result of the interest and cooperation of local persons and staff members of the Library of Congress and of the New York Library for the Blind, a library service for the blind was initiated. A procedure has been established for the use of a special-purpose record player and talking-book loan privileges through the Canal Zone Library for those in need of the service and also for the Schools Division special education program.

Chapter III

PUBLIC ORDER AND PROTECTION

POLICE ACTIVITIES

During the fiscal year decisive steps were taken to raise the professional standard of the Canal Zone police. There were no significant changes in the police organization or plant, and the authorized force continued at about the same level as last year. Near the close of the fiscal year arrangements were made for the designation of available male personnel in the customs and postal divisions as auxiliary policemen to supplement the regular police force in the event of severe emergency.

The major activities of the division include highway and townsite patrols by radio cars and motorcycles, launch patrols of lakes and harbors, foot patrols of the jungles, detective investigations, investigations of traffic accidents, and issuing of warning notices. In addition, police personnel locate persons in the Canal Zone who are wanted in Panama for criminal offenses, examine persons for motor vehicle driver's licenses, photograph and fingerprint arrested persons, impound animals and motor vehicles, investigate deaths, operate the penitentiary and the prison for women and minors, and provide special police protection when necessary.

In addition to the usual inservice training programs which were stepped up, more rigid employment, promotion, and job-assignment policies were instituted. A "Code of Ethics and Canons of Police Ethics," promulgated by a committee appointed by the International Association of Chiefs of Police, was adopted and widely distributed during the year.

Comparative statistics tabulated below indicate that arrests and workload in general in the indicated phases declined. The most significant change occurred in the number of arrests made, there being 443 fewer offenses in comparison with last year. The most decided increase in any phase is that in the number of warning tickets issued, an increase of 856 being shown over the comparable number last year. Sixty-two nationalities were represented among those arrested. As usual, nonresidents, mostly Panamanians, were responsible for the bulk of the offenses committed.

Police activity highlights of the year consisted of active participation in the civil defense, Canal Zone-wide alert Opal 1958, with the manning of traffic control points throughout the zone pursuant to the master plan.

Cooperative international relations with Panama continued in a normal trend except during May 1958 when untoward incidents occurred which required special handling.

<i>Classification of arrests</i>	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Male.....	4, 238	4, 480
Female.....	328	529
Total.....	4, 566	5, 009
Arrests made with warrants.....	204	268
Arrests made without warrants.....	4, 362	4, 741
Total.....	4, 566	5, 009
Residents of Canal Zone.....	1, 215	1, 417
Residents of Panama.....	3, 116	3, 390
Transients.....	235	202
Total.....	4, 566	5, 009
Charges for misdemeanors.....	4, 623	5, 097
Charges for felonies.....	298	267
Total offenses.....	4, 921	5, 364
Offenses reported to FBI.....	1, 180	1, 093
Motor patrols made (in miles).....	863, 473	842, 000
Traffic accidents investigated.....	445	506
Warning tickets issued.....	4, 352	3, 496
Deaths investigated by Coroner.....	78	82
Daily average prisoners in jail.....	41	37
Daily average convicts in penitentiary.....	110	101

COURT ACTIVITIES

The judicial functions of the Canal Zone Government are performed by the Magistrates' Courts. The two courts, each presided over by a magistrate, are in session throughout the year in the Canal Zone, and handle cases for the subdivisions of Balboa and Cristobal. The number of cases handled in the Cristobal court totaled, 1,079, a decrease of 329 from the 1,408 handled in fiscal year 1957. The number of cases handled in the Balboa court decreased slightly, a total of 3,475 compared with 3,488 cases handled in 1957.

A summary of activities at the Magistrates' Courts, Cristobal and Balboa, during fiscal year 1958, in comparison with figures for fiscal year 1957, is shown below:

	<i>Cristobal</i>		<i>Balboa</i>		<i>Total</i>	
	<i>1958</i>	<i>1957</i>	<i>1958</i>	<i>1957</i>	<i>1958</i>	<i>1957</i>
Cases handled:						
Criminal.....	1, 027	1, 404	3, 440	3, 470	4, 467	4, 874
Civil.....	52	4	35	18	87	22
Total.....	1, 079	1, 408	3, 475	3, 488	4, 554	4, 896
Disposition of criminal cases:						
Conviction.....	919	1, 250	3, 097	3, 156	4, 016	4, 406
Acquittal.....	35	43	90	121	125	164
Dismissal.....	26	71	132	93	158	164
Held for District Court.....	47	40	121	100	168	140
Total.....	1, 027	1, 404	3, 440	3, 470	4, 467	4, 874
Convictions in which execution of sentence was suspended and defendants placed on probation.....	78	98	216	293	294	391
Rearrested for violating terms of probation.....	6	3	19	27	25	30
Fines imposed.....	\$10, 822	\$15, 295	\$28, 129	\$30, 250	\$38, 951	\$45, 545

PARDON BOARD

The Pardon Board, consisting of 5 members appointed by the Governor, acts in an advisory capacity in consideration of requests submitted by prisoners for executive clemency. The board considered 48 applications for executive clemency during the year, all of which were for commutation of penitentiary and jail sentences to the portion already served. The Governor granted clemency in six of the cases. The board also considered and submitted recommendations on three applications for revocation of orders deporting persons following service of sentences of imprisonment. None of these applications were granted by the Governor.

FIRE PROTECTION

Under the consolidation of all Federal Government structural fire-fighting facilities in the Canal Zone, the Canal Zone Government Fire Division is responsible for all fire protection and fire prevention and for certain lifesaving and rescue operations in the civilian communities of the Canal Zone and on ships in Canal waters; for structural firefighting on military reservations and for fighting brush fires and fires at outlying military sites on the Canal Zone. With the closing of the fire station at Madden Wye on June 28, 1958, there remained in operation 14 stations, 8 on the Pacific side and 6 on the Atlantic side. At the close of fiscal year 1958 there remained 5 volunteer fire companies, each consisting of 10 men.

At the request of Panamanian officials on January 16, 1958, the Canal Zone Fire Division cooperated in the control and extinguishing of a major fire which occurred in the San Miguel section of Panama City.

Statistics on firefighting operations follow:

	<i>Fiscal year 1958</i>		<i>Fiscal year 1957</i>	
	<i>Number of fires</i>	<i>Property loss</i>	<i>Number of fires</i>	<i>Property loss</i>
Panama Canal Company-----	265	\$2, 994	378	\$2, 557
Canal Zone Government-----	8	239	8	123
Armed Forces-----	260	23, 851	314	168, 859
Private (including ships)-----	62	44, 715	68	271, 682
Total-----	595	\$71, 799	768	\$443, 221
		<i>Fiscal year 1958</i>	<i>Fiscal year 1957</i>	
Calls for emergency aid-----		111	96	
Value of property involved in fires-----		\$16, 749, 018	\$24, 067, 026	

CIVIL DEFENSE

During the year a new Civil Defense and Disaster Relief Plan, establishing civil defense responsibilities within the present normal operating organization of the Company/Government, was approved.

Two national alert exercises were held during the fiscal year—in July 1957 and May 1958. In the 1957 exercise over 500 Company/Government employees took part in the activities on each side of the isthmus, together with 100 members of the volunteer corps. The three control points were mobilized and the technical problems

presented by the exercise were resolved. In the May 6, 1958, activities, Opal 58, a preparedness exercise was held in the Canal Zone; this is the first activity under the new Civil Defense and Disaster Relief Plan.

Plans for the main control center to be located in the Administration Building at Balboa Heights were approved and invitations for bids on its construction were advertised in June 1958. During the year this unit was successful in obtaining funds and supplies from the Federal Civil Defense Administration (FCDA); however, such assistance was discontinued effective July 1, 1958, as a result of a Bureau of the Budget ruling. The survival plan study approved by the Governor and the Federal Civil Defense Administration was eliminated as a result of this decision of the Bureau of the Budget.

During the fiscal year 1958 the civil defense unit participated in two emergency operations occurring in the Republic of Panama. As a result of the disastrous fire in the San Miguel area, Panama, on January 16, 1958, this unit was called upon to handle liaison between Panamanian officials and the Canal Zone agencies and organizations, and aided in the collection of necessities for the destitute.

Again, on May 19, 1958, the Civil Defense Welfare Service of the unit was called upon to provide emergency food and shelter for Canal Zone employees residing in Panama who could not reach their homes as a result of the rioting and civil disturbance that caused a state of siege in Panama.

Chapter IV

POSTS, CUSTOMS, AND IMMIGRATION

POSTAL SYSTEM

The postal system made substantial changes in public service and internal operations during the year.

Principal changes in service to the public included the discontinuance of postal units at Coco Solo and Fort Davis in November and December 1957 as a result of the deactivation of the Naval Station, Coco Solo, and the post of Fort Davis. All activities previously performed at the Coco Solo unit were transferred to the main post office at Cristobal. Effective February 24, 1958, a branch of the Cristobal post office was established at Fort Gulick, C.Z., to serve Headquarters Atlantic Area, U.S. Army Caribbean, the military Latin American School for Ground Forces, military personnel stationed in the Atlantic area, and civilian personnel residing at Fort Gulick.

In August 1957, the mail-handling subunit at Tocumen Airport was closed and the air carriers took over the transportation of incoming and outgoing mails between the airport and the mail handling unit, Balboa. This arrangement permits use of all available flights and reduced the cost of truck transportation of air mails.

A 3-cent postage stamp commemorating the 75th anniversary of the opening of Gorgas Hospital was issued on November 17, 1958.

Operations for the past 2 fiscal years are summarized in the following table:

Receipts:	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Sale of postage stamps, stamped paper, box rents, and permit handling.....	\$607, 177	\$642, 384
Interest on investments of postal savings.....	167, 000	166, 057
Money order fees collected.....	44, 759	40, 754
Other receipts.....	10, 321	9, 400
Total receipts.....	829, 257	858, 595

Statistics relative to the physical volume of the operations of the Canal Zone Postal System for the past 2 fiscal years are covered in the following table:

Registered, certified, and insured articles handled:	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Number sent.....	89, 955	96, 816
Number received.....	111, 013	129, 404
Dispatches of surface mail handled:		
Number sent.....	2, 034	2, 062
Number received.....	2, 999	2, 972
Dispatches of airmail handled:		
Number sent.....	11, 398	11, 665
Number received.....	18, 267	18, 200

CUSTOMS, IMMIGRATION, AND SHIPPING COMMISSIONER SERVICES

There were no significant changes in plant or functions in the Customs Division throughout the year. The tabulation shown below indicates decreases in all functions noted except in the number of passengers disembarking from vessels, and the number of U.S. seamen discharged or signed on. The average daily census of immigration cases and the number of detention-days at the Corozal station decreased from 13.7 persons in 1957 to 11.1 persons daily in 1958. Contraband irregularities, resulting from purchases in the Canal Zone by unauthorized persons, excessive purchases, and trespassing in retail stores, were again substantially reduced as a result of the effects of certain treaty provisions.

The following is a statistical summary of the more important items handled by the customs and immigration operation during the fiscal year 1958, together with comparative figures for fiscal year 1957:

	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Vessels entered from sea.....	10, 677	11, 299
Passengers disembarked, vessels.....	15, 510	14, 004
Passengers disembarked, aircraft.....	14, 258	14, 324
U.S. seamen discharged or signed on.....	1, 234	1, 185
Other seamen discharged or signed on.....	4, 178	4, 451
Number of detention-days, immigration station.....	4, 033	4, 984
Contraband irregularities investigated.....	321	634

VISAS

During fiscal year 1958, 462 visas were issued by the executive secretary to alien residents of the Canal Zone traveling to the United States. Of these, 4 were quota immigrant visas, 285 were nonquota immigrant visas, and 173 nonimmigrant visas. Fees collected for visas amounted to \$7,233.

Chapter V

LICENSES, INSURANCE, AND ESTATES

LICENSES

On July 1, 1957, the operations of the License Section and the Land License Unit of the Civil Affairs Bureau were consolidated. The activities of the new License Section are under the supervision of the former chief of the Land License Unit.

The mission of the section is to issue, administer, and effect collection of the appropriate fees for vehicular, land, and miscellaneous licenses and permits assigned to the section in conformity with all existing laws, treaties, regulations, policies, and tariffs. Principal types of licenses handled during the fiscal year 1958 as compared with the corresponding figures for fiscal year 1957 are shown below:

	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Vehicle licenses.....	13, 303	13, 310
Motor vehicle operators' licenses and permits.....	13, 986	17, 419
Vehicle registrations transferred.....	2, 936	3, 231
Dog licenses.....	2, 055	1, 965
Land licenses in force at year's end.....	740	775
Annual revenue.....	\$187, 818	\$192, 748

INSURANCE

The license fee for insurance companies doing business in the Canal Zone is \$10 per year, with a tax of 1½ percent on premiums collected. At the end of the fiscal year, 32 companies were licensed to write insurance in the Canal Zone. Life insurance companies reported that, as of December 31, 1956, 4,309 policies were in force. During calendar year 1957 a total of 366 policies were issued, while 722 were canceled, leaving a total of 3,953 with an aggregate value of \$17,329,045 in force as of December 31, 1957. Premiums collected on life insurance during calendar year 1957 totaled \$440,963. Claims settled during the year amounted to \$19,750.

During calendar year 1957, premiums received by miscellaneous insurance companies included accident, automobile, liability, fire, surety, fidelity, etc., but excluding life insurance, amounted to \$842,328. Losses paid during the year totaled \$281,388. The tax of 1½ percent on premiums paid by all classes of insurance companies amounted to \$19,238 in comparison with \$18,270 the previous fiscal year.

ADMINISTRATION OF ESTATES

This fiscal year the number of estates settled by the Public Administrator again decreased as a result of Public Law 347, 83d Congress, which simplified the method of payment of moneys due deceased Government employees. Comparative statistics are shown below:

	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Number of estates settled.....	15	20
Assets handled.....	\$4, 126	\$21, 846
Commissions.....	None	\$792

FOREIGN CORPORATIONS

The licensing of foreign corporations to do business in the Canal Zone is shown below. Insurance companies, steamship lines and agencies, contractors, and other corporations are included in this group.

	<i>Fiscal year</i>	
	<i>1958</i>	<i>1957</i>
Foreign corporations licensed.....	172	148
Licenses and filing fees collected.....	\$1, 720	\$1, 480

Chapter VI

MUNICIPAL IMPROVEMENTS

ROADS, STREETS, AND SIDEWALKS

Construction and maintenance forces of the Panama Canal Company provided services during the year on regular maintenance of roads, streets, and sidewalks, and the maintenance of the Boyd-Roosevelt Trans-Isthmian Highway. A combined length of 118.94 miles of streets and highways was maintained within the Canal Zone, and 45.81 additional miles composing the Boyd-Roosevelt Highway. In addition to the planned repairs on the highway, heavy slides had to be corrected during the year.

MAINTENANCE OF QUARTERS, HOSPITALS, AND PUBLIC BUILDINGS

Routine and special maintenance of all Company/Government owned quarters, hospitals, public buildings, steamplants, and all refrigeration equipment was accomplished throughout the year.

SEWER SYSTEM

Panama Canal Company forces performed regular sewer maintenance during the year on 176.58 miles of sanitary sewers and storm drains, consisting of cleaning and flushing lines, removing obstructions, replacement of defective piping, and the maintenance of six sewer pumps, comminutor, and treatment plant.

Chapter VII

FINANCIAL REPORT AND STATISTICAL DATA

FINANCIAL STATEMENTS AND RELATED SUPPLEMENTARY REPORTS FOR THE YEAR ENDED JUNE 30, 1958

Presented herewith are the financial statements of the Canal Zone Government for the year ended June 30, 1958. These statements, which appear on tables 1 through 4, fairly present the financial condition of the agency at June 30, 1958, and the financial results of its operation for the fiscal year then ended. The accompanying statements have been examined by the internal audit staff of the Panama Canal Company and are subject to audit by the General Accounting Office.

Activities of the agency are financed by congressional appropriation. Operating appropriations are available for obligations only in the year for which the appropriations are made. Capital appropriations are available until expended. The agency's operating accounts are kept on an accrued cost basis, including depreciation of fixed assets, in accordance with generally accepted accounting principles, while the status of appropriated funds is determined on an obligations incurred basis in accordance with Government requirements.

The agency's revenues arise from charges to individuals and other Government agencies using certain of its services. All revenues thus received are turned into the U.S. Treasury as miscellaneous receipts. The excess of total accrued costs, including depreciation, over revenues is payable to the U.S. Treasury by, and treated as an expense of, the Panama Canal Company in accordance with the requirements of section 246 of title 2 of the Canal Zone Code, as amended. All operating and capital appropriations expended by the Canal Zone Government are thus eventually repaid to the U.S. Treasury.

The agency also operates a postal savings and international money order system for the convenience of Canal Zone residents. Funds from this source are invested in U.S. Government securities at rates of interest that cover the 2-percent interest paid to depositors and expenses of the service.

Invested capital

Invested capital consists of fixed assets and inventories of material and supplies less allowances for depreciation and obsolescence of fixed assets, and less the potential liability for employees' accrued leave, which under the law is not an obligation against appropriated funds until paid.

During the year, properties with an appraised market value of \$994,500 were transferred from Canal Zone Government to the Republic of Panama, in accordance with terms of the 1955 treaty between the United States and the Republic of Panama. The excess

of market over book value, in the amount of \$372,540, was transferred to retained revenue of the Panama Canal Company and applied as a reduction of amounts due the U.S. Treasury under statutory obligations of section 246 of title 2 of the Canal Zone Code.

Table 2 shows the status of this fund and appropriated funds at the beginning and end of the year, and summarizes the changes which occurred during the year.

Capital additions

Capital additions for the year amounted to \$838,177. Total depreciation for the year exceeded plant additions by \$157,768. Further details appear on table 4.

Financial results

The net cost of operating Canal Zone Government amounted to \$10,737,194 for the fiscal year ended June 30, 1958, as compared to \$10,135,514 for the preceding fiscal year 1957. The principal factor causing this net increase in costs between the 2 years was the pay increase granted in July of fiscal year 1959, retroactive to January 1958. This retroactive expense is reflected in the accounts as of June 30, 1958. As in the preceding year, net costs, as indicated above, were absorbed as expense of the Panama Canal Company. Further details are set out in table 3 of the accompanying financial statements.

Table 1.—Statement of Financial Condition, June 30, 1958

Assets

CURRENT ASSETS:

Fund balances with U.S. Treasury and cash:		
Fund balances in U.S. Treasury checking account.....	\$4, 917, 713	
Cash on hand and in transit.....	124, 582	
	<hr/>	\$5, 042, 295
U.S. Treasury bonds and notes at cost (postal savings and money order funds). (Par value, \$6,250,000; market value, \$5,967,800).....		
		6, 249, 688
Accounts receivable:		
U.S. Government agencies.....	452, 065	
Others.....	194, 283	
Accrued interest receivable on postal fund investments.....	22, 940	
	<hr/>	669, 288
Inventory of hospital supplies.....		137, 382
Other current assets.....		9, 134
		<hr/>
Total current assets.....		12, 107, 787

FIXED ASSETS (table 4):

Cost.....	44, 847, 909	
Less depreciation and valuation allowances.....	15, 174, 505	
	<hr/>	29, 673, 404
		<hr/>
		41, 781, 191
		<hr/>
		<hr/>

NOTE.—The Canal Zone Government has outstanding commitments in the amount of \$908,000 under uncompleted construction contracts and unbilled purchase orders, and an estimated liability of about \$147,000 for relief payments to be made to retired alien employees in fiscal year 1959.

Table 1.—Statement of Financial Condition, June 30, 1958—Continued

		<i>Liabilities and Equity</i>	
CURRENT LIABILITIES:			
Accounts payable:			
Panama Canal Company.....	\$1,387,436		
Revenues and other recoveries due U.S. Treasury.....	1,130,952		
Other U.S. Government agencies.....	298,797		
			\$2,817,185
Postal money orders payable.....	375,356		
Less advance deposits with U.S. Post Office Department.....	178,247		
			197,109
Postal savings deposited:			
Savings certificates outstanding.....	5,713,285		
Accrued interest payable.....	258,879		
			5,972,164
Accrued liabilities:			
Salaries and wages.....	725,910		
Others.....	146,851		
			872,761
Other current liabilities.....			48,018
Total current liabilities.....			9,907,237
EMPLOYEES' ACCRUED ANNUAL LEAVE (unfunded) ..			1,763,899
EQUITY OF U.S. GOVERNMENT (table 2):			
Operating funds.....	108,549		
Capital funds.....	1,954,619		
Invested capital.....	28,046,887		
			30,110,055
			<u>41,781,191</u>

TABLE 2.—Statement of Changes in Equity of U.S. Government, Year Ended June 30, 1958

	Total	Operating funds	Capital funds	Invested capital
EQUITY AT JUNE 30, 1957:				
Unobligated funds.....	\$1,598,755	-----	\$1,598,755	-----
Obligated funds.....	253,182	\$52,252	200,930	-----
Invested capital:				
Fixed assets, net.....	30,328,054	-----	-----	\$30,328,054
Inventories.....	125,511	-----	-----	125,511
Unfunded liability for employees' accrued leave.....	(1,626,179)	-----	-----	(1,626,179)
Balance at June 30, 1957.....	30,679,323	52,252	1,799,685	28,827,386
INCREASES IN EQUITY:				
Appropriations by the Congress.....	17,468,500	16,468,500	1,000,000	-----
Excess of market over book value of properties transferred to Republic of Panama, Nov. 7, 1957, under 1955 treaty.....	372,540	-----	-----	372,540
Transfers from other U.S. Government agencies, net: Various municipal facilities transferred from the Panama Canal Company.....	155,199	-----	-----	155,199
	17,996,239	16,468,500	1,000,000	527,739
DECREASES IN EQUITY:				
Net cost of Canal Zone Government (table 3):				
Accrued funded operating expenses.....	16,344,233	16,344,233	-----	-----
Depreciation for the year.....	995,945	-----	-----	995,945
Increase in liability for employees' accrued leave.....	137,720	-----	-----	137,720
Plant adjustments, net.....	6,037	-----	-----	6,037
	17,483,935	16,344,233	-----	1,139,702
Recovery of costs.....	6,746,741	6,746,741	-----	-----
Total net cost for year.....	10,737,194	9,597,492	-----	1,139,702
Other decreases:				
Recovery of costs coverable into U.S. Treasury.....	6,746,741	6,746,741	-----	-----
Transfers to other U.S. Government agencies, net: Water line, Palo Seco Leprosarium, transferred to the Panama Canal Company.....	28,696	-----	-----	28,696
Market value of properties transferred to Republic of Panama, Nov. 7, 1957, under 1955 treaty.....	994,500	-----	-----	994,500
Unobligated operating funds withdrawn by U.S. Treasury.....	56,100	56,100	-----	-----
Adjustment of plant salvage coverable into U.S. Treasury.....	2,276	-----	-----	2,276
	7,828,313	6,802,841	-----	1,025,472
	18,565,507	16,400,333	-----	2,165,174
TRANSFERS BETWEEN FUNDS:				
Capital expenditures.....	-----	-----	(821,508)	321,508
Removal costs on plant retirements.....	-----	-----	(23,558)	23,558
Increase in inventories.....	-----	(11,870)	-----	11,870
	-----	(11,870)	(845,066)	856,936
Net increase or decrease.....	(569,268)	56,297	154,934	(780,499)
EQUITY AT JUNE 30, 1958:				
Unobligated funds.....	1,155,327	-----	1,155,327	-----
Obligated funds.....	907,841	108,549	799,292	-----
Invested capital:				
Fixed assets, net.....	29,673,404	-----	-----	29,673,404
Inventories.....	137,382	-----	-----	137,382
Unfunded liability for employees' accrued leave.....	(1,763,899)	-----	-----	(1,763,899)
Balance at June 30, 1958.....	30,110,055	108,549	1,954,619	28,046,887

Table 3.—Statement of Operations, Year Ended June 30, 1953

	Accrued operating expenses				Total	Net cost of operations borne by Panama Canal Company
	Recoveries	Funded costs	Accrued depreciation	Other nonfund charges and credits		
CIVIL FUNCTIONS:						
Customs and immigration.....	\$26,342	\$416,875	\$131	-----	\$417,006	\$390,664
Postal service.....	837,751	1,055,378	5,461	-----	1,060,839	223,088
Police protection.....	10,130	1,545,509	28,569	-----	1,574,078	1,563,948
Fire protection.....	655,959	992,373	26,806	\$128	1,019,307	363,348
Judicial system.....	40,336	65,371	1,139	-----	66,510	26,174
Education.....	1,732,245	3,184,641	146,756	-----	3,331,397	1,599,152
Public areas and facilities.....	-----	716,384	595,547	-----	1,311,931	1,311,931
Library.....	3,155	101,643	-----	-----	101,643	98,488
Internal security.....	-----	103,982	-----	-----	103,982	103,982
Other civil affairs:						
Office of Civil Affairs Director.....	-----	51,331	37	-----	51,368	51,368
Civil defense.....	-----	19,480	753	-----	20,233	20,233
Motor vehicle licenses and other fees.....	109,868	33,757	193	-----	33,950	(75,918)
Total civil functions.....	3,415,786	8,286,724	805,392	128	9,092,244	5,676,458
HEALTH AND SANITATION:						
Hospitals and clinics:						
Gorgas Hospital and clinics.....	2,191,269	3,561,091	79,768	153	3,641,012	1,449,743
Coco Solo Hospital and clinics.....	679,279	1,256,987	47,646	-----	1,304,633	625,354
Corozal Mental Hospital.....	34,916	494,121	11,296	-----	505,417	470,501
Palo Seco Leprosarium.....	138,861	133,424	6,902	-----	140,326	1,465
Other public health services:						
Office of Health Director.....	818	113,848	-----	-----	113,848	113,030
Sanitation.....	-----	321,376	2,982	-----	324,358	324,358
Garbage collection.....	-----	119,000	-----	-----	119,000	119,000
Preventive medicine and quarantine.....	2,938	89,351	-----	-----	89,351	86,413
Veterinarian services.....	39,600	66,861	1,707	-----	68,568	28,968
Cemeteries, operation and maintenance.....	18,486	44,197	1,165	-----	45,362	26,876
Total health and sanitation.....	3,106,167	6,200,256	151,466	153	6,351,875	3,245,708
GENERAL EXPENSES:						
Office of the Governor.....	-----	60,311	-----	-----	60,311	60,311
General and administrative expense.....	-----	750,000	-----	-----	750,000	750,000
Recovery from Armed Forces: Portion of general and administrative expenses—consolidation of firefighting facilities.....	90,125	-----	-----	-----	-----	(90,125)
Net increase in employees' accrued leave.....	-----	-----	-----	137,720	137,720	137,720
Recruitment and repatriation.....	-----	82,450	-----	-----	82,450	82,450
Employees' home leave travel.....	-----	246,701	-----	-----	246,701	246,701
Government buildings and sites.....	125,254	156,173	23,240	101	179,514	54,260
Alien cash relief:						
Expenses.....	-----	137,975	-----	-----	137,975	137,975
Distribution at normal rates to operating activities.....	-----	(134,339)	-----	-----	(134,339)	(134,339)
Furniture pool operations:						
Expenses.....	-----	34,685	9,186	-----	43,871	43,871
Distributed to operating activities.....	-----	(44,651)	-----	-----	(44,651)	(44,651)
Canal Zone Government contribution to Federal employees' group life insurance fund.....	-----	21,934	-----	-----	21,934	21,934
Death and disability compensation.....	-----	18,095	-----	-----	18,095	18,095
Retroactive and other compensation adjustments.....	-----	516,636	-----	-----	516,636	516,636
Miscellaneous charges and credits.....	9,409	11,283	6,661	5,655	23,599	14,190
Total general expenses.....	224,788	1,857,253	39,087	143,476	2,039,816	1,815,028
Total.....	6,746,741	16,344,233	995,945	143,757	17,483,935	10,737,194

STATISTICAL DATA

Personnel data

The U.S.-rate force of the Canal Zone Government numbered 1,143 as of June 30, 1958, in comparison with 1,141 on June 30, 1957. The non-U.S.-citizen force numbered 1,203 as of June 30, 1958, as compared with 1,168 on June 30, 1957. The increase in non-U.S.-citizen employees occurred in the Sanitation Division and was necessary to handle the intensified malaria control campaign.

The number of full-time employees of the Canal Zone Government organization paid at U.S. and Canal Zone rates are shown in the following table:

Number of Full-time Employees Paid at United States Rates

<i>Canal Zone Government</i>	<i>As of June 30—</i>	
	<i>1958</i>	<i>1957</i>
Governor's office and staff.....	18	18
Magistrates' Courts.....	5	6
Civil Affairs Director.....	7	8
Postal Division.....	95	94
Customs Division.....	49	48
Fire Division.....	55	56
Police Division.....	186	183
Libraries.....	9	8
Licenses.....	6	6
Schools.....	288	278
Health Director.....	9	9
Quarantine and preventive medicine.....	9	8
Hospitals and clinics.....	398	412
Sanitation.....	9	7
Total Canal Zone Government.....	1, 143	1, 141

Number of Full-time Employees Paid at Canal Zone Wage Rates

<i>Canal Zone Government</i>	<i>As of June 30—</i>	
	<i>1958</i>	<i>1957</i>
Magistrates' Courts.....	2	1
Civil Affairs Director:		
Customs Division.....	12	13
Fire Division.....	141	147
Police Division.....	39	39
Libraries.....	5	4
Licenses.....	1	1
Schools.....	247	230
Health Director:		
Quarantine and preventive medicine.....	6	6
Hospitals and clinics.....	626	639
Sanitation.....	124	88
Total Canal Zone Government.....	1, 203	1, 168

CANAL ZONE GOVERNMENT

PRESIDENT OF UNITED STATES

SECRETARY OF ARMY

OFFICE OF GOVERNOR

LIEUTENANT GOVERNOR

MILITARY ASSISTANT
TO GOVERNOR

MILITARY ASSISTANT

LIAISON BETWEEN THE PANAMA CANAL COMPANY - CANAL ZONE GOVERNMENT AND THE ARMED FORCES
AIDE-DE-CAMP TO THE GOVERNOR AND PROTOCOL OFFICER FOR THE PANAMA CANAL COMPANY-CANAL ZONE GOVERNMENT
STAFF ADVISOR TO GOVERNOR ON MATTERS PERTAINING TO THE MILITARY PROTECTION OF THE CANAL ZONE.

INTERNAL SECURITY
OFFICE

CHIEF

ADVISOR TO THE GOVERNOR-PRESIDENT AND HIS STAFF ON ALL INTELLIGENCE AND SECURITY MATTERS
SUPERVISES AND CONDUCTS THE AUTHORIZED SECURITY PROGRAM FOR THE COMPANY-GOVERNMENT

EXECUTIVE
SECRETARY

DIPLOMATIC RELATIONS
REGULATIONS AND POLICIES
COMMISSARY AND AUTHORITY CARDS
LICENSES FOR INSURANCE COMPANIES AND FOREIGN CORPORATIONS
CUSTODIAN OF SEAL OF CANAL ZONE GOVERNMENT

CIVIL AFFAIRS
BUREAU

DIRECTOR

SCHOOLS
POLICE AND FIRE PROTECTION
POSTAL SERVICE
LIBRARIES
CUSTOMS SERVICE
SHIPPING COMMISSIONER
ADMINISTRATION OF ESTATES
LICENSING
IMMIGRATION SERVICE
CIVIL DEFENSE

HEALTH
BUREAU

DIRECTOR

PREVENTIVE MEDICINE
HOSPITALIZATION
MEDICAL AND DENTAL CLINICS
CITY HEALTH OFFICES AND OUT-PATIENT CLINICS
SANITARY ENGINEERING AND ENGINEERING
QUARANTINE

MAGISTRATES
COURTS

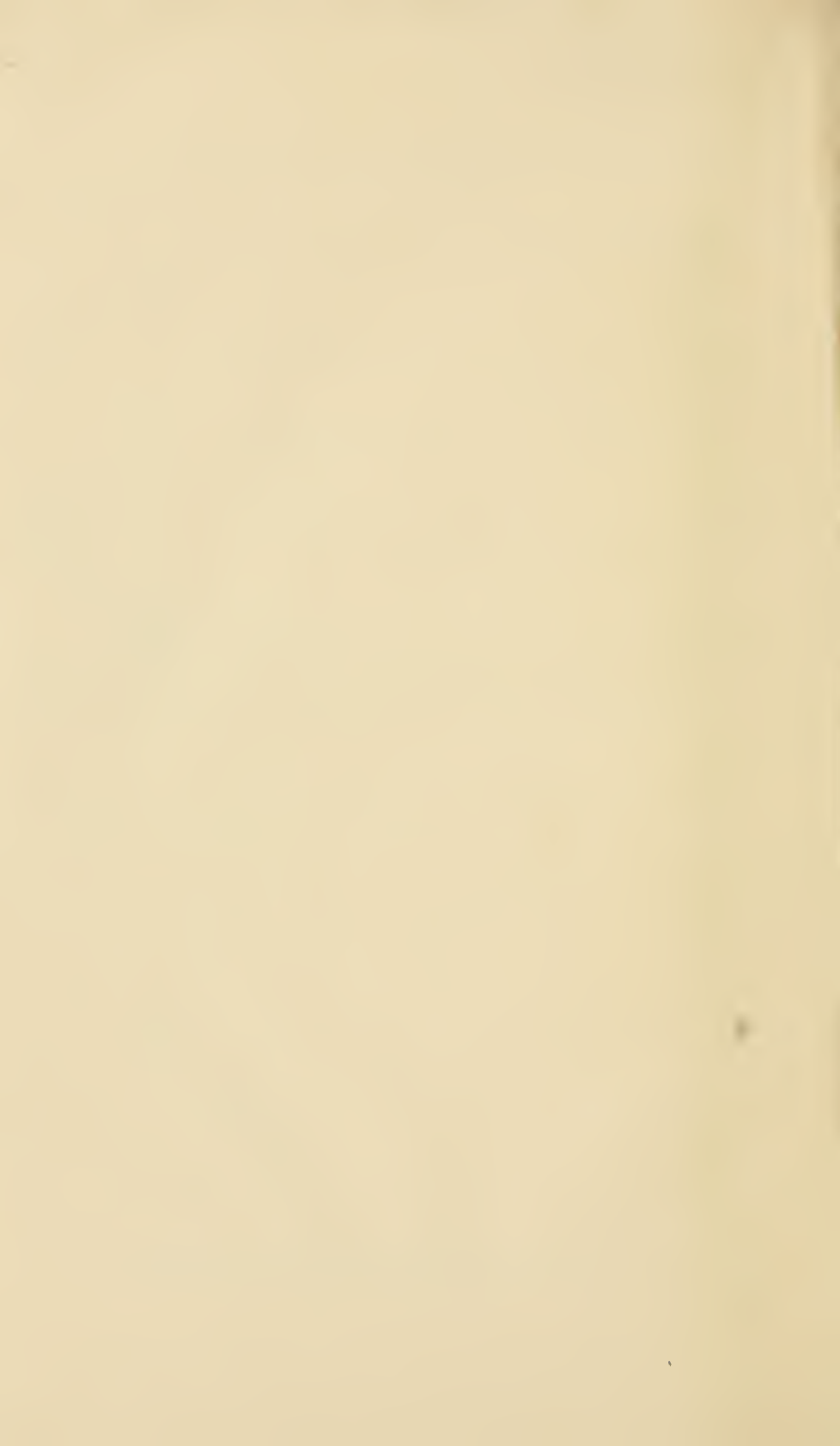
MAGISTRATE, BALBOA
MAGISTRATE, CRISTOBAL

CRIMINAL ACTIONS
(LIMITED ORIGINAL JURISDICTION AND PRELIMINARY HEARINGS)
CIVIL ACTIONS
(\$500 OR LESS)

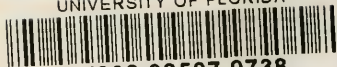
Area of Canal Zone

The total area of the Canal Zone as of June 30, 1958, with areas segregated for various purposes, is shown in the table below:

<i>Land area</i>	<i>Square miles</i>
Air Force, Army, and Navy reservations (inclusive of licenses and letters of permission):	
Air Force.....	14.06
Army.....	114.70
Navy.....	18.68
Total.....	147.44
Canal Zone townsites and areas outside of townsites in active use.....	11.78
Miscellaneous assigned land areas:	
Barro Colorado Island.....	5.71
Madden Forest Preserve (excluding Madden Road).....	5.38
Cattle pastures.....	2.50
Commercial licenses (agricultural leases and garden plots).....	2.67
Total.....	16.26
Swamps.....	15.14
Remaining usable land (largely mountain or jungles).....	181.70
Total land area of the Canal Zone.....	372.32
<i>Water area</i>	<i>Square miles</i>
Fresh water.....	186.07
Tidewater (Atlantic and Pacific within 3-mile limit).....	89.45
Total water area of the Canal Zone.....	275.52
Total area of the Canal Zone.....	647.84



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