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A MIGUEL DE CERVANTES SAavedra
VALIOSO DE TODAS LAS ALMAS
UNIDO POR EL ETERNO VINCULO
DEL GENIO CASTELLANO

W. P. Leber
Governor-President
R. S. Hartline
Lieutenant Governor
Frank A. Baldwin
Panama Canal Information Officer

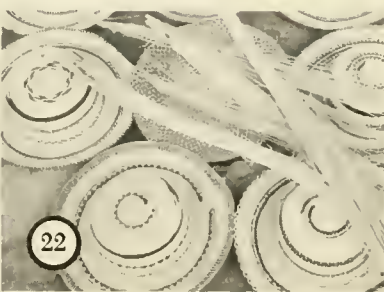
THE PANAMA CANAL
REVIEW
Official Panama Canal Publication

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Our Covers

RISING MAJESTICALLY near the University of Panama's Library and Administration Building, the statue of Miguel de Cervantes Saavedra, the master of Spanish literature, appears to be the illuminating spirit guiding the future of Panama's leading educational institution. It typifies the theme of the school, "toward the light". A portion of the inscription at the base of the monument is translated:

*To Miguel de Cervantes Saavedra
Beacon for all people united by the
Eternal bond of the Castilian language
Homage from Panama to the author of
Don Quixote de la Mancha. . .*

The statue was sculptured in Spain by Julio González Pola and paid for by a public subscription mostly from Panamanian students. It was dedicated in January 1923 and was first located at Plaza Porras, formerly named Plaza Cervantes, in front of the Spanish Embassy. In October 1947 it was moved to its present site as the cornerstone for the new university.

On the left are Don Quixote on his horse Rocinante, and Sancho Panza, the leading figures in Cervantes' most popular literary accomplishment.

The back cover shows night classes in progress at the busy law building which was dedicated last month. The structure is considered by many Isthmian residents as one of the most attractive modern buildings in Panama. The architect, José C. Villamil of Panama City, says the architecture was influenced by the renaissance style while the tall arched columns are of the Byzantine period.

Both photographs were taken by Kevin J. Jenkins, a photographer with the Panama Canal Graphic Branch of the Administrative Services Division.

Helping

To

Shape

A

Nation's

Future

THE UNIVERSITY OF PANAMA

By Luis C. Noli

AS A MICROCOSM of the nation it serves, the University of Panama is throbbing with the pains of growth. But the campus atmosphere now is one of orderly urgency instead of turmoil.

The urgency is more than justified. Within a decade the university must be ready to accommodate an estimated 25,000 students—more than 4 times its present enrollment—if it is to fulfill its part in full as the main forge for development of the nation's human resources. Its awareness of that mission is expressed in a recent official document outlining the university's plans for the future:

"Panama is aware that the greatest scarcity in the process of growth lies in the skilled human resources needed to analyze problems, to generate ideas toward creative solutions and to implement efficiently the programs drawn up.

"The University of Panama is undergoing an intensive overall revision to adapt it to the new requirements and to correct the systems which have been the source of the friction that has prevented maximizing its academic output and, hence, its contribution to the development and the growth of the nation.

At the present time, the University of Panama is fully capable of implementing a program of institutional improvement as proposed and to increase the production of the highly skilled professionals that our times demand."

Campus Closed

The "intensive overall revision" began in December 1968 when the campus was closed by the Provisional Government Junta. In an official communique, the Junta said its action was taken because of "... a constant succession of strikes over the most trifling reasons; an abundance of political meetings which result in the frequent suspension of classes; the existence of antagonistic student groups which maintain a permanent climate of disturbance; the use of the walls of costly buildings for rude insults and disrespect to authorities; the lack of a true cultural concern; gross and aggressively disorderly acts devoid of academic loftiness; the pressures exerted by students upon faculty members through a campaign of affronts, threats and accusations; the large number of 'professional students' who for years have moved from one department to another without deciding to take up a career seriously. . . ."

A board of regents named by the Junta prepared a new set of campus rules—many of them based on student and faculty recommendations of long standing. Among them: the fencing in of the entire campus and the creation of a 60-man security corps charged with protecting university property, looking after order and providing transport, traffic, and guidance services to students and visitors.

Campus Regulation

The university reopened July 14, 1969. The radical change in the atmosphere was reflected immediately in the enrollment. From approximately 11,000 students in attendance prior to the closing, enrollment dropped to half that figure. The main reason: Enforcement of a campus regulation barring students with an academic index below 1.00 (C average).

Besides fostering a climate of dedication to study, the new regulations also did away with a large measure of the control that students had exercised over campus affairs. Students, however, continue to participate in the Advisory, Academic and University Councils and on the Faculty Boards.

The university reopened under a



Rector Edwin Fábrega of the University of Panama.

new team of administrators—Architect Edwin Fábrega (Master of City Planning, University of California), Rector; Dr. Jerónimo O. Averza (Doctor of Industrial Pharmacy, Central University of Madrid), Academic Vice Rector; Ramón I. Ramírez, Jr. (Business Administration, Canal Zone College), Administrative Vice Rector; Mrs. Clara Cecilia Navarro Riba (Master of Social Service, Howard University), Director of Student Affairs.

Nine Faculties

Since its reopening 16 months ago, the university has graduated 781 students. Its nine faculties are: Public Administration and Commerce, Agronomy, Architecture, Natural Sciences and Pharmacy, Odontology, Philosophy, Letters and Education, Engineering, Medicine, and Law.

Speaking at the first commencement exercise held since the reopening of the campus, Rector Fábrega said:

"We have completed 1 year of work. One year replete with problems and satisfactions. In the course of it, the efforts, the aspirations, the failures, and the successes of the university family have been seen and lived in the light of the national expectation over the fate of the country's biggest hope: the University of Panama. Six months to get it going and six months to undertake the fundamental reforms which will assure better times for students and for the country. Already what this house of learning will be in the future is taking shape in giant strides in the light of the



The University of Panama Chorus, composed of 75 students, performs under the direction of Prof. Luis Vergara. The repertory consists of classical and popular music including works by Panamanian composers.



Cultural activities at the university include interesting and varied programs presented by the Department of the Performing Arts directed by Profesora Aurea Torrijos de Horta. Above: a scene from "Tartufo" by Molière, is presented in the university's Mini-Theater which has a capacity of 65 persons. Director of the Drama Department is Prof. Roberto McKay. At right: Students perform in the ballet "West" in the Central Auditorium under the direction of Armando Villamil. The University Ballet has a repertory of 25 ballets.

role it must fulfill as a higher center of learning and formation of the citizens to whom we are to hand down a more experienced and more mature nation. . . ."

What is this shape of the future?

Planning For 1980

The university has just announced a \$13 million program of expansion and improvements geared to the year 1980. It has applied to the Inter-American Development Bank for a \$7.6 million loan for the program, the balance to be provided by the Panama Government.

"In coordination with the Presidential Office of Planning and Administration," the loan application document sets forth, "There has been structured an Investment Program for the University of Panama to be carried out during the next 5 years (1970-75). This program . . . includes the improvement of the academic and administrative systems, the formation and perfecting of faculty and research personnel, equipment, and educational construction.

"This project is all the more important because the United Nations has issued a resolution proclaiming the 70's as the decade of education. If this project is approved, the University of Panama will be able to carry forward dynamically its institutional improvement so that it will be prepared and equipped to meet the demand for its services in the next 10 years."

The program is based on a detailed study by the university's Planning Department that encompasses all aspects of the university's expected growth. Some of the predictions:

Demand For Graduates

—Between 1971 and 1980, there will be a demand in the country for approximately 22,000 university-trained professionals such as architects and engineers, chemists and pharmacists, agronomists and veterinarians, physicians and dentists, nurses, teachers, managers and administrators, auditors and accountants, and executive secretaries.

—The University of Panama will graduate about 14,000 of the professionals needed in the next decade; with graduates of the privately endowed University of Santa María La Antigua (the only other university in the country) and of foreign universities, the number will increase to 17,000.

—The present 80-acre main campus —University City—in El Cangrejo section of Panama City is expected to suffice until 1980. Beyond that year, the 1,555-acre campus at Tocumen, near

the International Airport, where only an Agricultural Research Center is in operation now, will have to be developed to handle future enrollment.

—By 1980, the university will have a student population of 23,280 at its main campus and at the Tocumen site and an additional 2,400 at regional university centers in David, Chiriqui Province, and Santiago, Veraguas Province.

Requirements

—The expected increase in enrollment will require a faculty of 1,438 members and 1,007 administrative personnel (as compared with 581 and 454 respectively, at present).

The major projects in the expansion program include:

—Improvement of the academic and administrative systems through a revision by consultants, at a cost of \$250,000.

—Scholarships for post-graduate training of faculty members and researchers, \$850,000.

—Acquisition of scientific laboratory equipment and bibliographic material, \$1.2 million.

—New buildings and facilities for the faculty of Agronomy (at the Tocumen site), the faculties of Engineering and of Natural Sciences and Pharmacy, Architecture, Public Administration and Commerce, a new Central Library, a Student Center, and a Cultural and Audiovisual Center, \$8.5 million.

—Improvement of grounds and utilities at both the University City and the Tocumen site, \$1.8 million.

The figures on the present size of the University of Panama provide a dramatic commentary on its growth



Dr. Arturo Morgan Morales, secretary general of the University of Panama, left, and Rector Fábrega discuss university affairs outside the Library and Administration Building.

during the 35 years since it was founded during the presidential administration of the late Dr. Harmodio Arias. For the first 15 years, the university had no campus of its own—it operated in the National Institute buildings. When it moved to its present campus in 1950, it had four buildings and an enrollment of exactly 1,688 students. Today, 15 buildings stand on the campus and total enrollment reached a peak of 11,000 in the 1968-69 academic year. Since 1935, it has graduated 6,677 professionals.

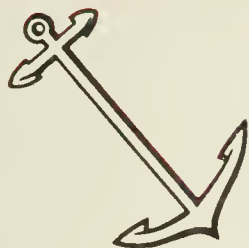
In the words of Rector Fábrega, the University of Panama remains the nation's "main moral and intellectual pillar."



Students in the School of Medicine at the university listen attentively to a lecture.

To Sea

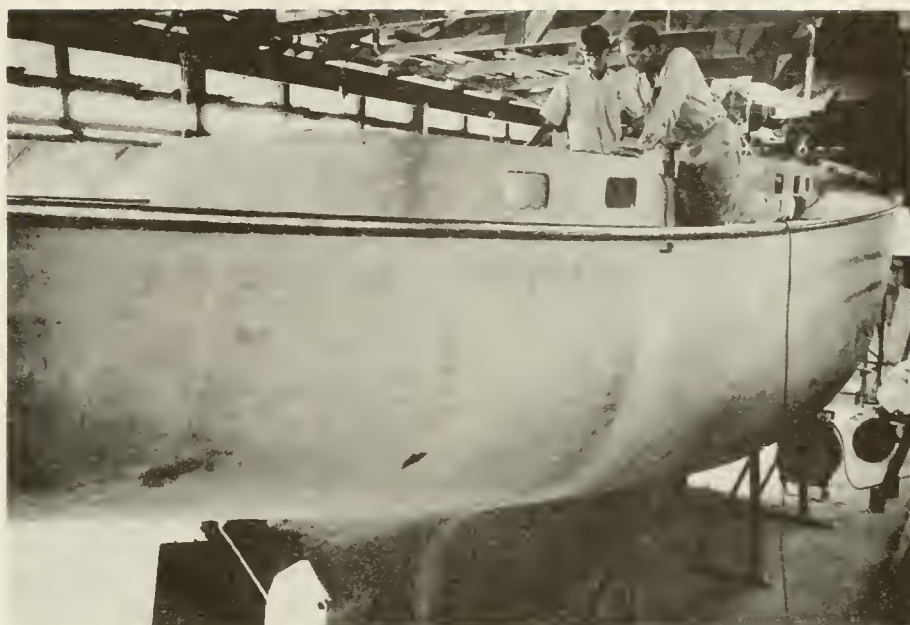
In



Cement

And

Chicken Wire



By Eunice Richard

MAN HAS sailed the seven seas in everything from reed boats and balsa rafts to huge steel-hulled tankers. But tell a novice in the boating world that you have a cement boat and he might say you're the type to buy the Brooklyn Bridge. Or at least he would refuse a ride in a cement craft "certain" to head like a cement block to Davey Jones' Locker.

Curing in a shed near the Diablo Spinning Club, however, is the hull of a 50-foot ketch constructed with a combination of chicken wire, reinforcing rods and—cement.

Clyde Jennings, a machinist employed in the Panama Canal Locks Division, is building—with lots of help from his family and friends—a two-masted, cement-hulled ketch that he expects to carry him and his wife to those faraway places everyone wants to visit.

The method he is using is not new but has caught on only recently in the United States after being used successfully in most of Europe, including Russia, and as far away as Australia and New Zealand.

New Zealand

In fact, the boat being built by Jennings and family was designed especially for him by a New Zealand naval architect.

While at present the ketch resembles a large boat with a cement overcoat, looks are deceiving. The hull, composed of tight layers of chicken wire through which the wet cement was squeezed, is flexible and well built. The method produced a thin shell-like skin which

will become stronger as the ketch takes to the water. Cement keeps curing in water, Jennings pointed out. And used in this manner on this size boat, it is lighter than either steel or wood.

The cement job was done in one day by a group of 13 Panamanians who worked without stopping for 8 hours until the job was completed. The men labored side by side with Jennings and his friends and relatives.

The No. 2 cement for the hull was furnished free of charge by Cemento Panamá, S.A. which shut down its normal cement manufacturing operation during the time it took to produce the special fine grade cement. The sand used to mix with the cement was No. 4 blast, so fine it's almost a powder.

Skeleton

Work on the hull of the ketch began about 3 years ago and it took Jennings and his family most of that time lacing together 1¾ tons of reinforcing rod and 1¼ miles of 3-foot-wide chicken wire which forms the skeleton of the boat.

Dozens of visitors, ranging from diplomats to sailors who just didn't believe in a cement boat, have come by to inspect the work being done by Jennings and his family. There have been so many, in fact, that the guest book set up 2 years ago is almost full.

While the hull is curing, Jennings and his wife work on the interior of the ketch which will have room to sleep nine persons, have wall-to-wall carpeting, air conditioning and other comforts. In deference to Mrs. Jennings' preference for hot baths, her husband has converted the gunwale

"There is nothing—absolutely nothing—half so much worth doing as simply messing about in boats. . . . In or out of 'em, it doesn't matter."

KENNETH GRAHAME

"The Wind in the Willows"



Clyde Jennings and his son Dale, upper right photo, work on the cockpit of the 50-foot cement boat in a shed near the Diablo Spinning Club. Above, Jennings gives special attention to the cement work near the rudder. He is framed in the area where the propeller will be located.



Expert Panamanian plastermen work with ballet precision applying cement to the hull of the ketch.



The most tedious and painstaking part of the job is tying the thousands of wires into the mesh base.

pipe into a storage tank that will produce hot water through solar energy.

The Jennings' family predict that the boat will be launched, from in front of the shed where it is being built, in about 2 months. It will then be taken to the Pedro Miguel Boat Club where work will continue on fitting out the interior

and installing a 43-horsepower engine.

The cement boat idea has been kicked around for a long time—ever since the 1840's. One skiff, built in Holland in 1887, still is afloat and seaworthy. Big ships were built of concrete during both world wars but they were clumsy and not very successful.

The method being used by Jennings and which is popular in Europe was devised by Pier Luigi Nervi, an Italian architect who began experimenting in the 1940's on sandwiching multiple layers of fine steel mesh compressed into a mat in a thin shell of dense waterproof cement. He built some boats to prove it could be done. The new material is unlike traditional reinforced concrete, because it is flexible, incredibly strong and comes in a thin sheet that can be formed into complex curves. Nervi called the process *ferrocemento*.

Nervi said, "The material created did not behave like regular concrete but presented all the mechanical characteristics of a homogenous material. Experiments proved it would withstand great strains without formation of cracks in the cement mortar as a result of subdivision of the reinforcement."

Nervi went on to make impact tests which showed that the cement hull was not only tough and durable, but lighter than a wooden hull of the same size, and cost approximately 40 percent less.

Many refinements have been made in the ferrocement boat construction, but Nervi had kindled the flame and the cement boat was on its way. ⚓



The family dog appears worried over the prospects of sailing around in a cement boat as Dale and Mr. and Mrs. Jennings look over the plans.



Boatbuilder Jennings, in the background on the ladder, works with his friends and Panamanian plastermen on the day the cement was spread over the hull. It took approximately 3 years of lacing together reinforcing rod and chicken wire to get to this part of the job which took a mere 8 hours with the help of 13 workmen.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	First Quarter, Fiscal Year					
	1971		1970		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	25	38,416	34	96,577	12	37,985
British	405	3,628,714	382	3,164,552	310	2,047,775
Chilean	35	295,696	30	185,105	31	212,446
Chinese (Nat'l.)	37	335,777	34	204,307	20	141,456
Colombian	52	151,727	50	137,161	64	107,839
Cuban	23	230,130	14	153,243	1	3,747
Cypriot	58	422,516	18	162,670		
Danish	132	563,074	103	433,310	78	359,386
Ecuadorian	12	22,583	17	23,537	12	14,195
Finnish	18	158,299	21	116,344	6	21,478
French	56	240,259	68	235,373	35	198,935
German	263	1,176,643	283	1,125,141	278	849,505
Greek	137	1,922,212	148	1,758,401	164	1,612,077
Honduran	40	21,531	34	19,315	49	37,823
Indian	13	281,489	6	193,329		
Israeli	22	178,981	22	124,613	14	60,334
Italian	62	394,256	73	413,585	51	300,464
Japanese	339	3,277,046	286	2,588,664	221	1,266,483
Liberian	393	6,706,792	407	6,504,273	225	2,186,987
Mexican	21	156,887	36	227,048	7	16,402
Netherlands	129	680,437	131	740,686	147	701,987
Nicaraguan	19	37,851	8	17,028	15	25,293
Norwegian	302	4,194,065	316	3,796,419	347	2,520,866
Panamanian	205	1,099,107	197	1,052,139	112	468,194
Peruvian	36	246,045	57	280,477	30	145,532
Philippine	27	250,604	30	169,279	15	58,712
Singaporean	10	53,582	3	14,705	N.A.	N.A.
South Korean	15	136,169	18	131,804	1	9,315
Soviet	23	119,087	44	279,942	2	16,602
Spanish	12	21,331	10	81,287	3	17,148
Swedish	109	828,729	121	794,287	91	529,290
United States	358	2,265,800	404	2,105,116	439	2,623,810
Yugoslavian	22	353,441	11	142,393	3	19,379
All Others	48	338,903	40	355,303	34	158,614
Total	3,458	30,828,179	3,456	27,827,413	2,817	16,770,059

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 net tons or over—(Fiscal years)

Month	Transits			Tolls (In thousands of dollars)		
	1971	1970	Avg. No. Transits 1961-65	1971	1970	Average Tolls 1961-65
July	1,174	1,137	960	8,118	7,787	4,929
August	1,176	1,186	949	8,221	8,135	4,920
September	1,108	1,133	908	7,979	7,870	4,697
October		1,089	946		7,771	4,838
November		1,060	922		7,401	4,748
December		1,155	946		8,058	4,955
January		1,088	903		7,503	4,635
February		1,080	868		7,479	4,506
March		1,223	1,014		8,350	5,325
April		1,179	966		8,229	5,067
May		1,170	999		7,963	5,232
June		1,158	954		8,108	5,013
Totals for fiscal year		13,658	11,335		94,654	58,865

¹ Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

Trade Routes—(Large commercial vessels, 300 net tons or over)	First Quarter, Fiscal Year		
	1971	1970	Avg. No. Transits 1961-65
United States Intercoastal	77	126	116
East coast United States and South America	284	336	590
East coast United States and Central America	169	140	124
East coast United States and Far East	883	861	566
East coast United States/Canada and Australasia	111	120	87
Europe and West Coast of U.S./Canada	228	252	215
Europe and South America	330	325	303
Europe and Australasia	122	87	85
All other routes	1,254	1,209	731
Total traffic	3,458	3,456	2,817

Cruise Season



IN THE rush rush world of jumbo jets and space exploration, the luxury cruise ship carrying a load of happy passengers sailing at a leisurely pace through sun drenched southern seas, could be a scene from an old movie.

But as an indication of continued affluence, especially on the part of the senior citizen, winter cruises are becoming more popular than ever and winter travelers apparently are becoming increasingly aware of the joys of living at sea under luxurious conditions at not much more expense than staying at a southern resort.

Several thousand of these travelers will be visiting the Panama Canal during the 1970-71 winter cruise months. In fact, about 1,300 of them took a good look at Panama and the Panama Canal in September as passengers aboard the P & O Orient Line ship *Canberra*, one of the world's largest passenger liners and the largest to transit the Panama Canal.

While the *Canberra* makes cruises all year around, her arrival in September could be said to mark the beginning of the annual cruise season for which schedules have been issued by the various shipping agents.

San Blas Islands

The list, which is always tentative, includes a number of cruise vessels familiar to the Panama Canal and a few new ships which will visit only Cristobal and the San Blas Islands on Caribbean cruises out of New York or pass through the Canal on more extended voyages. Most of them come here from New York and stop on the way at Port Everglades, Fla. Some of them are from the U.S. West Coast.

December, January, and February are the big months of the winter cruise season but several ships arrived in October. They included the *Kungsholm* of the Swedish Line, the *Bergensfjord* of the Norwegian America Line and the

Statendam of the Holland America Line. All three passed southbound through the Canal. The first two were on South American cruises and the *Statendam* was on her way to the U.S. West Coast and the Pacific.

The Italian Line *Galileo Galilei* also went through the Canal in October on her way around the world, followed by the *Marconi* of the same line making a similar cruise.

The 15-day pre-Christmas shopping cruises offered by Princess Cruises from the West Coast will be made by the *Princess Carla* late in November and early in December. It will include visits to Mexico and South and Central America before going through the Canal to Florida. Her return trip to Los Angeles will take her into Mazatlan in Mexico.

In December

Other ships due in Canal waters during December are the *Meteor*, enroute from Acapulco, Mexico to Cartagena, Colombia, the *Bergensfjord* returning from South America, and the *Sagafford* and *Federico C* on Caribbean Cruises stopping at Cristobal. The German Atlantic liner *Hanseatic* visits Cristobal on a West Indies cruise 2 days before Christmas.

The *Sagafford* and the *Gripsholm* are scheduled to transit the Canal in January, the former enroute to Los Angeles and the latter to South America. Also during January the *Hanseatic*, *Kungsholm*, *Oceanic*, and *Federico C* are on Caribbean cruises stopping at Cristobal.

The Paquet Lines flagship *Renaissance* will make a 44-day cruise around South America from Port Everglades and is scheduled to transit the Canal for the first time January 19. This will be the first time that the 4-year-old luxury liner has ever been slated for a long cruise. The French Line will handle it. The *France*, the world's largest ocean liner, will make a cruise to the West Indies and South America but will not visit Cristobal this year.

Cruise liners in February are the German Atlantic Line *Hamburg* on two Caribbean cruises, the *Stella Oceanis* on her third cruise to the West Indies, which stops at the San Blas Islands; the *Bergensfjord*, *Federico C*, the *Oceanic*, and the *Empress of Canada*.

Cruise Customers

P & O line ships which use the Canal frequently are listed among the cruise customers this winter with the *Oriana* scheduled for a 2-week cruise in December from San Francisco to Puerto Vallarta, Acapulco and Panama. Two

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	First Quarter, Fiscal Year		
	1971	1970	5-Yr. Avg. 1961-65
Ores, various	1,756,893	1,214,546	282,514
Sugar	1,037,297	735,529	693,908
Iron and steel plates, sheets and coils	882,534	689,053	N.A.
Boards and planks	805,124	748,327	N.A.
Petroleum and products	451,421	534,979	490,599
Fishmeal	415,693	288,192	N.A.
Metals, various	414,207	369,575	274,741
Food in refrigeration (excluding bananas)	284,373	291,200	196,404
Pulpwood	264,291	278,237	130,271
Petroleum coke	256,134	242,136	N.A.
Bananas	244,898	303,068	274,753
Plywood and veneers	235,875	260,527	N.A.
Iron and steel manufactures, miscellaneous	231,601	371,343	N.A.
Canned food products	169,504	170,259	253,387
Iron and steel wire, bars and rods	167,819	174,657	N.A.
All others	2,870,668	3,053,499	4,746,854
Total	10,488,332	9,725,127	7,343,431

Atlantic to Pacific

Commodity	First Quarter, Fiscal Year		
	1971	1970	5-Yr. Avg. 1961-65
Coal and coke	6,196,084	4,837,780	1,521,383
Petroleum and products	3,278,060	3,826,069	2,848,139
Corn	1,403,203	1,199,726	299,197
Metal, scrap	1,071,096	932,041	812,008
Soybeans	980,282	548,990	279,937
Phosphates	935,160	963,716	497,992
Sorghum	799,917	653,914	N.A.
Sugar	735,502	506,271	367,986
Ores, various	701,474	517,309	70,671
Wheat	315,007	122,496	179,668
Fertilizers, unclassified	268,579	163,660	103,381
Chemicals, unclassified	260,488	227,763	161,332
Paper and paper products	237,077	225,808	108,532
Iron and steel manufactures, miscellaneous	170,612	128,736	N.A.
Autos, trucks, accessories, and parts	145,675	155,868	72,861
All others	2,841,631	3,092,139	2,103,541
Total	20,339,847	18,102,286	9,426,628

CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

	First Quarter, Fiscal Year				
	1971			1970	Avg. No. Transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,767	1,691	3,458	3,456	2,817
Small ¹	63	57	120	118	146
Total Commercial	1,830	1,748	3,578	3,574	2,963
U.S. Government vessels: ²					
Oceangoing	95	81	176	374	57
Small ¹	11	19	30	17	38
Total commercial and U.S. Government	1,936	1,848	3,784	3,965	3,058

¹ Vessels under 300 net tons or 500 displacement tons.

² Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

3-week cruises follow, adding four Caribbean ports to the other three stops in January and February.

Also offered by P & O between now and the fall of 1971 are several round-the-world cruises, four Pacific cruises and a number to the Caribbean through the Panama Canal.

Matson Lines will enter the Mediterranean for the first time next spring when the luxury ship *SS Monterey* embarks on a 56-day voyage from the U.S. West Coast. The 20,000-ton liner will sail April 16 from San Francisco on a cruise from the Pacific through the Panama Canal to the Aegean, the Caribbean, the Atlantic and the Mediterranean and back.

Popular passenger ships running through the Canal all year on a regular basis are the Shaw Savil liners operating between the United Kingdom and Australia and the Prudential Grace ships from New York to the West Coast of South America and the ever popular Italian Line vessels that travel between Genoa in Italy to Valparaiso in Chile, passing through the Canal at least once a month.

Another round-the-world service to become popular in recent years is operated by the Chandres Lines that purchased the *SS President Roosevelt* and the Matson Navigation Co. vessel *Lurline*. A. J. Chandres announced that the *Lurline* would be renamed the *Britannis* and will operate on the round-the-world service via Australia and New Zealand joining the *Australis* and *Ellinis* which come through the Canal regularly. Chandres said that the *Lurline* would be taken to Greece to be completely renovated before being returned to service. The *Lurline* is the fourth ship in the Matson Line fleet to bear that name. It will be given to another ship of the Matson line after she is sold.—E.R.

New Container Service

TWO European ship operators whose ships now use the Panama Canal on a regular basis have started a new joint service between the North American west coast and Europe. The service is to become an all-containership operation within a year.

The companies involved are the London-based Blue Star Line Ltd., represented at the Panama Canal by Payne and Wardlaw, and the East Asiatic Co. Ltd., of Copenhagen, whose agent at the Canal is C. B. Fenton & Co.

The new joint operation, to be known as Scanstar, involves six vessels

each from the two companies. The conventional cargo liners are to be replaced beginning next June with four big cellular containerships now under construction.

The four new ships ordered to replace the conventional tonnage now in operation will be 22-knot ships, each with a capacity of 900, 20-foot boxes. Naskov Skibsvaert of Denmark is building two of the vessels and Bremer Vulkan yard in West Germany is building the other two. They are to be delivered next June.

Port of call for the initial operation will include Vancouver, Seattle, Portland, San Francisco, and Los Angeles on the west coast and Dublin, Glas-

gow, Liverpool, London, Rotterdam, Le Havre, Goteborg, and Copenhagen in Europe.

The Blue Star presently operates a service between Australia through the Panama Canal and the United States east coast and is a member of the Associated Container Transport consortium which engages in containership operations between Australia and Europe. East Asiatic has long been a major carrier in the West Coast-European trade.

Announcement of the new operation is the latest development in a drastic shakeup of the traditional west coast-European cargo liner services, the JOURNAL OF COMMERCE said.

Recently, Fred Olsen InterOcean Line, a carrier on the route for 56 years, announced it would quit the route in October. Johnson Line, a Swedish company and a long-time general cargo operator on the route, is currently changing over its fleet to containerships and is placing six big, fast cellular vessels in the trade.

The United States Lines also announced the beginning of a containership service from the east coast to the U.S. west coast and the Far East using eight containerships of the Lancer Class previously on the North Atlantic run. This is a departure for the United States Line, which abandoned government subsidies to be able to start the new service.

PANAMA CANAL TRAFFIC STATISTICS FOR FIRST 3 MONTHS OF FISCAL YEAR 1971

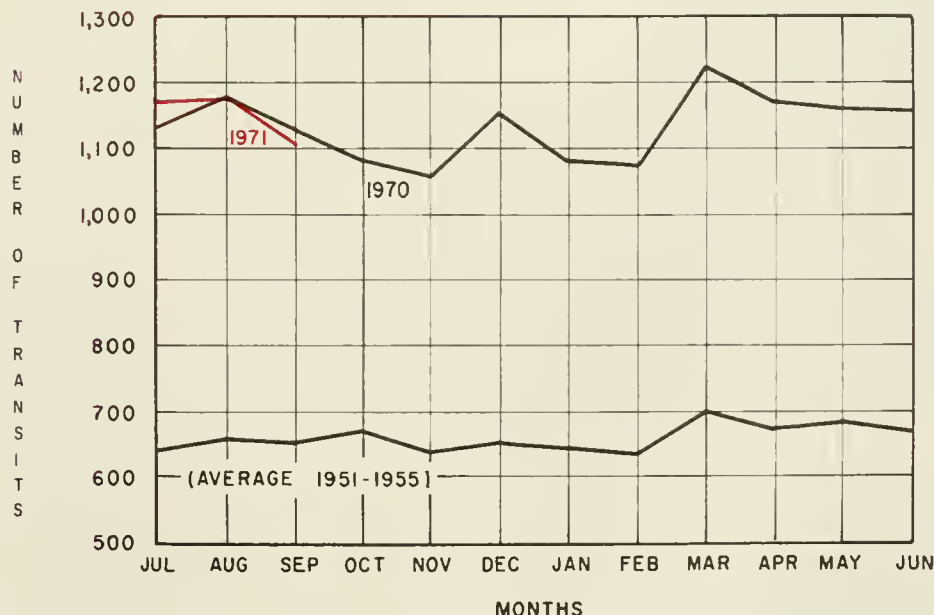
	TRANSITS (Oceangoing Vessels)	
	1971	1970
Commercial	3,458	3,456
U.S. Government	176	374
Free	27	26
Total	3,661	3,856

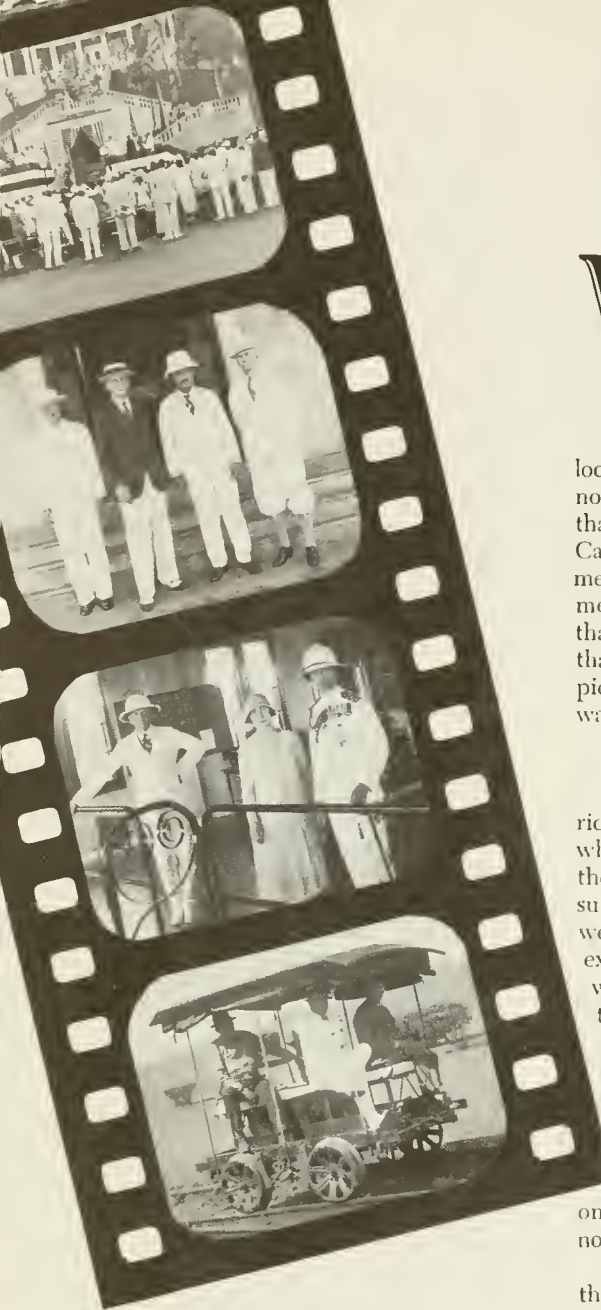
TOLLS*		
Commercial	\$24,326,354	\$23,800,368
U.S. Government	1,105,536	2,075,253
Total	\$25,431,890	\$25,875,621

CARGO**		
Commercial	30,830,271	27,828,948
U.S. Government	847,480	1,400,274
Free	43,067	34,753
Total	31,720,818	29,263,975

*Includes tolls on all vessels, oceangoing and small.

**Cargo figures are in long tons.





Where Have All

local scene. Tropical weight suits could not have been welcomed more any place than in the warm, humid climate of the Canal Zone. The new materials won immediate popularity with the sweltering men, but some turned out to be so thin that the men discovered, to their dismay, that when they wore light colored tropicals, the length of their underwear was becoming a topic of discussion.

Sack Suits

This was not a problem with the fabrics used in the early days of the Canal when duck, linen, and flour sacks were the main materials used. Flour sack suits generally were only for everyday wear and were not a laughing matter except occasionally when the sacks were not bleached well enough and the Gold Medal Flour label was legible. A retired employee reported that a Governor of that period appeared at his office one morning with traces of the label clearly visible across the seat of his trousers. The Gold Medal motto, which was printed on the sacks, was "Eventually, why not now."

Many of the men had two or three of these flour sack suits for work and several who wore them described them as "practical and attractive." There were clothes trees and hangers in all the offices of the Administration Building and, usually because of the heat, the men removed their coats and hung them up. With this careful treatment they could wear the coats several days without laundering, but since the trousers were washed more often, it was not uncommon to see a man wearing very white bleached trousers and a jacket that appeared slightly "tattletale grey" in comparison.

Stand Alone

The flour sacking was very sturdy and stood up well under many bleachings. Laundresses applying for work were selected on the basis of how well they "could do a white suit." This meant much boiling, bleaching and starching.

With all the emphasis on starch it was small wonder that men frequently found that their underwear and handkerchiefs had been starched also. Often the trousers were stiff enough to literally stand alone and some maintained that they acted as a sort of flue which allowed the air to circulate and produce a cooling effect.

Others of the Construction Day era reported that the suits were actually very hot, and prickly heat, especially around the neck, made them so miserable that the minute they got home, they ripped off the detachable starched collar followed immediately by the vest and coat. Strange as it seems, men of the era often wore vests even in the tropical heat.

In the 1920's most of the flour sack suits were made in the mattress factory of the old Quartermaster Department near the Balboa Railroad Station.

The factory made not only mattresses but all kinds of items. The tailors there apparently were wizards at turning flour sacks into, not only suits, but bunk bottoms, waiter's coats, butcher's aprons, pajamas for the patients at Ancon Hospital, golf knickers, covers for chairs, and even hats and caps.

Just In Case

The 100-pound sacks, which they used, arrived on the Isthmus filled with flour for the bakery. They were sold, after being washed and bleached by the Ancon Laundry, for 25 cents each and three sacks were usually enough for a white suit. The total cost of a tailored suit was around \$12. Tailors were instructed to put the label side of the sack inside the garment just in case the bleaching had not been well done.

Styles in suits varied. There were double breasted and single breasted, both with wide lapels, and then there was the type, worn by Col. George W. Goethals and a few others, which featured a high stiff collar of the mandarin or military uniform type. Goethals' suits were of linen and reported to be made by a tailor in the Construction Day town

By Willie K. Friar

THE IMMACULATE white suit, which was as much a part of the tropical landscape during the Construction Days of the Panama Canal as the pith helmet, the slow-moving ceiling fan, and wicker furniture, has gone the way of the dodo bird.

The only white outfits seen around the Canal Zone these days are the mod-style bell-bottom types being worn by a few of the younger men, but until early 1960, every well dressed man in the Canal Zone had at least one white suit in his closet ready for special occasions. For many it was everyday wear.

With the advent of air conditioning and the handsome tropical weight materials in all varieties of color, the venerable white suit disappeared from the

The White Suits Gone?

of Culebra. He never wore his Army uniform, only the white suit, which was immaculate at all times. A number of men insisted that to stay spotless and unwrinkled in the tropical heat one had to change suits at least three times a day.

Government officials from the United States often brought along white suits for wear on the Isthmus. On his visit in 1906, President Theodore Roosevelt was photographed wearing a white suit as he took a train ride through the muddy construction area and climbed aboard a steam shovel.

President William Howard Taft, also bowing to the local fashion, decided to forego wearing the frock coat for which he was so well known and appeared resplendent in a voluminous white suit.

All In White

Society reports of the olden days told of dances at the Tivoli and Washington hotels where both men and women were dressed in white. One man, writing in 1922 said, "The Tivoli Club held its regular dance last night. I hung around the sidelines a half hour or so, met a few people I knew and watched the performance. To me there is no dance so

pretty as this, so clean and fresh-looking—an impression due I suppose to the white clothing worn by men and women."

The white suit gradually replaced the striped trousers and the cutaway coat for the most formal occasions, and in 1934 Gov. J. L. Schley in a memorandum on protocol reiterated that, "The white suit is the official full dress for the Canal Zone and has been so recognized in Panama for 20 years or more and that, consequently when the officials of the Canal Zone attend formal functions in Panama for which full dress is prescribed, the proper dress for them to wear is the white suit."

In 1936, when Panama's President Elect Demóstenes Arosemena, after a lengthy conference, okaved white linen suits with black ties as the "official dress for members of the National Assembly at the inauguration," one man was so grateful that he wrote a letter to the editor of a local newspaper.

He said, "Dr. Arosemena, you have endeared yourself to countless officials who had, I know, been dreading the day when they should have been obliged to appear in morning coat, heavy striped trousers, shiny black shoes, Ascot tie,

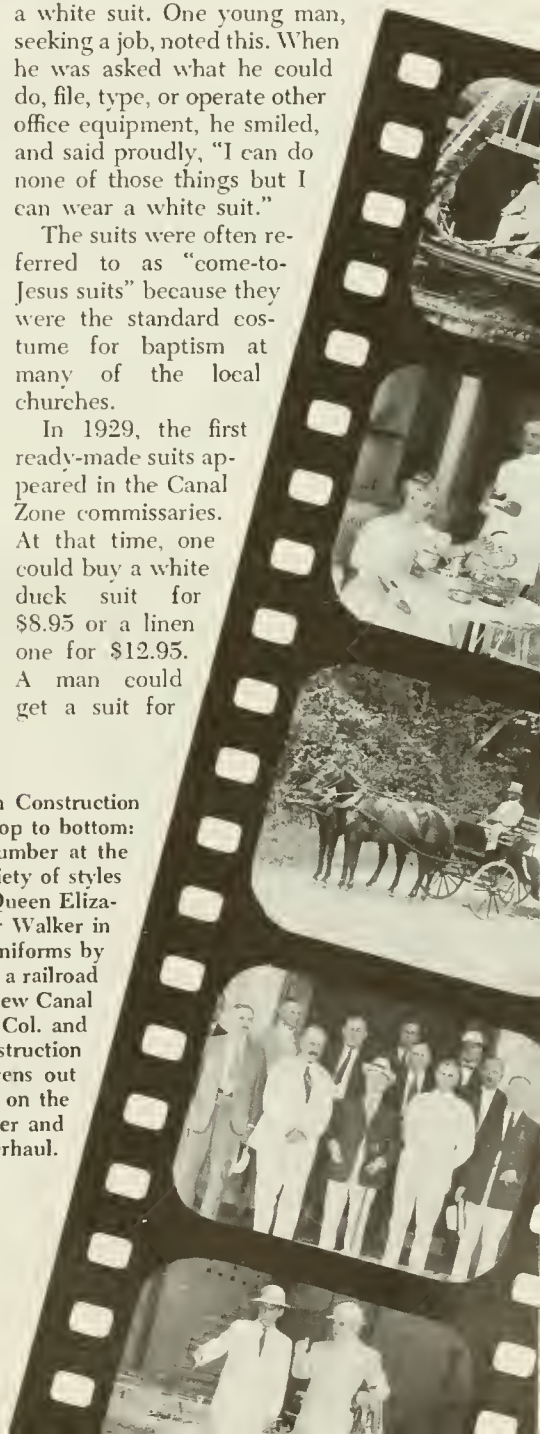
high collar, and top hat to stand for no short space of time."

Over the years, the white suit became something of a status symbol. In many offices on the Isthmus, "the boss" wore a white suit. One young man, seeking a job, noted this. When he was asked what he could do, file, type, or operate other office equipment, he smiled, and said proudly, "I can do none of those things but I can wear a white suit."

The suits were often referred to as "come-to-Jesus suits" because they were the standard costume for baptism at many of the local churches.

In 1929, the first ready-made suits appeared in the Canal Zone commissaries. At that time, one could buy a white duck suit for \$8.95 or a linen one for \$12.95. A man could get a suit for

A LOOK AT OLD PHOTOGRAPH ALBUMS shows the popularity of the white suit from Construction Days until 1960 when the fashion began to disappear from the tropical scene. At left from top to bottom: Ceremonial occasions usually meant the wearing of white suits as evidenced by the large number at the dedication of the plaque at the foot of the stairs at Gorgas Hospital. The suits came in a variety of styles including knickers worn here by Gov. M. L. Walker. The Duke and Duchess of York (later Queen Elizabeth and King George VI) visit the Lock Control House at Gatun Locks escorted by Governor Walker in white pith helmet. The pith helmet was often worn with white suits as well as with white uniforms by the military. Immaculately dressed in white, Gov. Harry Burgess goes on an inspection trip on a railroad motor car. At right, top to bottom: Pres. Theodore Roosevelt climbs aboard a steam shovel to view Canal work during Construction Days. White was as popular with the ladies as with the men and Col. and Mrs. D. D. Gaillard present a lovely scene as they have tea at their home in the old Construction Day town of Culebra. Another tranquil Canal Zone scene shows Col. and Mrs. J. F. Stevens out for a carriage ride. Gov. Jay Morrow, left, poses with AFL Pres. Samuel Gompers and party on the steps of the Administration Building during Gompers' visit to the Isthmus. Gov. W. E. Potter and the former Gov. Glen E. Edgerton inspect work at bottom of Miraflores Locks during overhaul. Governor Potter was the last Canal Zone governor to wear the white suit regularly.





just slightly more than what he had to pay for a bathing suit which cost him \$5.35 for "a good quality wool" shoulder to knee style.

He could finish out his outfit with a \$2.75 white broadcloth shirt with or without collar; white cotton "drawers" and undershirt at 85 cents each; white leather belt for \$1.20 or if he preferred, white suspenders for 75 cents; and four-in-hand tie from \$1 to \$2. Some wore black and some wore white shoes with this outfit, topping it off with a white pith helmet.

Advertisement

By 1933, ready-made suits were being produced in the Republic of Panama and the problem of shrinkage was being solved. One establishment published the following advertisement which bears the marks of a rather laborious translation from the Spanish.

"One of the guarantees of the work being done by our shop is that the clothings will not shrink. When the goods are received from the exterior to be manufactured into clothes they are put

through a trying process which consists in leaving them 24 hours in a deposit of boiling water.

"Afterwards the clothings are put in the washing machine; then are sent to the drying department and finally ironed and polished.

"There are three large tables provided with electrical cutting machines. At once the clothings are measured and modeled according to size and styles. There are machines that cut 500 suits of three different sizes at one time. Afterwards the materials are carried to the confectioning shops where a swarm of workers are busy laboring. This new section is furnished with the most modern materials that can be found anywhere.

Fierce Stitch

"The highest efficiency is found in the machines designed to make special work. Machines to make buttonholes, machines to make hems, machines to make pants pockets, machines to sew on buttons, etc. Even a machine called Máquina de Puntada Fiera or the machine of a 'fierce' stitch which executes a very delicate stitch whose mark cannot be seen on the other side of the cloth." The factory reported that they were able to produce from 100 to 200 suits a day.

By 1960, the white suit had almost disappeared from the local scene. Gov. William E. Potter was the last Canal Zone Governor to wear the white suit regularly. They were phased out of the

commissary in the early 1960's with the leftovers going on sale for \$2.95.

The tradition of the white suit in the tropics has ended. Perhaps the man responsible for it is the most influential of all fashion molders today—the scientist. Fashions are often the result of work in the laboratory where modern fabrics with special new qualities are developed.

For many years, the search was on for a fabric to be worn in the tropics which would be cool, lightweight, not easy to wrinkle (as fabrics usually do in hot, humid weather) and which would hold a crease.

The Old Days

Now with the synthetic fabrics, the blends of acetates and cotton and cotton treated to be wrinkle resistant, the problems have been solved and the days of the boiling, bleaching, starching, and ironing are over.

Still, hanging in many Canal Zone closets, among the flashy, brightly colored new garments, one is apt to spot an old white suit, carefully preserved just in case the style should make a comeback.

So far, the only step in that direction has been a smattering of white suits with bell-bottom trousers, but who can say, with all the radical changes in men's fashions and the return of sideburns and styles of by-gone days, the old white suit may try a comeback to the tropical scene.



A 100-pound flour sack of the type used in making white suits in years gone by is displayed by Canal Zone College Queen Darlene Daly. The sack is a part of the Canal Zone Museum's collection of Construction Day memorabilia.



Presidents Wore Them...



Pres. Theodore Roosevelt inspecting Canal work from train.



Pres. William Howard Taft with Col. George W. Goethals.



Pres. Franklin D. Roosevelt with Panama Pres. Harmodio Arias.



Pres. Nixon (while Vice President) with Mrs. Nixon.

Will They Return?



With one of the few ceiling fans remaining on the Isthmus turning slowly overhead, John Hibben, wearing white bell-bottomed trousers and double-breasted jacket, looks over a picture of President Taft and Col. Goethals dressed in the style of Construction Days. John is a student at the Canal Zone College. At right: A well preserved white suit hangs in the closet among the vari-colored ones just in case the style should make a comeback to the Isthmian scene.





A Jewel Among the "Islands of Pearls"



By Louis R. Granger



CULUSTERED OFF the south coast of Panama lie a group of more than 100 islands that during the next decade are expected to give a bit of competition to the sun and fun islands of the Caribbean.

Well-known to the boating and fishing crowd of Panama and the Canal Zone, the Pearl Island Archipelago in the Gulf of Panama is stepping into the limelight thanks to a group of Panama businessmen and the Panama Government, all bent on putting the island jewels on every island hopping tourist's itinerary.

Gabriel Lewis, president of the Pearl Island Development Corp., is the leading force behind the project and this month will officially open Contadora Island to tourism.

Already more than \$1 million has been spent to develop the island into a luxury resort, and approximately \$800,000 more will go into the construction of a 50-room modern hotel and 16 two-bedroom cottages to be ready in January 1972. Now available are 10, two-bedroom, centrally air-conditioned trailers; a restaurant and cocktail lounge; and a small rental store for sporting goods and the usual beach and water necessities.

13 Beaches

Although the island is only 2 miles long and $\frac{3}{4}$ of a mile wide, it has 13 beaches and plenty of room for privacy. An airfield nearly 3,000 feet long serves the island, and the corporation owns three twin-engine planes for shuttle service from Paitilla Airport. The fee is \$10 per person round trip, but property owners are given a discount.

It's a 15-minute trip by air and approximately 1 to 2 hours by powerboat. The island lies at the northern end of the archipelago approximately 35 miles from Panama City. There are numerous anchorages for deep-draft vessels and the island has a gas diesel fueling pier.

Once the island gets into full swing, Contadora will be a paradise for the outdoor types, as well as for the naturalist.

Mr. and Mrs. Robert Peterson who operated a sailing school at Fort Lauderdale, Fla., are resident managers of the operation and offer skindiving and sailing classes. Natives from the surrounding islands will conduct pearl diving expeditions for the more adventuresome visitors. Pearling was a lucrative business around the Pearl Islands until the



With many tropical beaches and jungle trails, Contadora Island officially opens for tourism this month. On opposite page pretty Karen Hughes, a visitor from Iowa, writes her favorite island's name in the sand, and strolls along the beach in the photo below. In left photo, Gabriel Lewis, right, developer, chats with Frank Morrice whose company holds the exclusive sales rights to island property. Below is a trail leading through untouched jungle.





A paradise for beachcombers and skindivers, the Pearl Island Archipelago gives up treasures from its past to sharp-eyed visitors. Here Mr. and Mrs. Lewis display some of the items found among the islands. Clustered in the foreground and in photo below are pearls found just off Contadora this year.

1930's when apparently a combination of over-fishing and disease decimated the beds.

But pearl oysters may be making a comeback. Lewis has collected nearly 100 pearls of various sizes off Contadora in 10 feet of water at low tide. (Pacific tides average approximately 14 feet.)

Golf Course

Tennis courts, a 9-hole golf course, and volleyball courts will be added to round out the sporting activities.

Lewis has preserved much of the island forest of guayacan trees, thorny cedars, oaks, and typical island growth, and has let it be known that a good way not to be invited back to the island is to kill one of the black iguanas that inhabit the island. This species grows to about 5 feet and like the rest of the family are harmless to humans.

Indian pottery and 19th Century bottles have been found on Contadora during the construction and clearing. And on a nearby island Lewis found two large diving helmets abandoned or lost by pearl divers.

Lewis plans to retain the natural beauty of the island and not crowd any of the residents or visitors. Actually there is no need to pack Contadora with people. He owns seven other islands in the archipelago which he plans even-

tually to develop. "It all depends on how well the public accepts Contadora," he said.

Part of the island has been subdivided for homesites and additional building sites will be set aside after the hotel is completed. "The reaction has been fantastic," said Lewis. "Already the entire subdivided section has been sold."

If Lewis' own reaction to Contadora when he first saw it is any indication of how others will feel, then the island is bound to be a favorite.

Like a Dream

Just 2 years ago in November Lewis was fishing alone in a small boat when he had engine trouble. He put into Contadora for help. "I found the island to be like a dream," he said. After repairing the engine, Lewis returned to Panama City. "Immediately I started asking questions and found that it was owned by the Pinel family who had been in the pearl business years before." Fortunately, the owners were willing to sell.

Lewis set-up a 5-year program and in February 1969 the first bulldozer started to clear an area for the airstrip. Since then a work force of about 70 men has been kept busy. The Panama National Guard provided some heavy equipment to widen the runway.

During the next dry season the airfield

and all the roads including one that circles the island will be blacktopped. That project is expected to be finished in February 1971 along with a water system supplied by three artesian wells, and an electrical plant with three generators supplying 1,000 kw. Comunicaciones, S.A., will install 80 telephone lines for island communications and 6 lines to Panama City by March 1971, Lewis said.

No Crazy Ideas

Original building sites sold for \$6 a square meter for waterfront lots and \$4 for inland property. The only building restriction is that plans be approved by the management and that the houses "fit in" with the community. "No crazy ideas," Lewis said. Lot owners, he explained, can purchase two-bedroom, air-conditioned mobile homes from the Panama Tourist Bureau for nothing down and \$128 a month for 8 years. Trailer lots, however, must be landscaped.

To Lewis, the archipelago will become the next major tourist area. "These islands will be booming soon. The Government is backing their development and is giving a lot of cooperation. There's a great potential here."

"Panama has an excellent opportunity to develop a strong tourist industry. We have what everybody wants—sun, good beaches, some of the best fishing in the world, and clean, clear water," he said.

Sales Rights

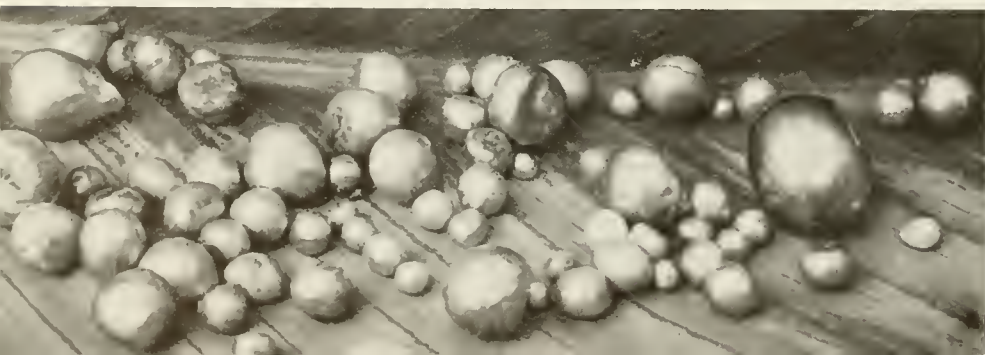
Lewis is not alone in this venture. Frank Morrice III, a partner of Ford, Sosa, Morrice, S.A., insurance and real estate, has the exclusive sales rights to island property. And like Lewis, Morrice first went to Contadora for a reason other than business.

"I heard about the island and went there to see about buying a lot. I fell in love with it right away," he said. Lewis and Morrice became good friends and Lewis offered him the sales part of the business.

Lewis is a family man, the father of five boys and one daughter, and has a close relationship with his business associates. He is general manager of the successful family-owned enterprise of Corrugado Panama, S.A., which manufactures banana packing boxes.

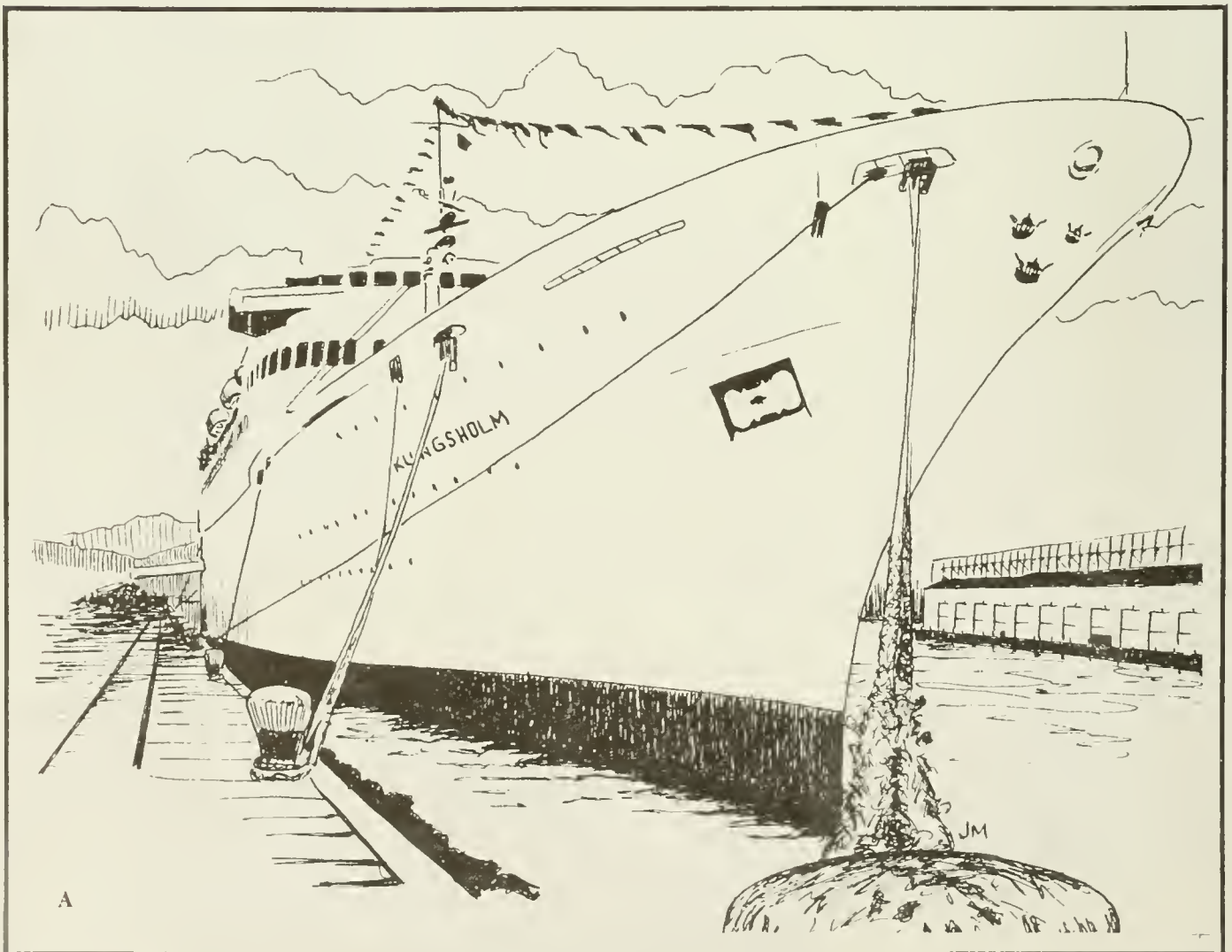
He has the easygoing manner of a man who is sure of himself and knows exactly where he is going.

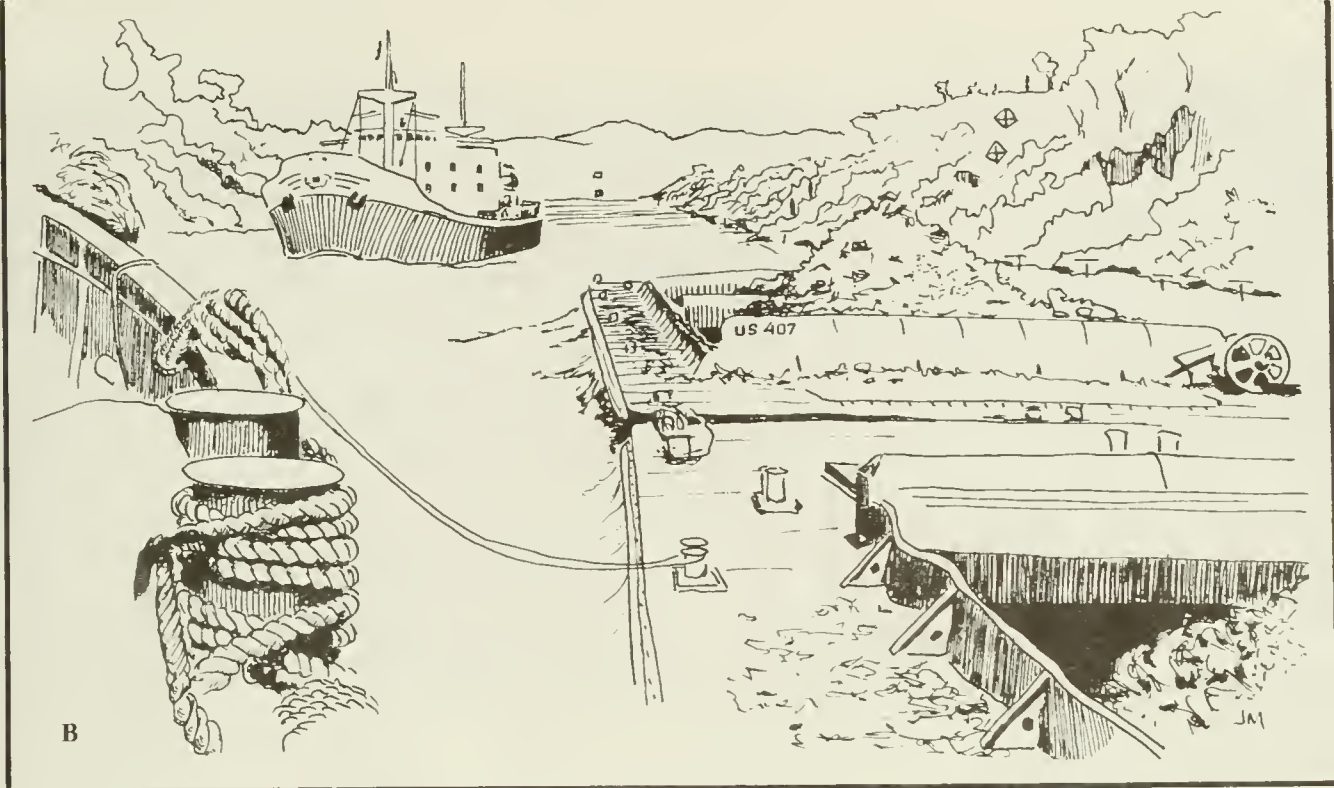
Morrice feels much the same way about the future of the Pearl Islands as Lewis, but admits that it takes someone like Lewis to make it work. "Gabriel is the pioneer; he's the Robinson Crusoe of the Pearl Islands."



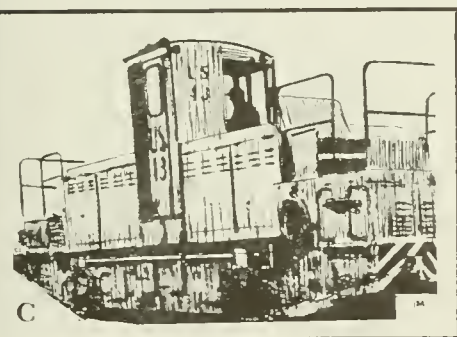
Panama Canal Sketchpad

In the mind's eye of people who love ships and their ways, all vessels, whether they be ancient rust buckets or elegant luxury liners, create scenes of far away places and a longing to stand at the rail of a stout ship. Visitors to the Panama Canal are no different as they watch vessels head to the four corners of the earth. Amateur artist John B. Morton, an auditor with the General Audit Division, has recorded with pen and ink some scenes along the waterway. Sketch "A" (below) shows the Swedish American Line cruise ship MS Kungsholm tied up at Balboa. On the opposite page, sketch "B" is of a merchant ship moving through Gaillard Cut during widening operations. A "mule" which guides the vessels through the locks by means of heavy steel cables is shown in sketch "C" and the tug Gulf Raider when she was leading ships into Canal waters is "D." The mighty aircraft carrier U.S.S. Constellation, sketch "E," completes the Panama Canal Sketchpad. The Constellation is too large to transit the Canal and even had to wait for low tide before she could sail under the Thatcher Ferry Bridge to moor at Balboa.

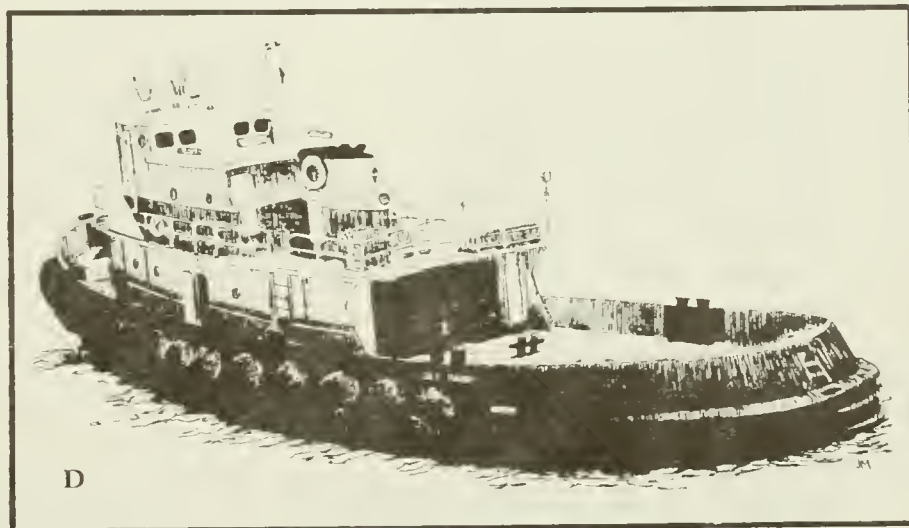




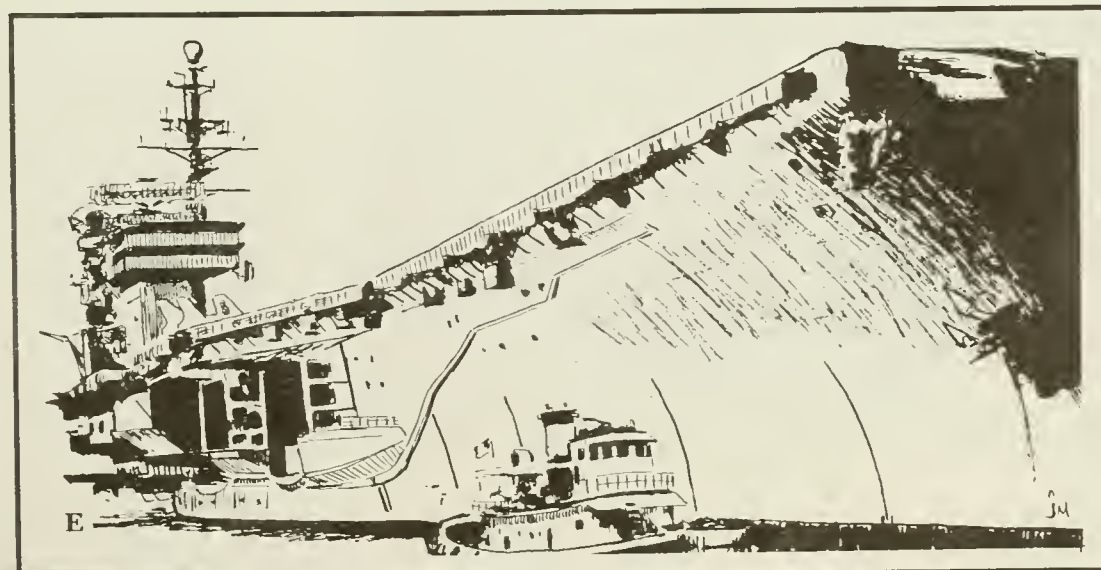
B



C



D



E

The

REAL Panama Hat



By José T. Tuñón

RICH OR poor, young or old, no man or woman of Panama's interior is ever caught without a "montuno" hat—well, hardly ever. For the distinctive native hat is as much a part of the national attire as the well-known "montuno" outfit is for men and the now internationally famous "pollera" is for women.

Except that sex makes no difference in the use of the hat.

At first glance, there is nothing out of the ordinary in the appearance of Panama's "montuno" hat. The crown is of normal size, about 6 inches high, and

raised or flat depending on the locality where it is made. The wide brim is circular.

But the fiber and the weaving are unique.

The raw material is the shoot of a palm tree that grows wild in the high mountains of Coclé and Veraguas Provinces, in an area some 100 miles west of Panama City. In Panama it is known as "bellota," elsewhere in Latin America as "bombonaje" or "jipijapa." Incidentally, it is the same fiber that is used in Ecuador to make the once-famous "Panama" hats.

Descendants

In the Coclé and Veraguas mountains of central Panama live the "cholos"—descendants of the fiery Indians and the proud Spaniards. It is their women who have preserved the art of hat weaving from generation to generation.



Nimble fingers at work, Victoria Domínguez of La Pintada prepares the fibers for the miniature montuno hats which are given as souvenirs in Panama City.



A farmer at the San Sebastian Fair at Océ proudly wears his "Sunday best" montuno hat which is woven of white fiber. For everyday he wears a montuno hat of rougher fiber.

A traveler hiking the winding mountain trails of El Copé and El Harino, above Penonomé, is apt to come upon the glow of rustic lanterns burning in the homes of the "cholos" before day-break. The women are weaving the finer "montuno" hats. For the work must be done between 4 and 8 in the morning—when the moisture in the air is highest to render the fiber softer and more pliable. The rest of the day, the materials have to be kept wrapped in damp cloth.

The painstaking weaving takes many early morning hours, but when the hat is finished, it is a real piece of native art.

The strands are obtained by splicing the "bellota" shoot with a needle. Then the fibers are left out in the damp morning air to acquire the required consistency before being wrapped in damp cloth for storing. Using head shaped wooden blocks, the women patiently interweave as many as 15 strands of fiber to fashion a hat.

Two Styles

There are two distinct styles of "montuno" hats. One is the "ocueño," named for the region of Océ where it is most popular. The "ocueño" hat is woven of white fiber, except for a 1-centimeter wide black strip around the edge of the brim. The other is the "pintao" (a corruption of "pintado" or spotted) hat, its name deriving from the "pintas" or designs obtained from interweaving white and black fiber strands.

Each design is up to the weaver's imagination; hence, the variety is almost limitless. Look at a collection of "pintao" hats and you will wonder at the artistic

touch of these women from the mountains of Panama. The designs—some in concentric circles, others in spirals, in squares, cross-shaped or simply in dots—evidence a sense of refinement and exquisite care. The crown of the “pintao” hat is flat instead of raised as in the “ocueño” style.

Regardless of the color, all the fiber that goes into a “montuno” hat comes from the same “ballota” palm. The black strands have been dyed with a special clay that is a zealously guarded secret of the “cholos.” The jet black color imparted to the fiber is indelible.

Hat Bands

No matter its style, the “montuno” hat is usually adorned with a delicately woven cord of black or multi-colored thread or wood that serves as a band. The weaving of the cord is another home craft transmitted from generation to generation among the women of Panama’s countryside, particularly in the area of Ocu. It involves an ingenious technique: pins are stuck around the hole at one end of an ordinary spool of sewing thread—one pin for each of the colors in the finished cord. The colored strands then are interwoven around the pins and the finished cord emerges through the other end of the spool. In Ocu the weaving of cords for use as “montuno” hatbands is a pastime for most women—from the richest matron to the humblest girl.

When should one wear an “ocueño” or a “pintao” hat?

Mrs. Dora Pérez de Zárate, an authority on Panamanian folklore, explains the difference, from a woman’s standpoint.

“The ‘campesina’ in Ocu or Veraguas prefers her hat plain, rounded, with no special adornment or particular shape to the brim. She wears this hat with her daily attire and also, when she pleases, with her lace ‘pollera’. . . . The people of Herrera Province . . . the Province of Los Santos and of the rest of the country . . . wear the ‘pintao’ hat only with their ‘pollera montuna’ (the common ‘pollera’); the headdress is different when a lace ‘pollera’ is worn. . . .”

The Important Thing

And what about the men? They have an everyday, working hat of a rougher nature, and for holidays and festive occasions wear similar hats but these are better made. Regardless of the style, the important thing is to wear a “montuno” hat. Why?

Writer Roman B. Reyes put it this way:

“The ‘montuno’ hat is indispensable to dance the ‘tamborito.’ It is an emblem of masculine enthusiasm and of courting, a prerequisite for his gestures of tribute and admiration to the woman who shares with him the pleasure of native dancing.”

Panama’s “montuno” hat industry is very old. No one really knows when it began. Knowledgeable persons such as Eliás Vega, an expert hatter in Penonomé, say it goes back to pre-Columbian times.

A distinguished American educator played an important part in an interesting chapter of the history of the native hat industry in Panama. He was Federico E. Libby, who was employed by the Panama government in 1914 as Inspector General of Education. He spoke Spanish fluently, having worked in Puerto Rico for a long time. Libby was convinced that the rural school had to be adapted to the environment of the students in order to train them in useful crafts. When Libby heard of the hat industry in the Coclé highlands, at La Pintada and Ocu, he brought an expert hatter from Ecuador, Francisco Lara, and established a school in Penonomé to teach the weaving of Panama hats.

Hatters School

Few persons realize it, but Panama hats made in the Penonomé Hatters School were sold in the United States and in Germany and were worn by members of Panama’s most prominent families.

Graduates from this school, which operated for 20 years, spread throughout central Panama, mainly in Coclé and Herrera Provinces, resulting in a marked growth of the native hat industry.



A Panamanian beauty wears a “pintao” hat distinguished by the black fiber.

Thus, an American left the imprint of his work on the “montuno” hat craft of Panama.

In recent years, the Panama Government and the United Nations, through SENAPI (National Service of Craftsmanship and Small Industries), have boosted the industry. In La Pintada, SENAPI has established small shops for fiber weaving where expert instructors teach residents the secrets of working with materials from native plants. There are many learners and both the quality and the variety of the articles are increasing.

Still, the most authentic “montuno” hats—and the finest—are those woven in the glow of rustic lanterns by the skilled fingers of “cholas” in the highlands, between 4 and 8 every morning.



A wedding in Ocu. All the guests and the bridegroom wear the “ocueño” or white montuno hats. The bride is attired in a white pollera wedding dress and wears gold combs in her hair which are family heirlooms. The flags are used to add gayety to the occasion.

CULINARY CAPERS ABOARD THE DONIZETTI



By Fannie P. Hernández



A genial Neopolitan, chef Giuseppe Panariello prepares gourmet fare in the galley of the "Donizetti." Each dish becomes a culinary masterpiece.

CULINARY CAPERS goes to sea to explore adventures in Italian cuisine aboard the Italian Line's MV *Donizetti*, which with her two sister ships, the *Verdi* and the *Rossini*, makes regular calls at the Panama Canal on her Mediterranean to west coast of South America voyages.

Arriving at the Canal on June 26, 1963, the *Donizetti* was the first of three vessels put into service to replace the *Marco Polo*, the *Americo Vespucci*, and the *Antoniotto Usodimare*, which for 15 years had called at the Canal. The *Verdi* and the *Rossini* were put into service a short time later, and the three vessels, each making six voyages a year, are at this time the only passenger ships on the route. They transit the Canal 36 times a year. Italian Line ships have been using the Canal since it opened for business and there has been an Italian Line office at Cristobal since 1916.

Originating their runs at Genoa, on the west coast of Italy, the vessels carry a myriad of manufactured goods ranging from objects d'art, fine laces and delicate Murano glass, to typewriters, scooters, marble, wines, and machinery for heavy industry. Unloading their cargoes at South America's ports, their emptied holds are filled mainly with Chilean copper, Peruvian cotton, Ecuadorean cacao, and Colombian coffee, destined for Europe.

The gleaming white ships of modern design are alike, except for minor differences in interior decor. With a capacity of 550 passengers and a crew of 250, they give special attention to the travelers and also provide equipment for carrying cargo, mail, and passengers' autos. Although not comparable with the big luxury superliners such as the *Michelangelo* and the *Raffaello*, which the Italian Line operates on cruises to the Caribbean and on the Europe to New York route, the ships are completely air conditioned with comfortable staterooms, swimming pools, lounges, bars, libraries, and restaurants for the 150 first class and 400 tourist passengers. They are especially popular with South American travelers.

In keeping with the traditional excellence of Italian cooking, the cuisine aboard the sister ships combines the wholesome simplicity of regional dishes with superb international fare. The menus include a seemingly endless number of Italian specialties, regional dishes, and typical dishes of South America and Europe.

Not France

Mealtime aboard the *Donizetti* is a reminder that Italy is the mother of Continental European cooking, not France whose fame came much later. (It was Catherine de' Medici, the 14-year-old bride of the young man who later

became Henry II, who in 1533 took to France an entourage of Florentine chefs and the refinements of cooking and dining of 16th century Italy, introducing good table manners, the elegance of fine napery, and the use of the fork.)

Breakfast is not an important meal in Italy and no great fuss is involved. The day's first meal consists of juice, black coffee, milk, eggs, sweet rolls, butter, and marmalade.

Each a Masterpiece

But lunch and dinner are another story. Each dish is a masterpiece. A typical luncheon (*colazione*) and dinner (*pranzo*) aboard the *Donizetti* starts with a choice of four juices, antipasto (*hors d'oeuvres*) which may include very thin slices of prosciutto and salami, anchovies, marinated mushrooms, and artichoke hearts, both green and black olives, fish, radishes, fennel, green and red peppers, Bellevue eggs, chicken salad, and sardines, accompanied by a dry white wine. Then comes a choice of three soups. The antipasto and soup are supposed to open the appetite for the pasta dish that comes next. It may be ravioli, spaghetti, or any pasta dish or rice. Three varieties of eggs are followed by two fish dishes. Then comes the "piatto straniero," the foreign dish, which may be a typical dish of South America or Spain.

Next on the menu is the specialty of the day, such as ham croquettes, spring chicken, or roast beef, followed by three meat specialties from the grill. Two vegetables and four kinds of potatoes also are offered. A cold buffet, consisting of six choices of meat and fowl and an equal number of salads and sauces, is provided, and in the European tradition, a wide selection of cheeses and fruit, fresh, dried, or cooked. Various desserts, ice creams and beverages put a final note to a gastronomical experience not easily forgotten.

Genial Neopolitan

Giuseppe Panariello, the chef on the *Donizetti*, is a genial Neopolitan, and has contributed to Culinary Capers a number of recipes for regional dishes from the Ligurian region along the northwest coast of Italy. For luncheon he selected *Lasagne alla Portofino*, a noodle dish with a green sauce of garlic and basil called *Pesto alla Genovese*; *Caciucco alla Ligure*, a squid stew; and for dessert, *Sacripantina*, layered cake generously flavored with an Italian cordial called *Strega*. The recipes are for six persons.

Lasagne alla Portofino

2¼ cups flour
4 eggs
¾ teaspoon salt

Sift flour and salt into a large bowl. Make a well in the center of the flour and add one egg at a time, mixing well after each addition. Turn out onto a lightly floured board and knead until smooth. Roll out into a thin sheet and cut into 2 inch squares. Let set.

Pesto alla Genovese

2 cups fresh basil leaves
2 cloves garlic
1 cup pine nuts
1 cup grated Parmesan cheese
1 cup olive oil

Put all ingredients into a blender, adding oil little by little until sauce has the consistency of thick cream. Makes about two cups.

While lasagne sets, cook 1 pound of fresh, tender string beans and boil 1 pound of potatoes. Slice the potatoes into ¼-inch slices. Keep warm.

Cook lasagne by dropping into boiling salted water (about 8 quarts). Cook rapidly, uncovered for 10 to 15 minutes or until tender. Add 1 tablespoon oil to boiling water to prevent lasagne from sticking together. Drain.

Place lasagne in a deep serving dish and mix with string beans and potatoes. Pour pesto over all and serve.

Caciucco alla Ligure

(Squid stew Ligurian style)

1 lb. squid, cut up
2 onions, chopped
1 carrot
2 celery stalks
¾ cup olive oil
1 bay leaf
½ cup dry white wine
1 clove garlic
½ cup parsley
1 lb. can cut up tomatoes
1 lb. Swiss chard leaves
1 cup water
pepper to taste

Cut vegetables julienne style and fry in olive oil with the onion and squid, cooking until well blended. Add the wine, and when it is absorbed, add garlic and parsley which have been ground in a mortar. Add the tomatoes and cook about 10 minutes over medium heat. Add water and Swiss chard leaves which have been cut julienne style. Add pepper and cook approximately 40 minutes.

Sacripantina

6 eggs
1 cup sugar
1 cup flour
¼ teaspoon salt
1 lb. butter
2 cups powdered sugar
2 ounces chocolate

Beat eggs and add sugar, mix well.



ITALIA

Three of the "Donizetti's" stewards are obviously pleased with the display of deserts served daily aboard the Italian Line's passenger ships.

ITALY

Mother of Continental European Cooking

Gradually add flour which has been sifted with salt. Beat until smooth. Pour into a buttered and lightly floured cake or torte pan. Bake in a preheated moderate oven (350°) for 20 minutes or until cake springs back to touch.

Make a butter cream with the butter and sugar. Beat until fluffy and divide the cream and add 2 ounces unsweetened chocolate (melted) to half the cream.

When cake cools, cut into three layers. Place first layer in a 2 quart bowl, sprinkle with Strega (a sweet, perfumed, golden-yellow after-dinner cordial made in Italy.) Then spread butter cream filling over the cake. Place second layer in the bowl and repeat, sprinkling with Strega and the chocolate cream. Add the third layer fitting it into the bowl and sprinkle with more Strega. Let set for several hours and turn bowl into a serving dish.

For dinner the chef provided more regional recipes from Genoa: Minestrone alla Genovese, a hearty vegetable soup always made with fresh vegetables; (Minestrone comes from the Latin "to hand out" and was a staple in the old days when monks kept a pot always on the fire, ready to feed a hungry traveler who may be stopping by); a recipe for Cima alla Genovese, veal and egg stuffed veal loaf to be served cold; and Crostata alla Genovese.

Minestrone alla Genovese

Make a good meat stock with beef and cracked bones. One pound of bones and two pounds of meat, plus 1½ tablespoons salt, first boiled and then simmered in 2 quarts of water for about 2 hours, makes a substantial base for this soup. (Be sure to remove the scum when making the stock).

- ½ lb. cabbage
- ¼ lb. Swiss chard
- ¼ lb. string beans
- ½ lb. peas
- ¼ lb. potatoes
- ¼ lb. zucchini (Italian squash)
- 2 tablespoons pesto

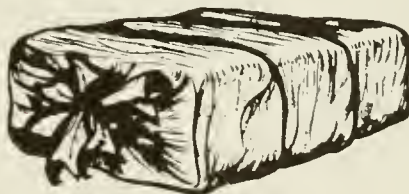
Cut up all vegetables the size of peas (except one of two potatoes, depending on size, which are mashed later to thicken soup). Cook in stock about ½ hour. Add ½ pound macaroni which has been parboiled in salted water. Cook until all vegetables and macaroni are tender. Add 2 tablespoons pesto, the green sauce mentioned earlier, and cook a few minutes longer. Serve with Italian bread.

Cima alla Genovese

Have butcher bone a three pound veal breast and make a pocket in it. Stuff with the following:

- 1 lb. ham or mortadella, cubed
- 1 lb. veal, cubed
- 6 eggs, well beaten
- ½ cup grated Parmesan cheese
- 1 cup cooked peas
- 1 finely chopped onion
- ¼ teaspoon nutmeg
- pinch of marjoram

Fry onion in a little oil, add ham, veal, and cook a few minutes. Add eggs and other ingredients and fill pocket with the mixture. Sew the edge with strong doubled white thread. Place the stuffed veal breast on a clean cloth and roll tightly in the cloth. Tie the ends with string and twice around like a package. Put it in a pot of salted water and boil for ¾ hour. Remove from the water and roll with the hands to remove any water. Place a weight on the loaf to press out any remaining water. When cool, remove from the cloth. Cut in slices and serve cold.



Cima alla Genovese
(Cold veal loaf)

Crostata alla Genovese

- 2½ cups sifted flour
- ¾ cup butter
- ¾ cup sugar

Sift flour and sugar into a bowl. Cut in butter and make a dough. Roll out and line a torte mold leaving enough pastry dough to make strips for top of pie. Fill with a one pound of peach or apricot marmalade. Make a lattice design on top of crostata with the strips of crust and brush with egg yolk. Bake in a moderate oven for 30 minutes or until golden in color.

ALMUERZO

- ENTREMESAS:** Jamón crudo de Parma, Salchichón Húngaro, Jamón cocido Emiliano, Alcachofas Romanas, Mantequilla, Huevos rellenos Cardinal, Tomate a la Nicoise, Niervos de ternera a la Veneciana, Jurel en aceite, Aceitunas negras.
- FARINACEOS:** Spaghetti, salsa Napolitana, Arroz blanco.
- HUEVDS:** Tortilla con hongos, Revueltos a la Española, Al plato "Rotomago".
- PESCADOS:** Ombrina al horno, Filetes de mostela a la Inglés.
- PLATO DEL DIA:** Cotechino Negróni con lentejas, Croquetas de jamón con Madera.
- A LA PARRILLA:** Codornices de viña sobre tostada, Entrecosta a la Francés, Chuletas de cerdo con manzanas.
- LEGUMBRES:** Brocolis al natural, Macedonia de legumbres.
- BUFFET FRIO:** Costillas de cerdo con salsa manzanas, Gelatina gastronómica, Lomo de buey, Pichones en escabeche, Paté de hígado, Pecho de ternera relleno, Genovés.
- ENSALADAS:** Mixta, Lechuga, Tomate, Remolachas.
- QUESOS:** Brie, Emmenthal, Stracchino, Bel Paese, Cmini, Caciotta.
- POSTRES:** Tarta Sublime, Embutidos Venecianos, Cubetti Genoveses, Pastelería surtida.
- HELADOS:** Copa Fantasía, Crema vainilla, Sorbete de durazno.
- FRUTAS EN COMPOTA:** Ouraznos, Peras.
- FRUTAS FRESCAS:** Piña, Peras, Naranjas, Papaya, Sandía, Melón.
- BEBIDAS:** Café Italiano, Leche fresca, Sanka, Nescafé, Hag, Té Caylón, Manzaniila, Menta, Boldo, Tilo.

The menus of Italian Line ships would make Henry the Eighth jump for joy. Printed in both Italian and Spanish, this luncheon includes all the usual items plus ham croquettes in Madeira wine, grilled quail on toast, fried marinated dove and stuffed veal breast.

Unraveling



The Languages



Having been the Panama Canal's official translator for more than 33 years, Enrique A. Lapeira, who retired 20 years ago, still enjoys an occasional visit to the Translating Unit. At left is William O'Sullivan, present head of the unit, and Aurora F. Courchaine, translator.

A SMALL staff of multilingual experts has the task of keeping the Panama Canal from becoming a "Tower of Babel." Maintaining communications between peoples of many lands with different and often exotic languages is the job of the Translating Unit of the Administrative Services Division.

The responsibility is often monumental considering that the international waterway draws ships and people from virtually every maritime nation of the world to the Isthmus of Panama.

A recent incident involving a Turkish seaman who was near death is an example of the type of language problem that can occur. The seaman had suffered a ruptured appendix and was taken off his ship and moved to Gorgas Hospital. Telling him of the gravity of his condition and that he needed an operation was the job of the Translating Unit which provided the names of five persons on the Pacific side of the Isthmus who spoke Turkish.

One by one, they were called and messages left when none of them could be reached directly. By the time the last call was completed, however, several had responded and within the hour the others had shown up at Gorgas Hospital, willing to come to the aid of their countryman.

Uncommon Languages

One of the demands made of the unit is to maintain a current list of persons who speak uncommon or out-of-the-way languages such as Russian, Polish, Finnish, Yiddish, Turkish, Korean, Japanese and Chinese, making it a veritable language bank.

The importance and growth of the unit has been closely related to the new and increased requirements to meet language differences in the normal operation and maintenance of the waterway.

The personnel that staffs the office could very well be referred to as walking foreign language encyclopedias. As interpreters or translators of an endless number of official documents, training manuals, safety rules, legal papers and routine correspondence, and as dispensers of medical, scientific, mechanical and engineering terminology, they are expected to translate not only what is said but what is meant, conveying the exact idea and mood of the original writer.

First Translator

The late José de Lavandeyra, who came to the Canal during construction days as an accountant, was the Canal's first translator. A Brazilian who became a U.S. citizen, Lavandeyra had lived in

France and was fluent in six languages. When his linguistic talents were discovered, he was assigned to the Correspondence Bureau of the Executive Department where he remained until his death in 1916.

Lavandeyra was succeeded by Enrique A. Lapeira, a Colombian who had been working for the Canal since 1904 as a file clerk for the Panama Railroad at Cristobal. In 1915, when the Canal offices were consolidated in the Administration Building, Lapeira came along with the Panama Railroad files. Shortly after the move, the position of translator was offered to him.

No Alternative

Lapeira, 82, recalls that when the executive secretary called him to his office and asked him if he would like to be the Canal's official translator, he replied, "Yes of course, thank you, sir," and in his nervous elation he barely heard the secretary when he added that he was also required to know French. He was half-way to the door when suddenly he realized that he had accepted—and did not know French. The full impact of his predicament hit him a heavy blow. What should he do? He closed the door knowing that he had no alternative but to learn French. He did. In 3 months.

Within a few years he had not only mastered French but also Italian and in spite of his failing eyesight, he makes it a point to read in the two languages everyday.

Lapeira later became a U.S. citizen and was for more than 33 years the Canal's official translator. He occupied a few square feet of space in the second floor balcony of the Administration Building in the rear of the General Services Branch. His duties also included direct contact, by telephone and in person, with officials and diplomats in the Republic of Panama as English was not widely spoken in Panama at that time nor was Spanish commonly heard in the Canal Zone. Lapeira retired in 1950 and lives with his wife in Panama City. Before retiring, however, he trained a young man who today heads an expanded Panama Canal Translating Unit.

Varied Volume

William O'Sullivan, fluent in seven languages, and a staff of five multilingual translators have the responsibility of rendering from one language into another a varied volume of written (and oral) communications involved in the everyday transactions of Canal business.



Translators Olga J. Stanziola, left, Marcia B. de Ortega, (seated at desk), Aurora F. Courchaine (standing) and Sofía de Magallón, right, who take care of French, Italian, Portuguese and Spanish, are also bilingual stenographers.

A typical day's workload of translations may include one or two legal documents, two or three letters for the Canal Zone Governor, an official note from the Panama Ministry of Foreign Relations, various letters to Spanish speaking employees, and work on the Governor's special project "Putting Into Spanish All That Is Needed To Know" including specific chapters of the Personnel Manual and the Canal Zone Code and other regulations.

Serving as an information bureau on languages, the translators also answer consultations over the telephone. Among these are calls received from the Ministry of Foreign Relations, the Protocol Office, and Immigration Office of Panama, U.S. Government agencies in this area, and, of course, other Canal units.

Inquiry Boards

From time to time they are called upon to serve as interpreters at inquiry boards of ship accidents, in court, hospitals, police stations and also to serve as bilingual reporters as well as translators at special events requir-

ing bilingual exchange of information.

The four women translator-interpreters, Marcia B. de Ortega (the unit's administrator), Sofía de Magallón, Olga Stanziola, and Aurora Courchaine also are bilingual stenographers and among them they handle French, Italian, Portuguese, and Spanish translations. Henry Cornell translates Spanish and German while O'Sullivan may take care of translating or interpreting in French, Spanish, Italian, Portuguese, Malayan, and Tagalog.

All Subjects

Working as a team they translate, edit, type, and proofread the workload distributed to each translator according to his or her qualifications. Each member of the staff is assigned a responsibility: one takes care of assignments dealing with medicine and chemistry, the other handles legal translations, another's specialty is mechanical-technical terminology, and others handle the editing and final proofreading of all materials. This last task requires considerable familiarity and knowledge with all subject matters to enable them to

polish and improve on their translations.

As bilinguality is becoming more and more a part of the Canal's policy, the language experts must spend many hours researching various subjects to familiarize themselves with technical terms and vocabulary of the different workshops in the marine and maintenance areas and other Canal units in order to arrive at accurate translations of such subjects as the plumbing code, firefighting regulations, training manuals which are used in various jobs, forms, publications and even signs.

They are required to read trade journals and texts, scientific papers and magazines which are usually a more reliable source of terminology than dictionaries as terms may change with newer techniques. As a result of this constant research, translators are well informed on many subjects.

Heading The List

To help them with difficult translations they have at their disposal a number of selected dictionaries, encyclopedias, scientific guides and other material, with the Real Academia Española dictionary heading their list of references.

Among the references, the Medical Dictionary in Spanish is one of their prized possessions as this book is virtually unobtainable. Their copy was ordered from Argentina. And, since legal terminology follows close behind in difficulty insofar as interpretation goes, the office has copies of Ballantine's and Black's Law Dictionaries which enable the translators to arrive at accurate usage of legal words and phrases.

As the requests for information range from the most complicated to the most outlandish, the translators make it a point to have on hand material ranging from the Catholic Version of the Holy Bible, the King James Version, Dictionary of Thoughts and Refranero Español, to books on Panameñismos (slang), etiquette, grammar, lexicons, a book on the proper syllabication for poetry and verse, a thesaurus, synonyms and antonyms, a secretary's handbook, and of course, the various technical dictionaries in several languages of nautical, mechanical, chemistry, engineering, and business terms.

In the course of an 8-hour day, the translators may use technical terms and specialized language of doctors, lawyers, seamen, mechanics, chemists, carpenters, or firemen and collectively average approximately 325 pages of written translations a month.—F.P.H.

ANNIVERSARIES

(On the basis of total Federal Service)

MARINE BUREAU

Cyril Fairclough
Leader Wire Cable Worker
Lincoln B. Boyce
Marine Traffic Clerk
Henry Clayton
Painter
Frank A. Brown
Seaman

TRANSPORTATION AND TERMINALS BUREAU

Edgar W. Best
Time and Leave Clerk

SUPPLY AND COMMUNITY SERVICE BUREAU

Solomon H. DaCosta
Warehouseman
Charles L. Haylett
Maintenanceman
Edwin N. Ellis
Laborer (Cleaner)
Adolfo Bedolla
Garbage Collector
Randolph J. Bryant
Chief Foreman (Harbor)
Harold E. Graham
Spectacle Lens Surfacers (Limited)
Clifton H. López
Teller
Wilfred V. Bartley
Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Kenneth George
Painter
Juan B. Martínez
Time and Leave Clerk
Oscar A. Sealey
Surveying Aid

PERSONNEL BUREAU

Thomas L. Edghill
Staffing Clerk

ADMINISTRATIVE SERVICES DIVISION

Bertram L. McLean
Leader Cylinder Pressman (Large)
Ruby A. Wynter
Bindery Worker
Frank Thompson
Messenger
George I. Griffith
Mail Clerk

MARINE BUREAU

David S. Taylor
Deckhand Trainer
José D. Waitoto
Painter (Maintenance)
Evaristo Meléndez
Painter (Maintenance)
Ardenon C. Franklin
Painter (Maintenance)
Joseph D. Powlett
Maintenanceman
Robert W. King
General Foreman (Lock Operations)

Woodrow W. Rowland
Lead Foreman (Locks Operations)
E. S. Reynolds, Jr.
Leader Lock Operator (Machinist)
Silvestre Sánchez B.
Lead Foreman (Operations—Lock Wall)
Victor Hardy
Crane Hookman (Heavy)
Noel S. Daly
Seaman (Launch)
Hernández B. Corpus
Seaman (Launch)
Fitzhubert Rose
Leader Linehandler
(Deckhand Boatswain)
Arthur M. Hiland
Towing Locomotive Operator (Locks)
Lino Herrera
Linehandler
Wilfred A. Campbell
Linehandler (Deckhand)
Lionel E. Mortimer
Leader Linehandler
(Deckhand Boatswain)
Andrew J. Gagliano
Chief Engineer, Towboat
Angel Pelicot
Boatman (Locks)
Fermín Alegría
Motor Launch Operator
Victorino García
Helper Lock Operator
Lino Coco
Helper Lock Operator
Robert T. Tweedy
Lock Operator (Operating Engineer
Hoisting Equipment)
Florentino Pedroza
Oiler
Woodrow Spradlin
Marine Traffic Controller (Transit)
Edward N. Belland
Supervisory Admeasurer
Sergio M. Peñaloza
Linehandler (Deckhand)
Wilfred A. Anderson
Linehandler (Deckhand)
Cecil Redman
Linehandler (Deckhand)
Ezra Cohen S.
Linehandler (Deckhand)
William E. Grant
Leader Linehandler
(Deckhand Boatswain)
Levi A. Lewis
Leader Linehandler
(Deckhand Boatswain)
George Daley
Leader Seaman
Joseph Carew
Seaman
Ernest H. Webster
Motor Launch Operator
Charles E. Fowler
Towing Locomotive Operator (Locks)
G. de la Torre
Helper Lock Operator
Nicomedes Murillo
Helper Lock Operator
Tomás Correa
Oiler

Reginald Foulén
Boilermaker (Maintenance)
Joseph Wallace
Machine Operator
William W. Fitzsimmons
Leader Machinist (Marine)
Joseph M. Hunt
Supervisory Marine Traffic Controller
George L. Holder
Clerk Typist
Cleveland A. King
File Clerk
George S. Ricketts
Clerk
Alvin Hall
Clerk

TRANSPORTATION AND TERMINALS BUREAU

Leopold Lester
Supervisory Cargo Checker
Pascual A. Medrano
Winchman
Cayetano Carrasco
Laborer (Heavy)
Arthur N. Smith
Chauffeur
Jorge L. Espinosa
Truckdriver
Cephas Daniels
Schoolbus Driver
Samuel A. Angellie
Truckdriver (Heavy)
Herman V. Cameron
Schoolbus Driver
Courtney W. Thomas
Truckdriver
Victor M. Iglesias
Truckdriver
Christopher C. Layne
Truckdriver
Garfield Brown
Leader High Lift Truck Operator
David M. Wallen
Leader Liquid Fuels Wharfman
Abraham H. Ambulo
Helper Welder
Adolphus L. Jordan
Stevedore
James S. Lewis
Cargo Checker
Marton C. Davis
Guard
Roy R. Wilferd
Road Conductor
Henry G. Ledgerwood
Materials Handling Equipment
Repairman
Charles Simon
Freight Rate Assistant
Ignacio Rodríguez
Clerk (Checker)

SUPPLY AND COMMUNITY SERVICE BUREAU

Narciso Oláyar
File Clerk
Lorenza Newton B.
Accounting Clerk
Ruth Rennie
Teller

Carmen L. Hassocks
 Time and Leave Clerk
 Kerner E. Frauenheim
 Assistant Guesthouse Manager
 Bart J. Elich
 Merchandise Management Officer
 (General)
 Robert L. Austin
 Supervisory Procurement Agent
 Dorothy A. Bellamy
 Sales Store Clerk
 Mabel G. Farley
 Sales Store Checker
 María M. Headley
 Sales Store Checker
 Jeanne Modestin
 Supervisory Sales Store Clerk
 Miriam A. Riney
 Marker and Sorter
 Lawrence R. Baptiste
 Leader Meat Cutter
 Gwendolyn Goring
 Pantrywoman
 Icibel H. Forbes
 Counterwoman
 C. S. Cadienhead
 Food Service Worker
 Alfredo Castillo
 Meat Cutter
 Gladston N. Lewis
 Leader Marker and Sorter
 Edith A. Thorne
 Stockman
 Pedro L. Lara
 Garbage Collector
 Ivan K. Wade
 Laborer (Cleaner)
 Canute A. Rodney
 Laborer (Cleaner)
 Marcelino MacIao
 Laborer
 Edna I. Flemmings
 Sales Store Checker
 Mary K. Ferguson
 Sales Store Clerk
 Harold D. Spencer
 Inventory Management Specialist
 Ida E. Lynch
 Supply Clerk
 Louise A. Johnson
 Supply Clerk
 Edward B. Webster
 Housing Project Manager
 Marie L. Beresford
 Service Center Supervisor
 Carlos A. Smith
 Supervisory Clerk-Typist
 Avis B. Ramirez
 Clerk
 T. E. Russell
 Food Service Worker
 Cecilia W. Brathwaite
 Food Service Worker
 Gertrude E. Cardona
 Meat Cutter
 Fitz H. Taite
 Leader Cook
 A. B. Castellero
 Leader Baker
 María C. Iturrado
 Marker and Sorter
 Iris E. King
 Marker and Sorter
 St. Marie L. LaFleur
 Warehouseman

Modesto Diaz
 Scrap Materials Sorter
 Huxley Drake
 Laborer (Cleaner)
 Ezequiel Fernández
 Gardener
 Victor Morris
 Laborer (Heavy)
 Levi Smith
 Laborer (Heavy)
 Viola C. Lewis
 Supervisory Sales Store Clerk
 Iris M. Simmons
 Sales Store Clerk
 Joseph H. White
 Supply Management Officer
 Gladis H. Thorpe
 Teller
 Myrtle S. Anglin
 Clerk
 Beryl G. George
 Clerk

ENGINEERING AND CONSTRUCTION BUREAU

John A. Buckley
 Guard
 Ambrose V. Foote
 Helper Electrician
 Sergio Salazar
 Helper Plumber
 Ralph C. Thorne
 Carpenter
 Archelaus E. Evans
 Seaman
 Luis P. Charles, Jr.
 Seaman
 Joseph E. Gray
 Seaman
 Oscar A. Brewster
 Leader Seaman
 Robustiano Griffin
 Leader Seaman
 James W. Small
 Able Seaman
 Walter M. Trasavage
 Shift Engineer (Mechanical)
 Rogelio A. Pacheco
 Oiler (Floating Plant)
 Antonio A. Aguirre A.
 Oiler (Floating Plant—Boom)
 Theophilus L. Bowen
 Leader Seaman
 José L. Cedeño
 Seaman
 Louis Bryan
 Laborer (Cleaner)
 Delmas A. Swafford
 General Foreman (Cablesplicing and
 Electrical Distribution)
 Lascelle F. Williams
 Maintenceman (Distribution Systems)
 Camilo Rodríguez B.
 Maintenceman (Distribution Systems)
 Catalino López
 Electrician (Lineman)
 Braulio Pérez
 Electrician (Lineman)
 Reginald A. Muir
 Electrician (Lineman)
 Lloyd K. Wheatley
 Helper Central Office Repairman
 Enrique Cruz
 Oiler (Floating Plant)
 Ruben D. Gibson
 Oiler (Floating Plant—Boom)

George H. McFarlane
 Motor Launch Operator
 Víctor De León
 Leader Rock Crushing Plant Operator
 Felipe Ortiz
 Blaster
 Harold A. Walker
 Refrigeration and Air-Conditioning
 Plant Operator
 V. de la Cruz C.
 Oiler
 Howard T. Tettenburn
 Pipefitter
 Benito Sánchez C.
 Winchman
 Zacarías Salazar
 Laborer (Heavy)
 Charles W. McClean
 Laborer
 Arcadio Díaz
 Maintenceman (Distribution Systems)
 Bertram G. Coley
 Helper Electrician
 Cuthbert L. Wharton
 Helper Electrician
 Russell T. Wise
 Supervisory Safety Inspector
 Rubelio D. Quintero
 Supervisory Electrical Engineer
 (General)
 Emiliano Muñoz P.
 Surveying Aid

CIVIL AFFAIRS BUREAU

Albert E. Goguen
 Police Private
 Reinaldo Archbold
 Clerk
 Dorcas W. Gregory
 Teacher (Elementary U.S. Schools)
 Percival B. Scott
 Firefighter
 Robert J. Balcer
 Assistant Foreman, Mailing Division
 Richard J. Tomford
 Police Private
 Frederick A. Mohl
 Fire Lieutenant

HEALTH BUREAU

Elvina W. Lansiquot
 Clerk-Dictating Machine Transcriber
 Frank R. West
 Nursing Assistant (Medicine and Surgery)
 Rhoda J. de Tully
 Nursing Assistant
 William H. Myrie
 Nursing Assistant (Psychiatry)
 Anita Guy
 Medical Aid (Sterile Supplies)
 Viola Blaizes
 Pantrywoman
 Wilhelmina C. Brown
 Formula Room Attendant
 Isabella L. Wright
 Pantry Worker (Special Diets)
 Emanuel Blaisdell
 Food Service Worker (Heavy)
 Joseph N. Reid
 Leader Cook
 Mildred Kopf
 Supervisory Physical Therapist
 Matthew M. Walcott
 Hospital Food Service Worker
 Adolphus Phillips
 Nursing Assistant (Medicine and Surgery)

HISTORIC MOMENTS

50 Years Ago

Gen. JOHN J. PERSHING, general of the U.S. Army during World War I, arrived at Cristobal on the Army transport *Northern Pacific* on April 29, 1920, and remained here until May 4. His visit to the Isthmus was primarily to inspect the military establishment, but he managed to fill a full social schedule. He traveled on the Canal from Gatun Locks to Pedro Miguel; attended a reception by the Commanding General of the Army on the Isthmus; addressed the children of the Ancon and Balboa schools; reviewed a parade of the Ancient Arabic Order, Nobles of the Mystic Shrine; received hundreds of Americans at a public reception in the Administration Building at Balboa Heights; was a guest at a dinner given by the President of Panama; and made a visit to a ranch near Panama City.

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Rebuilding of the original SS *Cristobal* of the Panama Railroad Steamship line was completed by the Mechanical Division 50 years ago. The ship sailed for New York carrying 10,085 tons of cargo. Among the improvements were a new smoking room, social hall, and dining room finished throughout in light mahogany from Panama.

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Maj. Gen. William C. Gorgas died July 4, 1920, in London, England. He was chief sanitary officer with the Canal from 1904 to 1914. On July 8, 1920, the Governor of the Canal Zone named the road through what was then Ancon Hospital in his honor.

25 Years Ago

ELIMINATION OF THE 25 percent differential from the salaries of U.S.-citizen employees in the Canal Zone who were not hired in the United States, pushed the news of World War II off the front pages of the local papers. Strong protests against the plan were expressed by Canal Zone labor unions and employees of the Canal and Panama Railroad.

Anniversaries

(Continued from preceding page)

Stephen S. Moore
Nursing Assistant (Medicine and Surgery)
Marie D. Edelen
Clinical Nurse
Eugenio Beauville
Recreation Assistant



Central Avenue at J Street in Panama City is crowded with revelers during carnival in 1920.

Sales of sugar in the Canal Zone commissaries were restricted to 1 pound per person because of a sugar shortage in Panama. Canal Zone residents, meanwhile, crowded the sales store to buy fresh fruit and vegetables, the first to arrive from the United States in several months. It was announced that the shortages of meat and other foods would ease soon.

10 Years Ago

THE FIRST GENERAL revision since 1954 of the regulations governing the assignment, occupancy, and rental of employees' living quarters was approved by the Governor of the Canal Zone in May 1960. Housing regulations stated for the first time that residence in the Canal Zone was not mandatory for employees of the Canal organization except for those who had been specifically directed by the Governor to live within the Zone.

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Governor W. E. Potter left the Canal Zone in May 1960 and was succeeded by Governor William Arnold Carter, who arrived in July. Governor Carter, departing from past procedure, took the oath of office as governor of the Canal Zone in a simple ceremony administered by U.S. District Judge Guthrie F. Crowe at Balboa Heights.

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One of the final phases in the installation of the Canal Zone modern micro-

wave communications system was being completed in July 1960, with the construction of a 10-foot dish antenna on top of the Balboa Heights Administration Building. Similar dish reflectors were installed on top of the communications buildings at Gatun and Cristobal.

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Two white gloved Canal Zone policemen hoisted the flags of the United States and Panama side by side in the Zone on September 21, 1960, implementing a decision announced by the then President Dwight D. Eisenhower at the White House 4 days earlier. The flags were raised on twin, 40-foot flagpoles at a special plaza in Shaler Triangle near the Tivoli Guest House.

One Year Ago

THE SS *CRISTOBAL* went aground on the banks of the Mississippi River last August as a result of hurricane Camille which struck New Orleans. The ship returned to the Louisiana port and remained there until repairs could be made. None of the passengers was injured.

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The last blast of the Panama Canal Gaillard Cut widening project was fired on November 20, 1969, marking the end of the Oman Construction Co. contract for widening the 3-mile Bas Obispo-Las Cascadas Reaches from 300 to 500 feet.



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