

Vol. 6, No. 8

BALBOA HEIGHTS, CANAL ZONE, MARCH 2, 1956

5 cents

South Margaritans Will Have 60-Cycle Current Next Month

About one month from today a few of the residents in South Margarita can turn on low-wattage lights without the telltale flicker of 25-cycle current. Theirs will be the first electrical equipment to be converted to use 60-cycle power generated and distributed to domestic users as a result of the Panama Canal Company's power conversion project.

Under the schedule submitted for approval by the Sachse Electrical Company for the Atlantic area conversion, the program will be initiated for domestic equipment April 1 in the group of houses in South Margarita bounded by Brazos Boulevard, Espave Avenue, and Cocobolo Street. From there the contractor will work northward through the town of Margarita.

Ninety-day notices of the conversion schedule were mailed to Margarita residents early last month. They will be kept advised by press notices of any possible changes and a final notice of the exact date of each set of quarters seven days in advance.

Schedule By Towns

The conversion schedule for the Atlantic side domestic equipment is still tentative. As submitted by the contractor the schedule for the various communities is as follows:

Margarita—April 1 to August 15
Gatun-Mindi—July 1 to December 15
Rainbow City—December 15 to July 20, 1957

Old Cristobal—January 1, 1957 to April 15, 1957

New Cristobal—April 15, 1957 to July 20, 1957

This schedule is subject to final approval by the contracting officer of the Canal Company and is contingent on the delivery of the necessary equipment.

The terms of the contract for the Atlantic area conversion provide that the conversion of domestic equipment will be made only during normal working hours from Monday through Fridays. The contractor will not be permitted to work in the homes at any other hours, except by permission of the contracting officer.

The specifications provide that the contractor will perform the conversion work in the homes so as to keep the power interruption to a minimum.

The time limits set in the specifications for power interruption for the conversion of specific equipment are as follows:

Non-frequency-sensitive equipment, such as lights and heaters—one hour.

Refrigerators, deep freezers, clocks, and electric fans—three hours.

Washing machines, dryers, air conditioners, and record

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They're Out To Raise \$22,330



FINAL PLANS for the Red Cross 1956 fund campaign were discussed late last month by D. P. Paolucci, chairman of the fund campaign, second from the left, with the men who will help him. The drive began yesterday and will continue through the month. This year's goal for the Canal Zone Chapter is \$22,330. Left to right are: Carl J. Browne, Chairman of the Canal Zone Chapter; Mr. Paolucci; J. C. Randall, vice chairman of the fund campaign; and Walter A. Dryja, Pacific side chairman for the campaign. Paul L. Beck, whose duties as principal of Cristobal High School kept him on the Atlantic side when the photograph was taken, heads the fund drive for the Atlantic area.

Bureau Merger This Month Will Consolidate Canal Units Primarily Concerned With Supply

The merger of the principal functions of the Supply and Community Services Bureau, which becomes effective March 10, will bring together in one organization those Canal Company units primarily concerned with the supply requirements of employees and their families. The consolidated unit is designated the Supply and Employee Service Bureau.

The action is being taken at this time to permit an orderly integration of the administrative and retail sales functions of the Commissary, Storehouse, and Service Center Divisions. These three units will be vitally affected at the end of the year when the treaty terminates the commissary and other purchase privileges of non-United States citizen employees who do not reside in the Canal Zone.

Forward Planning

Among the many functions of these three units which can be integrated or consolidated by the close of this year are the requisition and purchase of supplies; storage and warehousing; administrative, accounting, and clerical work; realignment of retail sales of various items; and the elimination of some facilities which will be in excess of needs in the future.

It is recognized that a major reduction in overhead expense of the three units can be accomplished when the drastic curtailment of retail sales occurs next January. By the consolidation of the

two bureaus now, a more orderly reduction of the overhead and administrative expenses can be accomplished.

No force reductions are in the immediate offing due to the forthcoming organizational change announced some weeks ago. Any resulting retrenchment of personnel will, to the greatest extent possible, be accomplished by normal attrition and absorption elsewhere in the organization.

Changes Scheduled

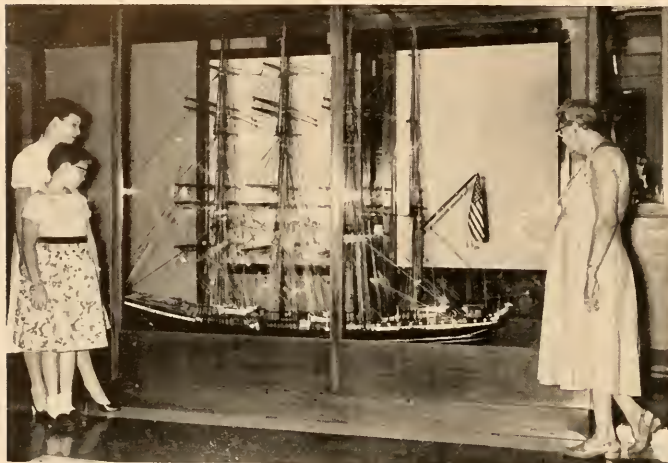
Near the end of the calendar year a substantial force reduction, particularly in the local-rate personnel, will be required by the closing of some of the commissaries and service centers. Among those slated for closing are the Ancon, Camp Bied, Cristobal, and Tivoli Commissaries; and the Pacific and Camp Bied Service Centers.

In addition to the closing of these units, it is expected that consolidations can be effected within the Commissary and Service Center retail outlets which will effect economies without impairment to services.

Among the changes already scheduled is the transfer of the Wholesale Shoe Section of the Commissary Division and its consolidation with the retail unit of the Balboa Commissary; and the closing of the Ancon Commissary annex.

No extensive changes (See page 13)

Four-Masted Barque Comes To Port In Case At Zone's Library-Museum



THREE GENERATIONS inspect the refurbished barque at its new port. On the left are Mrs. Barbara Schmitt and her daughter, Sande, granddaughter and great granddaughter respectively, of the model builder, and, right, Mrs. Barbara Hutchings, daughter of Capt. John Constantine.

Homeport these days for a 10-foot model of a full-rigged, German-type, four-masted barque, named the *John Constantine*, is the second floor of the Canal Zone Library Museum in the Civil Affairs Building.

After nearly 25 years in the Cristobal Port Captain's Office, the *Constantine* was brought to the Pacific side, restored, and last month was placed on display in the Library Museum.

Modeled after no particular ship but typical of the hundreds which sailed the seas in the late nineteenth century, the barque is the result of many years of patient labor on the part of the late Capt. John Constantine, one of the Canal's first and most colorful pilots.

Fully Furnished

To those who know ship models best, the *John Constantine* has many unusual features beside its size. In the first place, it was constructed from the hull up exactly as if it had been planned and built in a shipyard. Secondly, the interior of the ship, from the cargo space to the crews' quarters and officers' cabins, was built to scale and fully furnished.

These facts were revealed when Capt. F. D. Saunders, Panama Canal pilot who restored the ship, took the model apart and found not only furniture and equipment, but discovered that the hull itself was framed—that is built with ribs similar to those on a full-scale vessel.

The floors in the officers' lounge are parquet and the furniture in all cabins and mess halls is typical of that made in the late nineteenth century. Furnishings are complete to buckets and cuspidors.

This interior decorating was indeed a labor of love, since none of it is visible when the ship is assembled.

Visible, however, are the small scale deck machinery used on sailing ships, the four full-rigged masts, and the five lifeboats equipped with two sets of tiny oars.

Captain Constantine, who spent a good part of his life on sailing ships, carved most of the furniture, the masts, the lifeboats and other equipment, with a pocket knife. He made the hull of stained wood and inlaid the decks with strips of mahogany.

According to his daughter, Mrs. Bar-

bara Hutchings, who works in the Steamship Ticket Office in Balboa, it was meticulous work and the Captain was particular about who came near the model while it was being constructed.

The job of restoring the model after its presentation to the Library Museum by the Panama Canal Pilots Association was taken over by Captain Saunders, no mean hand with a ship model. The job of building a new display case was tackled by Nelson Williar, Quarters Maintenance Foreman with the Maintenance Division.

Eighteen-Month Job

Captain Saunders spent nearly a year and a half going over the vessel from stem to stern. He replaced a few parts, sanded and stained the masts and replaced the rigging; this was quite a job, since the rigging required yards of special cord which he dyed a particular color.

Mr. Williar devoted his own time to constructing a new display case, using materials furnished by the Library-Museum. He ended up with a mahogany and glass enclosed case about 15 feet in length, 40 inches in width and 7 feet in height.

It was natural that the late Captain Constantine should have an expert knowledge of nineteenth century sailing ships since he went to sea at the age of 14 as a quartermaster on Pacific Mail Company ships running out of San Francisco.

Came Here In 1882

Born in Greece in 1859, the son of a Greek shipowner, he sailed on ships with both the Pacific Mail and the Union Pacific Company for several years, became a naturalized U. S. citizen, and came to Colon in 1882 to work for the French Canal Company as master of the old dredge *La Valley*.

He joined the Isthmian Canal Commission in 1905 as a captain and pilot, transferred to the Panama Railroad Company in the same capacity shortly after, and was appointed the first Panama Canal pilot in 1914. In August of that year he piloted the SS *Ancon* when she made the first official ocean-to-ocean trip through the Panama Canal.

Captain Constantine retired in 1929 and died the following year in Colon.

Commissary Betterment Suggestions Received At Forum In February

A number of suggestions for improved commissary procedures and services and requests for a number of new merchandise items were presented last month at a forum for local-rate customers of the Canal Zone Commissaries. The meeting between representatives of the Supply Bureau and the Commissary Division and representatives of the local-rate customers was held at the Balboa Heights Administration Building, the third of the sort for the local-rate group.

Paul H. Friedman, Acting Supply Director, who presided over the meeting, told the customer representatives that all of their suggestions would be considered. Each would be investigated fully, he said, although the investigation might show that it might not be feasible to adopt some of the suggestions.

After the previous forum, he added, a number of changes suggested by the customers were made in both procedures and in stock. These included: Addition of more shopping space at the Gamboa Commissary by opening up the second floor; a change in the late-opening night at Gamboa Commissary with the choice made by a Civic Council poll; more legible price markings on merchandise and a prominent display in all stores of price changes; additional lobby space at Camp Bied Commissary; improvements in the supply of potatoes and onions; and the addition of wider sizes in children's shoes.

The limited space and limited stock at the Paraiso Commissary were discussed by several representatives. Mr. Friedman said that the situation will be much improved when the new Paraiso Commissary is opened late next summer.

Courtesy In Commissaries

Another matter which came up for considerable round-table discussion was that of the courtesy of salesclerks in the retail stores. This had been a major subject at the previous forum. Since that time, Mr. Friedman said, all sales personnel have been given training courses, with emphasis on customer relations. D. J. Paolucci, Training Officer for the Personnel Bureau, told the forum that he had attended a number of the classes conducted by the Division's own training officer, F. N. Dahl, and that he considered the training effective. Sales personnel were checked after completion of the training period, and, if necessary given further training.

Local-rate representatives agreed that the courtesy of the salesclerks had improved, but that the situation was "still not 100 percent." However, Hamilton Lavallas, of Paraiso, pointed out that "courtesy works both ways," and commented that on occasion customers can be sufficiently annoying to try the patience of the most highly trained clerk.

Also discussed during the forum was the pricing of commissary goods. Mr. Friedman emphasized that the Commissary Division has only one price for an item, whether that item be sold in Camp Bied, La Boca, Ancon, or Cristobal Commissary. He asked that those present cooperate with the Commissary Division by reporting to their

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Latin American Schools Start Vacation Today; New Term Begins May 7

Vacation will begin today for approximately 4,000 students in the Canal Zone Latin American schools.

March 2 also marks the conclusion of the first Latin American school term during which classes were conducted in Spanish in all grades from kindergarten through the 12th grade.

The Spanish language was first adopted for all classroom work through the first six grades during the 1954-55 school year with a partial changeover in grades 7 through 12. The complete changeover from English to Spanish took place this past school year.

During the past two years, the curriculum of the Latin American schools has been changed to coincide more nearly with that of the schools in the Republic of Panama. This year the school term, which will begin May 7, also will coincide with the opening date of Panama schools.

Of the 4,000 students completing the 1955-56 school term, 162 will be graduated from the two Latin American High Schools on the Canal Zone.

Eighty-seven of this year's graduates are students in the Rainbow City High School and 75 are students in the La Boca High School.

Commencement exercises for the Rainbow City seniors were held Wednesday in the Rainbow City school gymnasium and commencement for the La Boca graduates will be held tonight in the Paraiso Theater.

School For Teachers

While vacation is scheduled to start today for the Latin American students, it will be only the beginning of another school period for the teachers and principals of the Latin American schools.

The Summer Institutes to be held on both sides of the Canal Zone will start classes Monday, March 5, at the La Boca and Rainbow City High Schools. Classes and workshops will continue through April 6.

Walter Oliver, former head of the Pan American Institute in Panama, who has been coordinator in making the change from English to Spanish in the Latin American Schools, will take overall charge of the Summer Institute.

The group at La Boca will be under the supervision of Robert Beecher, Principal of the La Boca High School and the group at Rainbow City will be supervised by Spencer Josephs, Rainbow City High School teacher.

Temistocles Cespedes, former Chief of the Technical Service Section of Panama's Ministry of Education, who for the past two years has acted as a consultant in the Zone schools, will teach a class in Spanish literature.

A class in methods of teaching Spanish literature in the secondary schools will be taught by Edward O'Connell, Supervisor of Instruction.

Other courses and workshops scheduled for the Summer Institute include a curriculum workshop for elementary teachers, a curriculum workshop for secondary teachers, a Spanish curriculum workshop, and a course in Spanish for physical education teachers.

A music workshop will be conducted

Executive Secretary Retiring



ANNOUNCEMENT of his plans to retire at the end of this month was made during the latter part of February by Eugene Christopher Lombard, Executive Secretary for the past seven years. He entered the Canal service in 1918 and is now one of the top 25 Canal employees in point of service.

Aside from his long and outstanding service record with the Canal organization, Mr. Lombard is well known for his civic and community activities. He is the third man to hold the office of Executive Secretary, his predecessors being C. A. McIlvaine and Frank H. Wang. He is the only one of the three, however, to have the title of Executive Secretary to three different organizations—The Panama Canal, the Panama Canal Company, and the Canal Zone Government.

The Executive Secretary is noted for his comprehensive knowledge of the history of the Panama Canal, as well as the intricacies of the Canal organizations and its regulations. His popularity as an individual and an executive in the Canal Zone is equally great in the Republic of Panama. He is one of the relatively few Canal Zone civilians ever to receive the Vasco Nuñez de Balboa medal from the Panamanian Government.

C. Z. Government Property Evaluation And Inventory Was Completed Last Month

An inventory and evaluation of all the portable and installed equipment of the Canal Zone Government and that owned by the Panama Railroad Company at the time the name of the company was changed in July 1951, was being completed last month.

The formidable task of counting and establishing the book value of all the streets and sidewalks, and movable equipment—from steamships to adding machines—was done by the using agency under the guidance and supervision of the Plant Inventory and Appraisal Staff. This meant that schoolteachers, firemen, policemen, nurses, and doctors joined engineers and accountants to do the job.

The inventory and appraisal program follows the completion of the report of the inventory and appraisal of all property transferred to the Panama Canal

Company by the former agency known as The Panama Canal when the new organization was established in 1951.

The latter was required by Public Law 841, the work being done over a period of about three years by the Plant Inventory and Appraisal Staff of the Office of the Comptroller.

The voluminous report on the property transferred was submitted to the Board of Directors at the January meeting here and will in turn be forwarded to the Bureau of the Budget for its approval.

The evaluation program was under the direction of Col. Edward B. Jennings, who was transferred from his job as Project Engineer of the Power Conversion program last August to take charge of the plant inventory and appraisal work. He and his staff were commended by the Board of Directors for their report.

All Assets Inventoried

With the completion of the inventory and appraisal of Government and Panama Railroad Company property, everything owned by the Company-Government, which can be listed as assets of the United States Government, will be counted and posted.

Colonel Jennings' assignment with the Plant Inventory and Appraisal Staff was extended for one month to complete the inventory and appraisal of Government and Panama Railroad properties; he returned to his former position at the first of March.

The inventory was begun February 1 and was scheduled for completion by March 1. The reports will be consolidated, checked, and posted by the Plant Inventory and Appraisal Staff.

Canal Zone Carnival



CARNIVAL is celebrated nowhere in the Canal Zone with more enthusiasm than at the Palo Seco colony on the Canal's west bank. Weeks and weeks of work go into the annual event. This year's Carnival, according to Mrs. Ezra Hurwitz, who has seen 27 such celebrations, was the "most colorful ever." The picture shows Queen Carmen I on her throne, just after she had been crowned by the previous year's queen. The throne was set in a bohío, decorated with bananas, corn, and rice.

Panama Income Tax Payment Is Now Due For Certain Employees

Official notification was given through the local press last month that January 1 of this year is the effective date for payment of income tax to the Panama Government by Canal Zone employees required to do so under the terms of the new treaty.

The notices, in the form of advertisements signed by the Collector of Internal Revenue, also stated that March 14 is the deadline for the filing of estimated income statements for this calendar year. Later in the month, it was announced that a special group of employees has been assigned to provide information of the tax to Canal Zone employees and to accept tax payments from them.

This group will be on duty from 3 to 6 p. m. from Mondays through Fridays and from 8 a. m. until noon on Saturdays in the Internal Revenue offices. The tax payments must be paid in the month following that in which the income from wages or salaries is received.

The Internal Revenue Office in Panama City is located on the fourth floor of the Ministry of Finance, at Peru Avenue and East 33d Street, and in Colon on the top floor of the Post Office Building on Bolívar Avenue.

Late in February, Panama Government officials announced plans to open income tax offices in Panama City and Colon, close to the Canal Zone boundary, for the convenience of those Canal employees who are now subject to Panama income tax.

Under the terms of the new treaty, employees of the Canal organization who are subject to the Panama income tax are: Panamanian employees residing in Panama or the Canal Zone.

Non-United States citizen employees residing in the Republic of Panama.

It is the obligation of the individual employee to ascertain if he or she is liable for the tax and arrange for its payment.

Zonians Now Buying Liquor At Major Duty Reduction

Another provision of the new treaty between the United States and Panama became effective last month when residents of the Canal Zone began the purchase of liquor in Panama or at clubs in the Canal Zone at a reduction of 75 percent in import duty. This meant a reduction of price of \$1.02 to \$1.23 for whiskies, rums, gins, and brandies, and from 20 to 70 cents on wines.

Permits to buy the reduced duty liquor and wines may be obtained from the customs offices on either side of the Isthmus, for other than military personnel, who obtain their permits from their respective services. The permits are necessary only when the liquor is to be purchased in the Republic of Panama.

New Waterfronter



JOHN R. MALLAHAN, above, is a newcomer to the Balboa waterfront. He arrived recently from his former post with the American Bureau of Shipping in New Orleans to be the Bureau's Surveyor in the Canal Zone. He succeeds L. M. Brece who has been transferred to Spain by the Bureau of Shipping.

Purchases, Contracts By Canal In Republic Aggregate to \$2,855,000

Expenditures amounting to \$2,855,000 were made by the Panama Canal Company during the last half of the past calendar year in direct purchases of consumer goods in the Republic of Panama and in contracts awarded to local contractors for work in the Canal Zone.

The Canal purchases from producers and suppliers in Panama during the six-month period of July through December totaled \$1,330,000. This amount was lower by approximately \$115,000 than the direct purchases in the comparative period of 1954, but over \$150,000 above the 1953 figures.

The figures on purchases and contracts awarded to local firms are exclusive of the extensive purchases made by the various other U. S.-Government agencies in the Canal Zone from sources in Panama.

The three principal purchasing units of the Canal organization are the Commissary, Service Center, and Storehouse Divisions.

Decline In Building

The decline in amount of purchases during the last six months of 1955 as compared with the previous year resulted principally from a major drop in the amount of building materials purchased, following the completion of the Canal Company's major quarters construction program. The amount of consumer goods bought was also less last year, reflecting the continued decline in the Canal force. The purchases of meat products and beverages were both below the previous year's figures.

The compilation of figures on purchases in Panama by the Canal organization in the last half of the past calendar year followed an announcement on the goods and services bought during the last quarter of the year. This showed that the purchase of consumer goods declined over the previous three-month period, but this drop was overbalanced by the value of contracts awarded to local firms.

Contracts awarded during the last three months of the year were reported at \$450,800, consumer goods bought at \$624,400; and services at \$5,800.

Consumer Goods

The principal purchases of consumer goods in the last quarter follow: Meats, \$167,000; sugar, \$150,000; automobile parts and supplies, \$37,000; beverages, \$29,000; seafoods, \$13,000; coffee, \$12,000; building materials, \$24,000; agricultural products other than sugar and coffee, \$45,000; toilet articles, \$7,000; and miscellaneous goods, \$104,000.

The agricultural products bought by the Commissaries and Service Centers cover a wide range of fresh fruits and vegetables grown on the Isthmus. The seafoods include fish, shrimp, and lobster, with occasional purchases of turtles.

A long list of items make up the goods classified under the miscellaneous heading. Some of the principal items under this classification are office machines, and supplies, electrical parts, medical supplies, magazines and periodicals, and film rentals.

Nearly 100 Canal Employees Ready To Serve U. S. As Reserve Officers



OFFICERS of the Reserve Officers Association met last month to discuss final plans for National Defense Week. They are: Top row left to right: Maj. M. M. Morton, USAR; Lt. Col. J. A. Brigman, USAR; Capt. E. J. Kirkus, USAR; Maj. R. W. Adams, USAFR; Lt. Col. W. F. Browne, USAFR; Lt. Col. M. E. Deerwester, ASAR; Lt. W. G. Purdy, USNR; Lt. W. L. de la Matier; Lt. Col. W. D. Cunningham, USAFR (Ret.); Capt. M. S. Papeun, USAFR;

Lt. Comdr. S. D. Puller, USNR; Comdr. P. H. W. Olander, USNR; Capt. T. W. Drohan, USAR. Bottom row left to right (seated): Capt. J. F. Oster, USAFR; Col. E. A. Stevens, USAFR; Maj. J. C. Twomey, USAR; Lt. Comdr. Jessie M. Gill, USCGR; Lt. Comdr. A. J. Janssen, USNR; Lt. Col. N. M. Newport, MC-USAR; Lt. Col. Cleveland Soper, USAFR. The meeting was held at the Administration Building, just before National Defense Week began.

If every reserve officer in the United States military services were suddenly called to active duty, some 100 men and women in the Canal organization would close their desks or lay down their tools, don their uniforms, and be off.

Along with them would go several score more reservists who, in civilian life, work for the military services or other government agencies in the Canal Zone and Panama, or who live in various locations throughout Central and South America but are affiliated with the local reserve officer's organization—the Department of the Canal Zone of the Reserve Officer's Association.

A little over two-thirds of them would be in Army uniform, another quarter would be wearing the uniform of Navy officers, and the remainder would be in Air Force blue. They would rank from colonel—only a few of them—down to ensign and lieutenant, but the majority would be majors and captains.

Annual Celebration

Last month the reserve officers of the Canal Zone stepped into the spotlight when they sponsored National Defense Week, as they have been doing since the early 1920's on a nation-wide basis and since 1930 in the Canal Zone.

National Defense Week, traditionally held in the 10 days between the birthdays of two United States presidents, Abraham Lincoln and George Washington, is designed to focus the attention of all Americans on the matter of an adequate national defense and security. The slogan for this year's National Defense Week was: "Responsibility of citizenship is everybody's business."

Its principal event this year was a dinner dance at the Albrook Officer's Club with Brig. Gen. Louis V. Hightower, Chief of Staff for the U. S. Army Caribbean, as the principal speaker.

In addition to the celebration of National Defense Week, the Canal Zone Department also awards a trophy and medals each year to outstanding cadets in the high schools' Junior ROTC.

The Canal Zone Department of the ROA is part of a nation-wide organization which has approximately 65,000 members. There are 54 departments and

hundreds of chapters in each of the 48 states and overseas in the Canal Zone, Europe, Hawaii, the Far East, Puerto Rico, and Alaska.

The national organization was formed in 1922 for the purpose of "supporting a military policy for the United States that will provide adequate security and promote the development and execution thereof."

Organized In 1930

Eight years later, the Department of the Canal Zone was organized. Its first meetings were held in the Century Club on DeLesseps park in Panama City—the building now occupied in part by Pan American Airways. The first Department President was the late Ralph Z. Kirkpatrick, at that time Chief Hydrographer of The Panama Canal and a colonel in the Army Reserves. He was succeeded by James C. Twomey, now a reserve major and a civilian employee of the Army, and he, in turn, was followed by Capt. Fred deV. Sill.

As the organization grew, it was subdivided into five chapters: Atlantic RONS Chapter (Naval Reserve officers); the Atlantic Chapter (Army or Air Force reservists); Air Force Pacific Chapter, whose name speaks for itself; Pacific RONS Chapter (Naval Reserve officers); and the Leo A. McIntire Chapter (Pacific side Army Reserve officers). This chapter bears the name of the late L. A. McIntire who for many years headed what is today the Canal's Internal Security organization.

There are several classes of membership in the Reserve Officer's Association. Reservists may be active or associate, special life or honorary life members. In the younger age brackets, those who are in a Reserve Officers Training Corps or its equivalent may become junior members.

In addition to the sponsorship of National Defense Week and the presentation of awards to Junior ROTC cadets, the Reserve Officers Association has another annual event, its Department convention held each April. This year the convention will be held at the Coco Solo Officers' Club. Part of the agenda of the annual convention includes the election of Department officers. The presidency is

alternated among the three services, Army, Navy, and Air Force. This year's president, Col. Robert A. Stevens, is an Air Force Reserve officer; his successor will be a Navy reservist.

Between annual conventions, the governing body of the Canal Zone Department is its Department Executive Council. This is composed of all Department officers, the Department president and his immediate predecessor, and the president of each of the five chapters.

Department Officers

The present Department officers are: Colonel Stevens, of the Personnel Bureau, president; Lt. Col. W. F. Browne of the Comptroller's Office, Air Force vice president; Comdr. A. J. Janssen of Rodman, Navy vice president; Lt. Col. M. E. Deerwester, of the Army and Air Force Motion Picture Service, Army vice president; Lt. Col. J. A. Brigman, of the Engineering Division, an Air Force Reserve officer, judge advocate; Lt. Col. N. M. Newport, of Gorgas Hospital, surgeon; Capt. E. J. Kirkus, of the Internal Security Office, an Army officer, historian; Comdr. P. H. W. Olander, chaplain; Maj. James C. Twomey, civilian employee of the Army and a Reserve Army officer, treasurer; Lt. Col. Carl J. Browne, Superintendent of the Balboa Field Office for the Maintenance Division and an Army reservist, past president; and Lt. Comdr. Jessie M. Gill, of the Community Services Director's Office, a Coast Guard Reserve officer and the ranking woman reservist in the local Department, secretary. Other officers who sit with the Executive Council are: Lt. Col. Cleveland Soper, USAFR, of Eastman Kodak Co., Panama, who is National vice president for Central and South America; Capt. M. S. Papeun, USAFR, of Minerals Shipping Co., Panama, who is a National councilman; and Capt. J. F. Oster, USAR, of the Personnel Bureau, who is corporate agent for the Canal Zone Department.

Officers of the five chapters are: *RONS Atlantic*—Lt. Comdr. S. D. Puller, USNR, of the United Fruit Company in Cristobal, president; Comdr. M. B. Nickel of the Industrial Division, junior vice president, and

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Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

NEW ALL TIME LOW

Preliminary statistics for the month of January show a new all-time low accident frequency rate of 3 for the Canal Zone Government-Panama Canal Company Organization.

This fine achievement was due to perfect records established by four bureaus. The Transportation and Terminals,

Supply, Community Services, and Health Bureaus all shared in experiencing a total of 1,144,684 employee-hours of exposure without a disabling injury.

This is a noteworthy safety performance for which congratulations are certainly in order.

. . .

SEEING SIGNS

A woman in Louisville, Ky., sued the city because she tripped and fell over a safety campaign sign.

We're not attempting to judge that particular case, but the incident does remind us that some people, including industrial workers, seem to have a blind spot for safety signs. You could put a sign saying "Caution! Don't Stumble!" out on the floor in the walkway, and somebody might go right ahead and trip over it without seeing it. Others might see it the first time, but forget all about it after they got used to its being there.

We trust that you are not one of those—but that you see and heed all the Safety Posters and Warning signs, even in the spots where you are used to their being.

. . .

A ship's captain, when writing up the log for the day, put in the following, "The First Mate was drunk today." When the first mate sobered up and saw it he said to the Captain, "Please remove that notation. It was the first time in my life that I ever got drunk and it will never happen again." The Captain replied "The ship's log must contain the truth, so the notation will have to remain."

The next day the First Mate wrote up the ship's log. In it he made the following notation, "The Captain was sober today."

DANGER DUE

Accidents don't punch a time clock on the job, but they do have certain hours of the work day during which they are more likely to show up than at other times.

They come around most often, with a supply of disabling injuries, between 10 and 11 o'clock in the morning and between 3 and 4 o'clock in the afternoon. No matter when they are most likely to check in, don't let them check you out. Don't let the lazily creeping hour hand catch you with your mental guard down or your eyelids dragging.

. . .

HANDS ARE HANDY

The next time that you are tempted to ignore hand protection, stop a minute and count to ten on those fingers of yours. You wouldn't want to count less than ten on them, would you?

Did you know that there are more occupational injuries to fingers and hands than to any other part of the body? National figures show that there were about 500,000 disabling injuries to fingers and hands last year. So you can see that it won't help to cross your fingers for luck—it takes something more.

Use gloves or other hand protection if the rules say to, and be sure you have the right type. Keep your hands handy by keeping hands and fingers free of injury.

. . .

If you make a left turn from a right-hand lane, you're probably just careless or reckless and not what the guy behind called you.

HONOR ROLL

Bureau Award For

BEST RECORD

JANUARY

TRANSPORTATION AND TERMINALS BUREAU

SUPPLY BUREAU

COMMUNITY SERVICES BUREAU

HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

Community Services	1
Health	1
Supply	1
Transportation and Terminals	1
Civil Affairs	0
Engineering and Construction	0
Marine	0

Division Award For

NO DISABLING INJURIES

JANUARY

COMMISSARY DIVISION

TERMINALS DIVISION

NAVIGATION DIVISION

HOSPITALIZATION AND CLINICS

MAINTENANCE DIVISION

SERVICE CENTER DIVISION

INDUSTRIAL DIVISION

GROUNDS MAINTENANCE DIVISION

MOTOR TRANSPORTATION DIVISION

RAILROAD DIVISION

STOREHOUSES DIVISION

HOUSING DIVISION

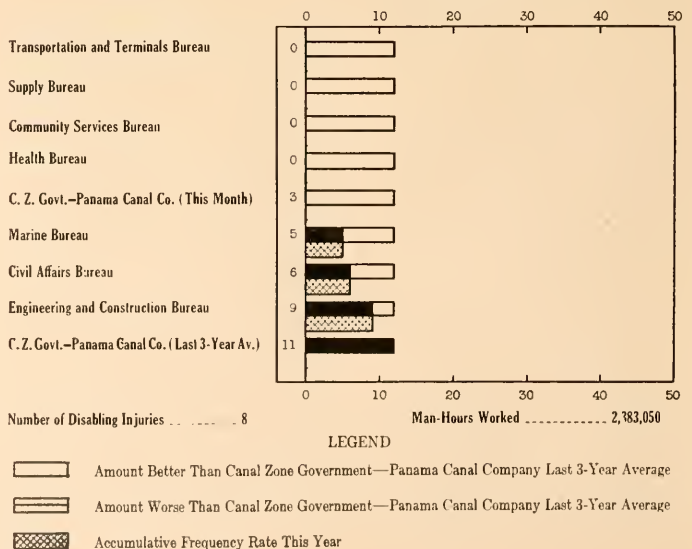
SANITATION DIVISION

AIDS TO NAVIGATION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	1
Commissary	1
Grounds Maintenance	1
Hospitalization and Clinics	1
Housing	1
Industrial	1
Maintenance	1
Motor Transportation	1
Navigation	1
Railroad	1
Sanitation	1
Service Center	1
Storehouses	1
Terminals	1
Dredging	0
Electrical	0
Locks	0

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)





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ELEANOR H. McILHENNY
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Leaving Isthmus



ROBERT H. EMERICK, who has been Chief of the Industrial Division for the past two years, will leave the Isthmus next month to return to Charleston, S. C., where he will resume his consulting engineer's practice. A native of Harrisburg, Pa., Captain Emerick is a graduate of the University of Pennsylvania; he was commissioned there as an ensign in the Naval Reserve. Before World War II, he was a consulting mechanical engineer and designed power plants all over the world. He is also the author of several engineering books, the last of which, *Power Plant Management*, was published last year. His 18-year old son, Robert, who has been a licensed radio operator for several years, entered the Merchant Marine Academy at King's Point, N. Y., this year. Captain Emerick will be replaced by Capt. Hugh S. Kuerr, USN, who will arrive in April from Washington, D. C., where he has been Assistant Inspector General with the Chief of Naval Operations. Captain Kuerr is a graduate of the Naval Academy at Annapolis and of the Harvard University School of Business Administration.

OF CURRENT INTEREST

Singing Belles



GORGAS HOSPITAL was included on the schedule of the Belles of Indiana, 32-girl chorus from Indiana University who visited the Isthmus last month on a USO tour. The girls gave their concert in the patients' recreation lounge, which is under the supervision of the Red Cross. Ambulatory patients and those who could be moved in wheelchairs and stretcher beds were brought to the lounge. During their visit to the hospital the girls met an old Indiana graduate, Col. William W. Nichol, who has been here about two years and is Acting Superintendent of Gorgas.

Canal Zone gardeners whose lawns and flower beds need the revivifying influence of a load of good black topsoil may get just that—provided they get their orders in early to the Housing Division.

A limited amount of topsoil, in load lots, is available on both sides of the Isthmus, on a first-come, first-served basis. The topsoil will be delivered some time this month.

Atlantic side residents should telephone their orders to 3-2373 while those living on the Pacific side should call 2-2121.

Many applications are already on file so, says the Housing Division, prompt action is necessary and even then there may not be enough to go around.

The annual Field Night, a yearly event of the Canal Zone Junior ROTC, will be held March 16 at the Mount Hope Stadium, with starting time set for 7 p. m. This year will be the eighth Field Night since the Junior ROTC was organized here; the locale shifts from side to side of the Isthmus, alternating each year between Balboa and Cristobal. Field Night is the only time during the year that the Balboa and Cristobal High School units perform together and is the annual high spot for the two cadet battalions.

During the evening a competition will be held to determine the best individual cadet in the Canal Zone Junior ROTC. Five cadets from each high school have already been selected to compete for this coveted award. Other competitions are those for the best squad, best platoon and best company. Awards for these events will be given by various civic organizations on both sides of the Isthmus.

As in the past, many high officials representing both the Canal Zone and the armed services will be present. The program will begin with a review of both battalions in honor of Gov. J. S. Seybold and will end at nine o'clock with a final parade. Members of the crack drill teams from both schools will give a demonstration of various maneuvers.

There is no admission for Field Night; the general public is invited to attend.

Excursions to the Interior and other holidays trips for the annual Easter vacation which falls due the last week in March are now being planned by the thousands of boys and girls who attend the Canal Zone United States citizen schools.

Students in both elementary and second-

ary schools will be able to forget lessons and books from Saturday, March 24, through Sunday, April 1. School classes will start again Monday, April 2.

Canal employees will be able to enjoy a long weekend with their children at the same time. March 30, which is Good Friday, is a holiday, both in the Canal Zone and Panama.

William S. Wigg and Joseph M. Watson, two Canal employees who were selected as representatives of the Canal organization for the seventh Junior Management Intern Program sponsored by the United States Civil Service Commission, returned to the Isthmus last month after completing a six-month course of training in and near Washington, D. C.

They were nominated last July for the program. In the competitive examinations Mr. Wigg distinguished himself by making the highest score of the thousands of Federal employees who took the examinations.

The course taken by Mr. Wigg and Mr. Watson was similar in most respects to that offered by the Civil Service Commission in the Senior Intern Program for employees in higher categories.

Mr. Wigg is Supervisory Administrative Assistant in the Administrative Branch. He was graduated from Balboa High School in 1936 and has been employed by the Canal organization since 1940, with the exception of three years of service with the U. S. Army, during World War II.

Mr. Watson was employed by the Maintenance Division in 1940. He served with the U. S. Navy during the war and has been with the Maintenance Division continuously since 1946. He was promoted to the position of Administrative Assistant in the Cristobal Field Office in 1951.

The Canal Zone Library and all of its branches will join this month in the celebration of the Woodrow Wilson Centennial year by offering a display of reading material, pictures and posters concerning the 28th president of the United States.

At the main library the major display will be set up in the flat, lighted case on the main floor of the Civil Affairs Building. Books and other material on President Wilson will be available in all branch libraries.

The Isthmian observance will coincide with that of the Library of Congress in Washington, D. C.

Canal Zone's Barro Colorado Island Is Unique Natural Wildlife Preserve



BUILDINGS of the Canal Zone Biological Area, gleaming in the morning sun on the hillside, are the first things the visitor to Barro Colorado Island sees as the launch approaches a cool, shadowed inlet.

If you like your monkeys tied to organ grinders, your snakes in zoos, and your orchids in corsages, and if you think that a steep hill can be climbed only by a funicular, then Barro Colorado island is not for you.

But, if you thrill to the sight of shadowy shapes swinging through trees, if you don't flinch at a coral snake curled up in a patch of sunlight, if you can gaze and enjoy gazing at thousands of air plants on towering trees, and if you have the fortitude—not to mention the wind—to climb 201 steep, narrow steps straight up an almost perpendicular hillside, then, by all means, try to visit Barro Colorado.

Technically the island is known as the Canal Zone Biological Area. It is under the jurisdiction of the Smithsonian Institution; all arrangements to visit it must be made in advance through James Zetek (whose title is Research Specialist but who is really the Baron of Barro Colorado), or through his Girl Friday, Mrs. Adela Gomez.

The value of the island in the world of science is too well known to go into here. But even the most amateur of naturalists cannot help but soak up some of the wonders of the jungle during a visit there.

In Everyone's Backyard

The Canal Zone is so small, comparatively, that Barro Colorado is practically in everyone's backyard and the physical trip to the island in the middle of Gatun Lake is simple, once arrangements have been made. Morning trains from either side of the Isthmus drop visitors at the Frijoles Station, only a few hundred feet from a landing where the launch *Snook* is waiting, its triangular pennant lettered C. Z. B. A. whipping from its staff in the stiff morning breeze.

Twenty minutes, and three and a half miles later, the *Snook* pulls into a lovely little shadowed inlet, set about with heliconia and bordered with plants which "like their feet wet." As the launch ties up, the surrounding water is filled with hundreds of fish, of the perch family, waiting for their breakfast of bread. They

gulf down slice after slice, with more speed than manners.

From the head of the dock, the hill on top of which sit the laboratory's buildings seems to go straight heavenward. The pampered baggage and supplies ride up aboard the single car of the Dock and Skyline Limited—a cableway—but the people walk—up, and up, and up. Novices take it fast, at first. Barro Colorado veterans lag behind so they can stop to puff and blow. By the time everyone has reached the top of the steps, no one has enough breath to talk.

At the main building, overlooking the Canal channel and mile on mile of the Gatun Lake shoreline, there are rooms where visitors may change to slacks and sneakers before they set out along the island's trails. Then, single file like a group of Indians, led by Fausto Bocanegra, who has been guiding parties around Barro Colorado for three years, they move into the jungle.

"Boca" carries a machete, but not for any defensive purposes. He uses it to slash down the lianas and branches which have sprung across the trail since the last party went through a few days before. And although his function is that of guide, the trails—each of which bears the name of scientists who helped Barro Colorado into being—are so well marked that a visitor has little chance of being lost should he stray away from his group.

Jungle Hothouse

The smell of the jungle, like thousands of hothouses rolled into one, is everywhere. Every once in a while the hikers walk through patches of heavy, heady perfume. Here and there the trail is snowy with tiny white petals, like those from a *spiraea* back home in Ohio or Kentucky; the tree from which they came is so tall and so grown about with brush that one cannot see its blossoms without glasses.

Occasionally the visitors have to step aside to avoid crushing a single file of bustling, leaf-cutting ants, each with its bright green parasol over its back. The

line winds on for hundreds of feet, ending in an underground nest where the leaves are stored away to become breeding beds for ant baby food.

A one-day visitor to the island, noisy on the trails, tramping on twigs, slithering through muddy spots, will probably see very few animals, although there will be thousands of unseen wild eyes watching him. An occasional bird will fly over head, or a flock of parrots will set up a clatter at having their privacy disturbed. Almost invariably, though, a visitor will hear a racket like a cageful of lions at feeding time. Those will be the howler monkeys. Someone, quick with his field glasses, may spot a few howlers in a tree well off the trail but before the others can get their binoculars into focus there is nothing to be seen but the swing of the branches where the monkeys are moving. A few minutes later, someone else may see a white-face monkey, but again the others have to take his word for it.

On Gigante Peak, 537 feet above sea level and the island's highest spot, a little clearing provides a welcome stopping place for the duffers. The more athletic in the party can climb at 30-foot steel tower—at their own risk—to see what a jungle looks like from above.

Not far from the clearing the Paul Bunyan part of the jungle begins. Here, ants an inch long roam the jungle floor. Just off the trail huge old bolga trees with buttressed roots deep enough to conceal a grown man stretch almost a hundred feet into the air before they send out their first branches, covered with air plants. A coral snake, coiled on a patch of sun-touched leaves, looks out of scale in his monstrous surroundings.

Much of the jungle is dark and photography, especially with color film, is difficult. But there is sun around the big trees most of the year; some of the party obligingly slip into the pockets between the bolga roots so they can be



STEPS, 201 of them, go straight up the hill. Only baggage rides the Dock and Skyline Limited, left.

photographed before the camera fans start "panning" up and up the trees.

Hot showers at the main building—to wash off the omnipresent ticks and red-bugs—and a hot lunch, to provide energy for another few hours on the trails, are a welcome break for the sticky hikers. But lunch is interrupted by a pair of peccaries and a gang of gato solos which have also answered the lunch bell.

The peccaries are sedate and not particularly friendly, but the gato solos—coati mundis, if you prefer—are clowns and will do anything, even to walking a clothesline, to get a piece of bread. Some visitors even accuse them of "mugging" when the cameras appear, as they invariably do.

After lunch and a brief rest; the island visitors start out again, this time on the opposite side of the island, and by the time they board the *Snook* to catch the evening trains back home most of the tenderfeet are just exactly that.

World War I Baby

In one sense, the Canal Zone Biological Area was a baby of World War I. It came into being in 1923 under the sponsorship of the National Research Council which had been organized seven years before at the request of President Woodrow Wilson "as a measure of national preparedness."

When the Council's Dr. Thomas Barbour came to the Isthmus in 1922 seeking a site for a zoological research laboratory, he met James Zetek, who had dreamed of just such a plan for years. Fresh out of the University of Illinois, Mr. Zetek had come to the Canal Zone in 1911 as entomologist for the Canal's Sanitary Department and had stayed on to serve, successively and in that same capacity, the Republic of Panama, the Board of Health Laboratory, and the United States Department of Agriculture.

They combed the Isthmus and finally decided that the largest island in Gatun Lake, almost uninhabited by humans but teeming with birds, bugs, and animals, was the most suitable site for a natural preserve. The two pioneers were backed by a number of scientific societies, "terrifying enough to cause consternation to any bug that walks, flies or crawls," the *Star & Herald* reported in an early story on the Barro Colorado project.

On March 17, 1923, Gov. Jay J. Morrow proclaimed Barro Colorado a "natural park" and banned all hunting in its almost 4,000 acres. Twenty-five years later this date was commemorated by a special Canal Zone stamp issue, the first local stamp to bear a picture of an animal. Those 10-cent stamps today are worth 25 cents each, according to *Scott's Catalogue*.

Scientists By Doves

The laboratory buildings came slow and hard. At one time there were plans to set up scientific headquarters on a barge anchored in the inlet. The first of the buildings was dedicated officially on March 20, 1924; today there is a cluster of 10 buildings, including the kitchen, at the top of the long flight of steps.

The scientists did not wait until their creature comforts were provided for. A few weeks after the Governor's proclamation, Dr. William Morton Wheeler of Harvard, Dr. Richard Strong of the Gorgas Memorial Institute, and Mr. Zetek were at work on the island. Close on their heels came R. G. Shannon of the Bureau of Entomology; he built a small



JAMES ZETEK is the Baron of Barro Colorado. He helped found it in 1923 and has run it ever since.

shelter and stayed on the island off and on for two months studying blood-sucking flies. A few months later Frank E. Lutz, Associate Curator of Museum of Natural History, spent five weeks on Barro Colorado, working with stingless bees. Close behind him was Dr. W. C. Allee, of Chicago University, who was the first scientist to occupy the still unfinished large laboratory building.

The roster of distinguished men who have worked, and are still working, at the Canal Zone Biological Area reads like a Who's Who of Science. There have been Dr. David Fairchild, world-famed botanist; Dr. Frank Chapman who studied the island's birds year after year and whose *Tropical Air Castle* is one of the classics on the island; Dr. Alexander Wetmore, another internationally known ornithologist and former Secretary of the Smithsonian; Dr. Arthur Compton, who measured cosmic rays with balloons sent up from an island base and whose expedition was one of five such cosmic visitations; Prof. Alexander Petrunkevitch and Dr. A. M. Chickering, both famous for their

studies of spiders; Professor T. C. Schneirla, a foremost authority on army ants.

Barro Colorado's visitors have come from scores of colleges and universities and scientific societies and institutions, all over the world. Recently there have been representatives from the Woods Hole Oceanographic Institute in Massachusetts, the Scripps Institution of Oceanography in California, the University of Oslo in Norway, and the American Museum of Natural History. (The current guest book also contains the name of Davy Crockett, from the Wild Frontier!)

Empty Pockets

For many years Barro Colorado had heavy financial going. At first it was financed almost entirely by gifts and by the "table contributions" of scientific institutions and universities; that is, each institution or university financed a laboratory table. Wealthy friends gave money, buildings, or equipment but still, and especially during the depression years, Mr. Zetek had to scrounge and stretch to make ends meet.

In 1940 Congress passed a bill "authorizing the setting aside of an area within the Canal Zone to preserve and conserve its natural features for scientific study," and authorized up to \$10,000 a year for its support. The act did guarantee the permanency of the Biological Area but Congress did not follow through with an appropriation. During the war years, when important work—much of it still secret—was done on Barro Colorado, funds came from several government agencies. Finally, in 1946, the Canal Zone Biological Area became a Department of the Smithsonian Institution and its financial plight was somewhat eased. Some support still comes from scientific groups and from universities, and small fees—just enough to cover board and lodging—are charged scientists and the day-to-day visitors.

Two of the important projects on Barro Colorado are what are called "continuing ones." For many years Mr. Zetek has experimented with various types of treated wood to (See page 12)



BOLGA TREES are among the island's giants. The base of this tree extends on either side beyond the group of hikers. Lianas, ferns, and air plants cover the trunk which towers almost 100 feet.

Balboa Has High Repute As World Port For Facilities And Service To Shipping



BALBOA'S inner harbor, seen from a plane, shows Pier 18 protruding over 1,000 feet into the quiet water. On the right are Docks 14, 15, and 16, separated by a launch landing from the completely shielded pier. The line of railroad cars on Pier 18 shows part of the cargo handling facilities available.

EDITOR'S NOTE: This is the second and last of a series of articles on the Port of Balboa. A similar series will be carried later on the Port of Cristobal.

The operation of a modern port with all the facilities required by shipping is a complex and expensive proposition.

The Port of Balboa, while small in comparison with many in the amount of cargo and number of passengers handled, can be ranked among the best in most of the cardinal points which give a port its international reputation as good, bad, or indifferent.

Some of these are: Facilities for handling cargo and passengers; mooring and docking arrangements; navigation features, such as water depth and currents; weather; pilotage; customs and inspection service; health control; repair and salvage; fueling, chandlery, and supply; fire protection; communications; rail and highway connections; and other factors.

The representative of one of the largest shipping agencies here which handles vessels calling at ports from Alaska to the southern tip of Chile summed up these factors by saying of Balboa:

"It is the best working port on the entire Pacific coast. Here we handle 40 tons of flour an hour as compared with 20 tons handled in some of the larger ports of the United States. We can handle 10 tons of frozen tuna at Balboa while three or four tons are handled in an hour in California ports."

Savings To Shipping

Such expeditious handling of cargo, plus the other factors, represents a tremendous savings to shipping interests, for the operation of a big cargo ship can run at the rate of several hundred dollars an hour. Weather is also an important factor for shipping. Balboa is a year-round good-weather port. It is never fog-bound and snow and ice never hamper cargo operations. There are occasional winds strong enough to make boarding in the bay difficult and torrential tropical rains sometime slow down loading or unloading, but these unfavorable weather conditions are rare and of brief duration.

The Port of Balboa was declared officially open in January 1901. Since that time improvements and facilities have

been added which today would cost in the neighborhood of \$100,000,000 to replace, exclusive of the now-idle ship repair and dry-docking facilities of the Industrial Division.

The cost of dredging the inner harbor to date amounts to \$8,775,000. Digging the Canal channel from deep water to Miraflores Locks cost \$26,500,000 and more than half of the dredged channel lies south of the harbor. The piers were built at a cost of almost \$6,000,000. Over \$400,000 was spent in building Amador Causeway, an important harbor installation, while another \$500,000 is invested in tanks and the fuel distribution system, and \$125,000 represents the cost of the fire-protection facilities.

Most of this money was spent 40 or more years ago, and today's cost would be three or four times as much.

More Than 1,000 Employees

More than 1,000 employees in the Canal organization are directly dependent upon the operation of the Port of Balboa for their livelihood, in addition to the many who are employed by shipping agencies and oil companies. Most of the Canal employees engaged in port operations are on the payrolls of the Port Captain's Office or the Terminals Division. Aside from these, however, hundreds of other Canal employees devote a considerable part of their working time to matters concerning port oper-

ations, for they touch every major unit of the Canal organization.

Those larger units having direct responsibilities in port operations include the Health, Engineering and Construction, Supply, Civil Affairs, and Railroad and Terminals Bureaus, and the Office of the Comptroller.

The matter of bringing ships into port and dispatching them, as well as the coordination of all activities relating to their supply and service, is the responsibility of the Balboa Port Captain. The unloading and loading operations are conducted by the Terminals Division, and passengers are handled by the Customs Division. The enforcement of health regulations for ships, cargo, and passengers is a function of the Preventive Medicine and Quarantine Division. An important service to shipping is the work of the Aids to Navigation Section which provides aids to navigation throughout the Canal waters.

Man-Made Harbor

Balboa is not a natural harbor. It was first named Ancon, a Spanish word meaning an open roadstead. Late in the 1890's the Panama Railroad Company built a pier at the present site of La Boca. Additional docking facilities were added during the Canal construction period from 1904 to 1914, but most of the port facilities as they exist today were built about the time of the opening of the Canal in 1914.

Construction of the terminal facilities was begun in June 1912 by the removal of the native village of Balboa and the remnants of the village of La Boca, both clustered around the foot of Sosa Hill. This project included the construction of the system of wharves and piers, marine repair and fueling facilities, and the Terminal Building.

The first two piers to be finished were Nos. 15 and 16 along the Industrial Division Shop Area. These were completed in 1914. Pier 18, where shipping activities are centered today, was completed in 1916 at a cost of \$1,700,000, the most expensive of any of the pier installations. All other piers were completed in 1917, as was the Terminals Building.

When the port facilities were completed one of the most expensive and imposing features was the big coaling plant which has since been dismantled.

Most Isthmian residents look on the Amador Causeway as a means to get to



BIGGEST SHIP ever to dock in Balboa is the U. S. Aircraft Carrier *Franklin D. Roosevelt*, shown here alongside the docks. The 45,000-ton ship is 968 feet long and has a 113-foot beam—too wide to pass through the Canal locks. The carrier made her intercoastal trip via Cape Horn.

Amador Beach or a pleasant drive with a magnificent view of Panama City. However, it is one of the most important features of Balboa Harbor. It is, in effect, a dike or breakwater, and was so called during the years when it was being built. Its purpose was described as follows in the 1913 annual report of the Isthmian Canal Commission:

"This dike will extend from the shore of east Balboa to Naos Island, a distance of 3.29 miles from the mainland, and is being constructed for the purpose of shutting off the swift currents which at flood tide flow across the Canal channel at right angles, causing a heavy deposit of silt and tending to carry vessels out of the Canal to the westward."

Difficult Piece Of Construction

The report added: "The construction of this dike has proved to be one of the most difficult pieces of construction work ever attempted in the Central Division (which included Gaillard Cut excavation). Yet, owing to the fact that a very large supply of suitable material has been available up to the present time, the cost has not been excessive."

The material used in its construction was spoils from Gaillard Cut and at one time as many as 12 trainloads of material were being dumped there daily.

The dredging of Balboa harbor was done coincidentally with the cutting of the Canal channel from Miraflores Locks to deep water in the Pacific and the construction of the terminal facilities. At the time the harbor was completed the dredging costs, exclusive of the Canal channel, were \$3,320,000. Since that time the harbor has been deepened and expanded at a cost of \$5,500,000.

In depth and navigation features, Balboa Harbor compares favorably with the best in the world. It can accommodate any ship afloat at anchorage or alongside the piers, for it has a depth of 42 feet at mean low water. Because of the discharge of fresh water from Miraflores Locks, the water has less salinity than most seaports. It is free from currents which interfere with navigation at any point.

Natural Anchorage

The harbor covers an area of about 7,000 acres, although most of this is in outer anchorage. This is a natural and unmarked anchorage where the United States Fleet frequently dropped anchor during the period between the two World Wars when massed fleet concentrations were held for maneuvers.

The explosives anchorage, west of the Canal entrance, covers 435 acres. It is dredged and partially marked. The inner harbor covers 175 acres and the dredged and marked area at Rodman, opposite the Canal channel from Pier 18, covers 35 acres.

Because of the heavy Canal traffic, Balboa Harbor would be a busy port even if no ships came to dock. Last fiscal year there were 7,760 vessels which went through the harbor in transit through the Canal. In addition, 475 vessels entered the port but did not transit. Of the latter, 61 were ships of more than 1,000 tons. Figures for the past fiscal year also show that the Terminals Division handled 796 ships, exclusive of banana schooners, of which 371 were docked.

The handling of Canal traffic and port operations are so intertwined that it is hard to define exactly where some phase



THESE MEN are vitally concerned with the day-to-day operations of the Port of Balboa. Above are Capt. A. C. Roessler, Balboa Port Captain, right, and the Assistant Port Captain, Elmer G. Abbott. Below, left to right are, B. E. Lowande, Chief Inspector, Balboa Customs; A. G. Kinsman, Assistant to the Superintendent of the Terminals Division, and R. M. Collins, Harbormaster.



of an operation ends and another begins.

The terminal ports are administered for the Governor by the Marine Director who is also in charge of the Aids to Navigation Section, an important adjunct to Canal and port operations. The Balboa Port Captain, who reports to the Marine Director, actually heads the Port. Under his supervision are 667 employees, of whom 133 are employed on the U. S. -rate rolls.

These employees include the Assistant Port Captain, Harbormaster, pilots, tow-boat and launch crews, marine traffic controllers (whose principal duties are concerned with Canal traffic), signalmen, linemen, and office workers. Responsibilities of the Port Captain's Office cover a wide range, including the ship boarding operations; enforcement of navigation regulations; supervision of the entrance and clearance of vessels; maintenance of charts, records, and the usual data needed for navigation; assistance in fire protection; investigation of marine accidents; salvage and rescue work; and coordination of these functions with the various bureaus and divisions providing direct or supporting services in port operations.

The Port Captain operates two harbor

tugs, the *Arraijan* and *Gatun*, both equipped for fire-fighting; 14 launches, named for birds and fish; and an assortment of work boats, pilot boats, and several pangas. In addition, the operation of the Taboga Launch Service is a responsibility of that office. The operation of Thatcher Ferry is a function of the Navigation Division but is coordinated with ship movements in the harbor.

"Handling" A Ship

The term "handling a ship" connotes many duties related to its entrance and clearance. Thanks to modern communications, the handling of a ship in any port has been greatly expedited. Before the advent of radio, the plans for handling a ship in port generally could not be made before its actual arrival.

Today, a ship gives 48 hours advance notice of its arrival in the Port of Balboa. Among the information furnished by radio is the ship's name; its last port of call; number of passengers landing; report of any communicable disease aboard; any structural changes made since its last visit in port; probable arrival time; whether it will transit the Canal; and what repairs or ship stores will be needed, if any. In (See page 12)

Canal Zone's Barro Colorado Island Is Unique Natural Wildlife Preserve



COATI MUNDIS, also known as gato solos, come running when the lunch bell rings on Barro Colorado. Mrs. Adela Gomez, the Biological Area's Administrative Assistant, hands out bread to a few of them. Two pacaecies stayed at one side and would not come within camera range.

(Continued from page 9) find some barrier against omnivorous termites. He is too modest to admit it, but he is considered an outstanding authority on termites and their ways. The other continuing experiment is carried on by the Tropical Research Branch of Eastman Kodak. In a special laboratory on the island, papers, film, lenses, glues, and other Eastman products are tested for the effects of the tropics, especially in connection with fungus and the effectiveness of various fungicides.

Because of a recent bout of ill health, Mr. Zetek is not making many visits to the island right now. He runs its affairs

from his Amador Road Office in a building which was built from the shell of the old Culebra Post Office. There he is ably assisted by Mrs. Gomez, who makes trips to the island at least once a week, assists scientists and visitors, and, between times, helps with the voluminous paper work any such job entails.

Last June the Smithsonian Institution paid tribute to her efforts. In the presence of more than 60 top scientists and officials of the Smithsonian, she was given a Certificate of Award for her "outstanding accomplishments in the administration of the Canal Zone Biological Area."

Balboa Has High Repute As World Port

(Continued from page 11) the case of a tanker, the information includes the grade of cargo, if loaded, and if it is gas-free when in ballast.

By receiving this information well in advance the Port Captain's Office can plan for its handling and expedite its departure. The pertinent information is posted on a blackboard and telephone notice is given of any special service required of any Canal unit. The information about repairs, fueling, water, and ship stores required is furnished the ship's agent for handling.

Boarding operations in both Canal terminal ports have been conducted on a round-the-clock basis for the past several months. When a ship is sighted coming into Balboa, the vessel is met at the outer anchorage by the boarding party for customs, immigration, and quarantine inspection. A Panama Canal pilot boards all vessels at anchorage whether they are coming into dock or proceeding through the Canal. Tug assistance is normally used in the docking of all seagoing ships.

The piers of the Port of Balboa are equipped to handle any type of cargo that is shipped, differing in this respect from many large ports which are equipped to handle only some special type of bulk cargo, such as cotton, oil, ore, or lumber.

Boss of the cargo operations is a Canal veteran with 39 years of service of which all but two have been in his present type

of work. He is A. G. Kinsman, Assistant to the Superintendent of the Terminals Division. His office is on Pier 18 where most of the port operations are centered.

There is more than a mile of berthing space at the 13 wharves (commonly called docks) and piers, all of which are of masonry construction. All are equipped for servicing vessels with fuel and water, although oil handling is usually done at Docks 4, 6, and 7, with tankers usually being berthed at 4 and 6. Passenger vessels usually tie up at Pier 18 or Dock 6, while most of the cargo is handled at Pier 18 or across the slip at Docks 15 and 16. All of the piers have railway and highway connections.

Modern Equipment

The handling of cargo is done by modern equipment. The Terminals Division has 23 lift trucks which do the bulk of the work. These are supplemented by older-type platform lift-trucks which use skids.

Most ships have cargo-handling equipment aboard making it unnecessary to use heavy equipment on the piers. Pier 18, where most cargo is unloaded, has outrigger equipment, and the Industrial Division has a 50-ton crane which is occasionally needed for heavy lifts. On rare occasions some shipments come into Balboa requiring the use of the Dredging Division's 250-ton floating crane.

Pier 18 is the only completely enclosed pier of the port. Its inside measurements are larger than the Canal lock chambers, being 1,000 feet long and 160 feet wide.

The pier floor has a rated carrying capacity of 750 tons per square foot.

The Terminals Division employs a regular force of 12 U. S.-rate and 51 local-rate employees, in addition to 280 intermittent dock workers. In addition to these, there are 17 U. S.-rate and 37 local-rate employees of the Oil Handling Plant, a unit of the Supply Bureau.

Practically every type of cargo and commodity known to mankind passes over the Balboa piers at one time or another, from elephants and locomotives to pins and perfumes. Some of the cargo which once made up the bulk of shipments arriving in Balboa is now rarely handled. The first balsa exported from Ecuador was brought here in logs and transhipped to the United States. Ivory nuts and crude copper bars, once important commodity shipments, are no longer handled.

Cargo stevedored at Balboa during the past fiscal year amounted to 184,000 tons, of which 106,000 tons was incoming local cargo.

Balboa is today a busy port with an average of more than one big ship an hour passing through the harbor or coming to dock, but it presents a placid appearance compared to the wartime aspects of World War II, when it was the home base for about 200 tankers serving the Allied forces in the Pacific. Then it was a den of activity day and night with the Industrial Division shops going full force. It was not an unusual sight during the five-year period to see the inner harbor crowded with ships and rows of big tankers berthed two and three abreast at Balboa piers.

The wartime period was also a busy one for the cargo-handling forces and Pier 18 was generally stacked with shipments and Docks 15 and 16 were often stacked high with lumber or steel. The all-time month record for cargo handling was set in August 1942, when 97,000 tons were stevedored, more than half of the total handled during the past fiscal year.

Nearly 100 Canal Employees Ready To Serve U. S. As Reserve Officers

(Continued from page 5) Comdr. P. H. W. Olander, minister of the Margarita Union Church, secretary-treasurer.

Atlantic—Capt. Thomas W. Drohan, of Norton Lilly and Co., president; Col. Leon V. Heim, of the Cristobal Customs Office, vice president; and Capt. Rufus C. O'Neal, a Marine Traffic Controller, secretary-treasurer.

Air Force Pacific—Lt. W. L. de la Mater, of the Executive Planning Staff, president; Maj. Roger W. Adams, Superintendent of the Motor Transportation Division, vice president and secretary-treasurer.

RONs Pacific—Lt. W. G. Purdy, of the Point IV Organization, president; Lt. J. Paul Sidebotham of the National City Bank, vice president; and Capt. Jack H. Vaughn of the United States Embassy in Panama, secretary-treasurer.

Leo A. McIntire—Maj. M. M. Morton; of the General Counsel's Office, president, Lt. Col. M. E. Deerwester, of the Army and Air Force Motion Picture Service, first vice president; Capt. E. J. Kirkus, of the Canal's Internal Security Branch, second vice president; Maj. J. C. Twomey of the Caribbean Regional Office, treasurer; and Lt. Col. N. M. Newport, of the Medical Service at Gorgas Hospital, judge advocate.

Bureau Merger This Month Consolidates Units Primarily Concerned With Supply

(Continued from page 1) are planned for some time in any of the services provided by the two bureaus. No date or specific schedules have been set for the changes which will result from the consolidation, and Governor Seybold has reiterated that any such changes affecting service to the public will be announced at least a month in advance, whenever possible.

The consolidation of the Supply and Community Services Bureaus follows the transfer of several smaller units which was accomplished last month. These were: The Printing Plant and Duplicating Unit, from the Supply Bureau to the Administrative Branch; abolishment of the Grounds Maintenance Division and the transfer of those functions to the Housing Division of the Community Services Bureau; abolishment of the Real Estate Unit in the Community Services Bureau; and merger of the Contraband Control Section with Customs Division.

With the abolishment of the Real Estate Unit, the licensing of public lands will be done by the Civil Affairs Bureau, while the assignment and rental of Company-Government properties will be administered by the Housing Division. Jerome Barras, chief of this unit, has been transferred to the Housing Division, and the other personnel have been transferred to the Civil Affairs Bureau, where John W. Hare, Realty Inspector, will be in charge of land licensing.

The new Supply and Employee Service Bureau will be headed by Wilson H. Crook, who has more than 25 years of Canal service in the Commissary and Service Center Divisions and who has been Community Services Director since June, 1954. With the change, F. R. Johnson, Supply Director, will become Staff Storehouse Supervisor.

Other personnel changes are: Paul H. Friedman, Assistant Supply Director, to Assistant to the Supply and Employee Service Director; and B. J. Elich, Assistant to the Supply Director, to be transferred to the Commissary Division. R. O. Theriault, Administrative Assistant in the Community Services Bureau, will continue in that position when the consolidation is effected.

Walter R. Lindsay, Chief of the Grounds Maintenance Division, has been reassigned to the position of Agronomist and will be in charge of the Canal Zone Experiment Gardens, with Roy Sharp, now assigned to the Gardens, as his assistant. All other personnel of this Division have been transferred to the Housing Division.

The present offices of the Supply Bureau, Rooms 262-270 in the Administration Building, will be used as headquarters of the new Supply and Employee Services Bureau. The assignment of the Community Services Bureau office on the third floor of the Administration Building has not been determined.

Other office assignment changes include the closing of the Grounds Maintenance Division Office in Ancon and its transfer to the Housing Division Office in Balboa; transfer of the Contraband Control Office from the Civil Affairs Building to the Customs Division in the Balboa Port Captain's Building; property rentals to the Housing Office, and land licensing operations to the first floor of the Civil Affairs Building.

New Recreation Room Opened For Chest Patients At Gorgas



HANDICRAFT of all kinds is turned out by chest patients at Gorgas Hospital in the attractive new recreation lounge, recently opened. Two Gray Ladies, Mrs. W. N. Pence, left, and Mrs. D. P. Paolucci, right, serve as instructors and help the men and women patients with their projects.

Belts and bracelets, wallets, and woven purses, are being turned out these days by patients in Gorgas Hospital's chest section, working in a bright, new recrea-

Commissary Betterment Suggestions Received At Forum In February

(Continued from page 2) commissary managers any improper price markings or other divergence from this fixed policy.

New items or changes in procedure suggested by the local-rate representatives during the February forum included: New shades of women's face powder and new shades of women's hosiery, plus addition of a color chart at hosiery counters; earlier deliveries, especially of bread, to the Paraiso Commissary; provision of shelter from sun and rain for customers buying salad oil or kerosene at Paraiso Commissary; addition of birthday, anniversary, or other greeting cards to the stock of all commissaries; a slight change in the bus stop at the Rainbow City Commissary to alleviate the congestion from those waiting for busses and those waiting to buy salad oil; return of low-priced cooking eggs as a regular commissary item; better reserve stocks of packaged meats and staples — "Let's have things waiting for the customers instead of the customers waiting for things," as one representative put it; retention of the Industrial Laboratory and its products; additional salesclerks at the Rainbow City Commissary shoe section and additional help during rush periods at the shoe section at Gamboa; home delivery of ice cream.

After the discussion period, Commissary Division representatives showed several new items of merchandise and then served cheese, crackers, and apples. The new merchandise included a special purchase of dresses for little girls; dacron-nylon trousers; pullover orlon sweaters for women; novelty jewelry; several new food and hardware items; and a large assortment of shoes for men, women, and children.

tion lounge — thanks to the coordinated efforts of the Canal Zone Tuberculosis Association, the Balboa Woman's Club, the Red Cross, and the hospital.

This sounds more complicated than it actually is. The Tuberculosis Association, which is sponsored locally by the Woman's Club, provided the funds to purchase raw materials for the occupational-therapy program; the Red Cross provided the Gray Ladies who supervise the program, some funds, and helped furnish the lounge; and the hospital provided and refurbished a ground floor room in the Chest Building for a recreation lounge.

The funds supplied by the Tuberculosis Association, incidentally, came from the \$2,532.52 obtained from the sale of Christmas seals between last November 16 and December 24. The greater part of this money goes to the relief of patients' families and for educational work toward the prevention of tuberculosis, but some funds were available with which to buy raffia, leather, bateas, plastic cord which is known as "gimp," and other material for use in the program.

Many Use New Lounge

Between 40 and 50 patients, the youngest of whom is 17, come to the new recreation room several times a week. Others, who are confined to their beds or for some other reason cannot leave the wards for the time being, are given instruction upstairs. Their teachers are Mrs. W. N. Pence and Mrs. D. J. Paolucci, both of whom have served as Gray Ladies for the past three years. Mrs. Pence, who is also president of the Balboa Woman's Club, has just returned from a trip to the States, where she saw the operation of occupational-therapy programs in hospitals in North Carolina, Pennsylvania, and Florida.

The Gorgas Hospital program for the chest patients is limited only by the space available. The women patients make rugs from chenille, do Swedish embroidery — and turn

(See page 12)

PROMOTIONS AND TRANSFERS

January 15 through February 15

Employees who were promoted or transferred between January 15 and February 15 are listed below. Within-grade promotions are not listed.

ADMINISTRATIVE BRANCH

George H. Sanford, Lead Foreman; Mrs. Kathryn G. Hummer, Clerk; both of the Duplicating Unit, from the Supply Bureau to the Administrative Branch.

Gilbert H. Furey, Superintendent; Robert C. Hammetter, Lithographic Pressman; Frank A. Chollar, Photolithographer; Mrs. N. May Stokes, Supervisory Accounting Clerk; Albert A. Doyle, Head, Monotype Section; John M. Purvis, Head, Press Section; Will R. Price, Head, Bindery Section; John B. Coffey, Head, Composing Section; Earl A. Dyer, Group Chief—all of the Printing Plant; from Supply Bureau to Administrative Branch.

CIVIL AFFAIRS BUREAU

Mrs. Lucy M. Kelly, from Library Assistant to Librarian, Library.

Eugene S. Shipley, from Police Captain to District Police Commander, Police Division.

William H. Casswell, from Chief, Cristobal Fire District, to District Fire Chief, Fire Division.

William E. Jones, from Chief, Balboa Fire District, to District Fire Chief, Fire Division.

Mrs. Annie R. Rathgeber, Clerk; John W. Hare, Real Property Analyst, from Office of the Community Services Director to Office of the Civil Affairs Director.

Philip L. Dade, from Chief, Contraband Control Section, Office of the Executive Secretary, to Customs Inspector, Customs Division.

George P. Bonneau, Jr., Charles E. Stepp, Fred R. Middleton, Edward W. Isaacs, William H. Hele, Joseph S. Corrigan, from Contraband Control Inspector, Contraband Control Section, to Inspector, Customs Division.

Mrs. Barbara H. Schmitt, Clerk (Typist), from Contraband Control Section to Customs Division.

Amos W. DeRaps, from Policeman, Police Division, to Customs Guard, Customs Division.

Joseph C. Hannigan, Jr., from Usher, Service Center Division, to Life Guard, Division of S-schools.

Mrs. Joan A. Fiala, Mrs. Joyce M. Pettit, from Substitute Teacher to Elementary School Teacher, Division of Schools.

COMMUNITY SERVICES BUREAU

Donald L. Nolan, from Usher to Doorman and Usher, Service Center Division.

Jerome Barras, from Chief, Real Estate Unit, to Special Assistant to Chief, Housing Division.

OFFICE OF THE COMPTROLLER

Frank A. Baldwin, from Supervisory Accountant, Plant Inventory and Appraisal Staff, to Chief, Plant Appraisal Branch.

J. Patrick Conley, from Assistant Chief, Claims Branch, to Assistant to the Comptroller.

Arthur J. O'Leary, from Chief, Accounting Division, to Assistant Comptroller-Accounting.

Floyd H. Baldwin, from Chief, Fiscal Division, to General Auditor, Office of the General Auditor.

Richard O. Burgoon, from Hospital Administrative Assistant, Gorgas Hospital, to Auditor, Internal Audit Branch.

Jose E. Corco, Systems Accountant, from Accounting Policies and Procedures Staff to Internal Audit Branch.

Mrs. Mildred E. Frick, Accounting Clerk, from Methods and Relief Assignment Staff to Agents Accounts Branch.

Florian B. Hopson, from Accountant, Accounting Division, to Systems Accountant, Accounting Policies and Procedures Staff.

Mrs. Helen M. Rhodes, from Accountant, to Time, Leave, and Payroll Clerk, Payroll Branch.

ENGINEERING AND CONSTRUCTION BUREAU

Max C. Conover, from Carpenter Fore-

man to Head Carpenter Foreman, Maintenance Division.

Mrs. Marguerite Rienks, from Clerk-Typist to Clerk (Typing), Communications Branch.

HEALTH BUREAU

Mrs. Louise E. Griffon, Clerk-Stenographer, from Housing Division to Gorgas Hospital.

Dr. Henry de la Garza, Medical Officer, from Pacific to Atlantic Medical Clinics.

Mrs. Florence S. Terry, Clerk-Typist, from Gorgas Hospital to Board of Health Laboratory.

Mrs. Sarah S. Keegan, from Clerk-Typist to Clerk-Dictating Machine Transcriber, Gorgas Hospital.

MARINE BUREAU

James M. Walsh, from Towing Locomotive Operator, Atlantic Locks Overhaul, to Marine Inspector Assistant, Navigation Division.

Frank P. Marczak, from Supervisory Clerical Assistant, Dredging Division, to Marine Traffic Controller, Navigation Division.

Nancy A. Ramsey, from Clerk (Typist), Electrical Division, to Clerk-Stenographer, Navigation Division.

Charles R. Proglor, from Frequency Changer Operator, Electrical Division, to Lock Operator Wireman, Atlantic Locks.

Mrs. Katherine E. Foulkes, Mrs. Clara M. Chambers, from Clerk-Stenographer to Clerk (Stenography), Navigation Division.

Mrs. Verna A. Barnett, from Time, Leave, and Payroll Clerk, to Clerk-Stenographer, Navigation Division.

Mrs. Myrtle P. Hughes, from Clerk-Typist to Time and Leave Clerk, Navigation Division.

Robert B. Lord, from Admeasurer to Marine Inspection Assistant, Navigation Division.

To Locks Overhaul

Mrs. Gladys B. Humphrey, from Time and Leave Supervisor (Typist), Atlantic Locks, to Time and Leave Supervisor; Kenneth E. March, from Carpenter, Pacific Locks, to Foreman Carpenter; William J. Holthusen, from Distribution and Window Clerk, Postal Division, to Air Hoist Operator; Harold R. Rodell, from Stockman Foreman, Commissary Division, to Locomotive Crane Steam Engineer; John Van der Heyden, from Industrial Shipwright, Industrial Division, to Lead Carpenter Foreman; Genaro Hernandez, from Heavy Labor Lead Foreman, Industrial Division, to Scaling and Painting Lead Foreman; Delma L. Blalock, from Boatbuilder, Industrial Division, to Lead Carpenter Foreman; A. Robert Kent, from Steam Locomotive Crane Engineer to Towing Locomotive Operator.

TRANSPORTATION AND TERMINALS BUREAU

Karl J. Mellander, from Wireman, Electrical Division, to Battery and Ignition Electrician, Motor Transportation Division.

Roy M. Steele, from Lead Stevedore Foreman to General Stevedore Foreman, Terminals Division.

Albert B. Collins, Cargo Handling Equipment Maintainer, from Maintenance Division to Motor Transportation Division.

MARCH SAILINGS

From Cristobal

Panama	March 3
Cristobal	March 10
Ancon	March 17
Panama	March 24
Cristobal	March 31

From New York

Cristobal	March 1
Ancon	March 8
Panama	March 15
Cristobal	March 22
Ancon	March 29

North-bound and south-bound ships are in Haiti Mondays.

RETIREMENTS

Retirement certificates were presented the end of February to the following employees who are listed alphabetically, together with their birthplaces, titles, length of service, and future addresses:

Earl R. Baltozer, Pennsylvania; Meat Cutter-in-Charge, Commissary Division; 29 years, 6 months, 21 days; St. Petersburg, Fla.

Joseph M. Coleman, Ohio, Customs Guard, Customs Division; 15 years, 27 days; Berkeley, Mo.

Robert E. Dawn, New York; Foreman Lineman, Electrical Division; 22 years, 6 months, 20 days, Florida.

Harry W. Peterson, Wisconsin; Postal Clerk, Postal Division; 39 years, 6 months, 5 days; Glendale, Calif.

George A. Sausel, Wisconsin; Lockmaster, Pacific Locks; 29 years, 5 months, 9 days, Florida.

Frank L. Taylor, California; Filtration Plant Operator, Maintenance Division; 20 years, 11 months, 8 days; Panama.

ANNIVERSARIES

Twelve months have passed since William Jump last appeared in the Anniversaries' Column of THE REVIEW and the oldest "old-timer" in the Industrial Division has now completed a record 51 years of Canal service. He is senior man on the United States rolls and has the longest continuous service with one unit of any employee.

A complete story about this Industrial Division timekeeper appeared last March in THE REVIEW. Highlights of his career: Born in Gorgona; went to work as a "boy" in the Gorgona shops in 1905 for 5 cents an hour; moved with the shops from Gorgona to Empire to Balboa to Cristobal. Last year a community celebration was held at Rainbow City honoring his half century of continuous Canal service.

Five employees, three of whom have continuous Canal service, completed 30 years of government service last month. As it happens, the first three alphabetically are also those with continuous service. They are:

William Brown, with no middle initial, Assistant to the Health Director since 1951. Born in Omaha, Neb., he has never worked for any other unit but the Health organization; he has facts and figures on per-patient cost and hospital censuses at his finger tips.

Raymond S. Euper, Chief Towboat Engineer for the Navigation Division. Born in New Orleans he has been working with floating craft most of his life. In his spare time he is one of the Gamboa Golf Club's "hottest shots."

William E. Jones, District Fire Chief at Balboa. He has been with the Fire Division ever since he came to the Isthmus. He was born in Tonkawa, Okla. In addition to burning down buildings for training purposes, his main hobby today is raising tropical fish; some years ago he was a crack trapshooter.

James G. Raymond, regularly Assistant Commissary Manager at Camp Bird and more recently Acting Manager at Margarita Commissary. Born in New York City he came here while still a youngster and worked several summers as a boy. Most of his adult service has been with the Commissary Division.

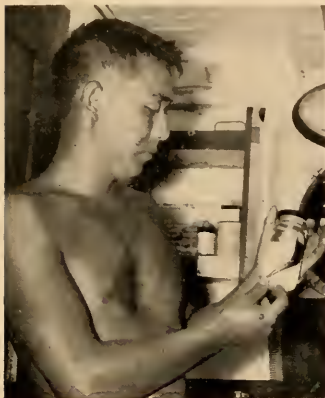
Clifton W. Ryter, one of the three Senior Towboat Masters for the Dredging Division. He serves as relief senior master for the Division's tugs or pilot for its floating equipment. He was born on the other side of the Brooklyn Bridge from Mr. Raymond, and has never worked for any other Panama Canal unit except the Dredging Division; outside of working hours he is a teenage baseball fan.

25 YEARS

February was silver—or twenty-fifth anniversary month for another six Canal employees. Those whose service with the Canal is unbroken are: James R. Doran, a native of Long Island, who is Supervisory Accounting Assistant in the Division of Storehouses; William F. Grady, who was born in Wilmington, N. C., and whose job

Marine Biologists Fish "Long Line" To Track Down Large Pacific Tuna

The habits and habitats of tuna in the Pacific from California to Peru will soon be better known to fishermen and scientists through the efforts of three marine biologists who visited the Canal Zone last month aboard the California Department of Fish and Game's 186-ton craft, the *N. B. Scofield*.



THIS BABY sailfish measured five inches from tip to tail and was about three weeks old. Tom Jow, one of the marine biologists aboard the *N. B. Scofield*, holds the specimen.

is Supervisory Pharmacist at Coco Solo Hospital; **Anthony R. Nard**, Chief of the Civil Engineering Branch in the Engineering Division. A native of Tom's Creek, Va., he is a newcomer to the Canal organization and the bulk of his 25 years service has been in the United States with the Corps of Engineers; and **Herbert Newhouse**, was born in New Jersey and is now a Policeman in Balboa.

The 25-year employees whose service is broken are: **Otto W. Helmerichs**, a native Zonian, Chief of the Employment Branch of the Personnel Bureau; and **Joseph J. Riley**, Lock Operator Foreman Machinist for the Pacific Locks. Mr. Riley was born in Quincy, Mass.

20 YEARS

Both of February's 20-year men have unbroken service, not only with the Canal but also with the division for which they work. They are: **Irving G. Hay**, formerly of Long Island, now a Canal pilot; and **Thomas G. Relihan**, a native of Massachusetts, who is Superintendent of the General Products Branch of the Commissary Division.

15 YEARS

Nine of the 19 employees who completed 15 years of government service in February have unbroken service with the Canal. They are:

Richard T. Bailey, Guard, Locks Security Branch; **Dr. Albert Blanshaft**, of the Pacific Medical Clinics; **Quentin R. Cooper**, Tractor-Bulldozer and Construction Equipment Operator in the Maintenance Division; **Mrs. Helen R. Hobbs**, Time, Leave, and Payroll Clerk in the Community Services Bureau; **Alfred Houston**, Restaurant Manager, Balboa Service Center; **Robert G. Laatz**, Maintenance Engineer, Maintenance Division; **Mrs. Thelma G. Lowe**, Commissary Supervisor, Commissary Division; **Lionel I. McPherson**, General Store Foreman, Terminals Division; and **Paul M. Runnestrand**, Executive Assistant to the Governor-President.

February's other 15-year employees are: **Frank A. Anderson, Jr.**, Lock Operator Pipefitter, Pacific Locks; **John E. Borden**, Machinist, Industrial Division; **Joseph M. Coleman**, Customs Guard, Customs Division; **Fred Engel**, Sheetmetal Worker, Maintenance Division; **Mrs. Ida H. Fuller**, Time, Leave, and Payroll Clerk, Payroll Branch; **Mrs. Ione M. Newland**, Cargo Clerk, Terminals Division; **R. L. Pennington**, Toolmaker, Industrial Division; **Alexander Rienks**, Elevator and Crane Inspector, Industrial Division; **Max M. Schoch**, Road Maintenance Lead Foreman, Maintenance Division; and **Benjamin Suisman**, Construction Inspector, Contract and Inspection Division.

The scientists are Kenneth Mais, Thomas Jow, and Ralph Soholt. They left California January 10 and spent about a month doing "long-line fishing" along the Central American coast from Guatemala to Cocos Island, fishing mostly about 300 miles offshore.

According to Mr. Mais, the biologists are interested principally in the distribution of large sub-surface tuna and other marine life. To obtain these specimens they use a method of fishing which has long been utilized by Japanese fishermen but which has been used from the *Scofield* for only the past three years.

About 8 miles of line, divided into 210-fathom sections, are stretched out on or just below the surface behind the *Scofield*. Orange flags on upright bamboo poles are used to indicate its location. From each section 11 hooks, baited with frozen sardines, are dropped to sub-surface waters on secondary lines varying from 30 to 100 fathoms in length. It takes about an hour and a half to set out the long line and about two hours to winch it back to the *Scofield*.

When tuna grow older, Mr. Mais said, they do not travel in the surface schools which are the usual thing with younger fish. The more adult fish tend to disperse and to live well below the surface.

In addition to the tuna, sailfish and marlin have been brought in on the biologists' sub-surface lines, both inshore and offshore. They have varied in size from those four inches in length to whoppers weighing in at 150 pounds. On the *Scofield's* previous trip, the biologists found both sailfish and marlin 1,800 miles offshore.

While Mr. Mais and his companions specialize in tuna and large sub-surface fish—this is primarily a "long-line trip," they say, they do not reject any minute, interesting specimens which may come their way. Most of the smaller fish which they have caught and preserved for later study have come from the stomachs of larger fish or from nighttime dip net fishing. Frequently at night, Mr. Mais says, the biologists hang a night light over the side of the *Scofield*; when fish congregate under the light, they are dipped up in hand nets.

Green Headlight

So far they have collected some small-scale sailfish, only a couple of inches long, and some tiny tuna, but have yet on this trip to turn up as fascinating a specimen as one they found on an earlier expedition.

This particular fish had a green light on its head and fangs like a snake. So far it has been identified as a rare, deep-water fish of the *Astronichichys* species. The Scripps Oceanographic Institution at La Jolla, Calif., now has this specimen and marine biologists there are attempting to make a more definite classification of it.

While the work of classifying, collecting and reporting on the tuna and other fish is primarily the work of the three marine biologists, they are assisted by Capt. Richard Mitchell, in command of the *Scofield*, and his crew of 12.

SHIPS AND SHIPPING

Transits by Ocean-Going Vessels In January

	1956	1955
Commercial.....	664	668
U. S. Government.....	19	31
Total.....	683	699
Commercial.....	\$2,847,465	\$2,834,926
U. S. Government.....	98,842	100,700
Total.....	\$2,946,307	\$2,935,666

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

South Margaritans Will Have 60-Cycle

(Continued from page 1) players 48 hours.

Hobby shop equipment—seven days.

All other frequency-sensitive equipment—48 hours.

Under this schedule, all of the essential electrical equipment in a home will be converted and ready for use within a period of three hours, and power for lights, stoves, and other non-sensitive equipment will be interrupted for a maximum of one hour. Generally, the contractor will convert equipment in homes served by one transformer simultaneously since practically all transformer units in residential areas have duplicate feeder lines.

Pacific Side Contracts

With the Power Conversion Project well advanced on the Atlantic side, interest will be centered during the next few months on some of the major contracts for work on the Pacific side.

Notice of the award of two large conversion contracts were made last month, one on the Pacific side. These were for increasing the size of the transmission lines from the Madden Power Plant, and the construction of a new switch and transformer yard at Agua Clara Diesel plant. The former was awarded to Bilton, Inc., for the installation of aluminum conductors, while L. R. Sommer was awarded the bid for the work at Agua Clara.

Bids for another major project on the Pacific side—the conversion of Madden Dam generators for 60-cycle use—were opened this week at Balboa Heights.

Bids for the conversion of the first domestic equipment on the Pacific side are to be opened April 4. The contract for this work will cover the conversion of all domestic, commercial, and industrial equipment in the central area of the Canal Zone which includes the towns of Gamboa, Summit, Paraiso, and adjacent areas.

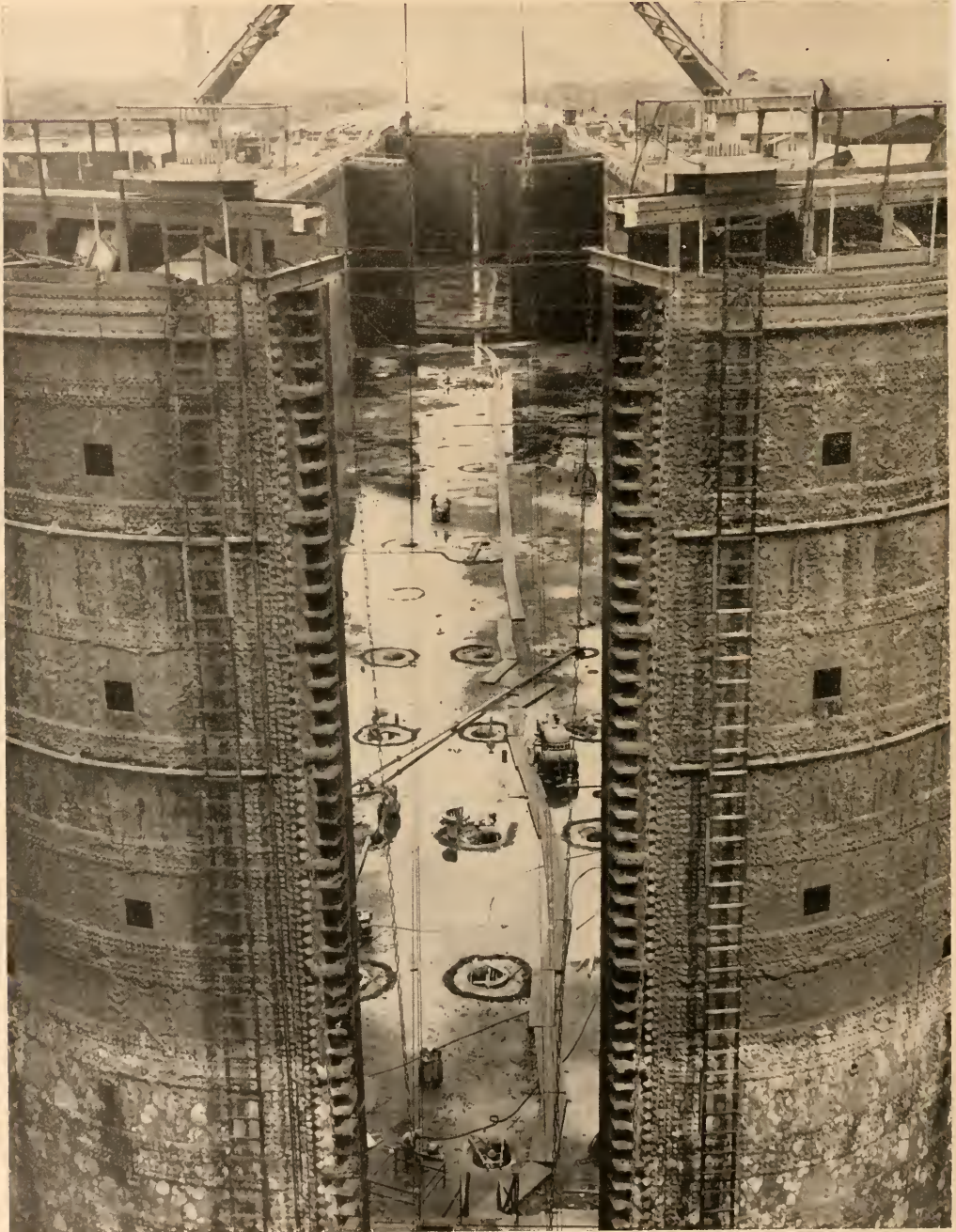
New Recreation Room Opened For Chest Patients At Gorgas Hospital

(Continued from page 13) out some handsome purses in the process manufacture jewelry from shells, and paint bateas.

Some have turned to crochet work and have become so skillful that they can follow patterns and directions from instruction books.

The men spend their time working with leather and turning out belts, wallets, and keycases, making sandals of native raffia and doing some weaving. Both men and women work with "looper clippings"—side products from hosiery mills. The clippings are woven into squares which can be used for mats or, when sewed together, made into purses.

Workers Dwarfed In Empty Lock Chambers



SOME OF THE ANT-SIZE figures in this picture are average-sized men doing one of the biggest maintenance jobs of the Panama Canal—overhaul of the Locks.

This unusual picture of an unusual job was taken early in February when overhaul of the east chambers was in full swing. The overhaul at Gatun this year is slightly ahead of schedule; the changeover to the west chamber was made February 21, about five days earlier than planned.

One of the jobs being done at Gatun for the first time since the Canal was opened is the pouring of new concrete at some of the openings on the chamber floors. Some of the intakes are being reformed to fit the metal plugs which will be used to close off the flow of water into the center wall culvert when it is overhauled as the last phase of the Gatun project.

Locks officials have been highly pleased to note the effectiveness of the

cathodic protection to the Locks gates. The cathodic protection system was installed at Gatun during the last overhaul there in 1951 and this is the first opportunity to determine its effectiveness.

The big metal gates have been found to be almost free of rust, particularly in the lower chambers where the cathodic protection was more effective in salt water. As a result, no bitumastic coating is being given the gates as in the past. They are, however, all being sealed and given a priming coat.

Under the work schedule established for this year's overhaul, the overhaul of the west chamber will be completed by mid-April, after which the center wall culvert will be drained and the operating machinery there removed and overhauled. This will be done for the first time with both sides of the Locks in operation by the use of the huge metal plugs which will be lowered into the outlets connecting the center wall culvert with the Lock chambers.