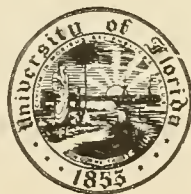


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IN THIS ISSUE

Development of Human Resources
New Cristobal Schedule
Improved Library Service
ROTC Units Honored

New Look in Canal Zone



ROBERT J. FLEMING, JR., Governor-President
W. P. LEBER, Lieutenant Governor
WILL ARAY
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Cyrus Roberts Vance

NEW STOCKHOLDER



Cyrus Roberts Vance.

THE PANAMA CANAL COMPANY was to get a new Stockholder this month, as Cyrus Roberts Vance, former General Counsel for the Department of Defense and partner in the New York City law firm of Simpson, Thacher & Bartlett assumed office as Secretary of the Army.

Mr. Vance was preparing to take over his new duties as THE REVIEW prepared to go to press, succeeding Elvis J. Stahr, jr., who resigned as Secretary of the Army, effective June 30, to become president of Indiana University.

Named Secretary of the Army by President Kennedy, Mr. Vance thus continued a career in Government service which goes back to 1957, when he served as Special Counsel for the Preparedness Investigating Subcommittee of the U.S. Senate Committee on Armed Services.

The new Stockholder of the Panama Canal Company, a post he holds in conjunction with his duties as Secretary of the Army, was born in Clarksburg, W. Va., on March 27, 1917. He was graduated from Kent School in Kent, Conn., and received a bachelor of arts degree from Yale University in 1939, with a major in economics. Continuing his studies at Yale Law School, the new Stockholder received his bachelor of law degree in 1942.

Upon graduation from law school, he enlisted in the U.S. Navy's V-7 program and was graduated as an ensign in the U.S. Naval Reserve in August 1942. During World War II, he served for 20 months at sea aboard the destroyer *Hale*, during which time it performed aircraft carrier escort duty between Canada and Panama and participated in a number of active operations in the Pacific area.

As he prepared to assume his new duties, Mr. Vance provided THE REVIEW with the following statement about his duties in connection with the Canal Zone:

"I am pleased to act as the representative of the President of the United States in Canal Zone Government matters and to serve as Stockholder of the Panama Canal Company.

"I have always shared the intense pride that we all have in the Panama Canal as a product of American imagination and engineering skill. The long success of the Canal has been made possible by a half century of cooperation and goodwill between the United States and the Republic of Panama.

"The invaluable contribution which the Canal has made as a 'Funnel for World Commerce' is well known, but I am impressed today with its added significance in Inter-American development and friendship. I look forward to my association with the dedicated men and women, American and Panamanian, who operate this vital waterway, and hope that together we can make a further contribution to a proud legacy."



Supervisor of the new Canal Zone Guide Service, Robert Byrne, right, and Guide Fred Berest at Pedro Miguel Locks as Canberra approaches for transit.

NEW LOOK IN CANAL ZONE

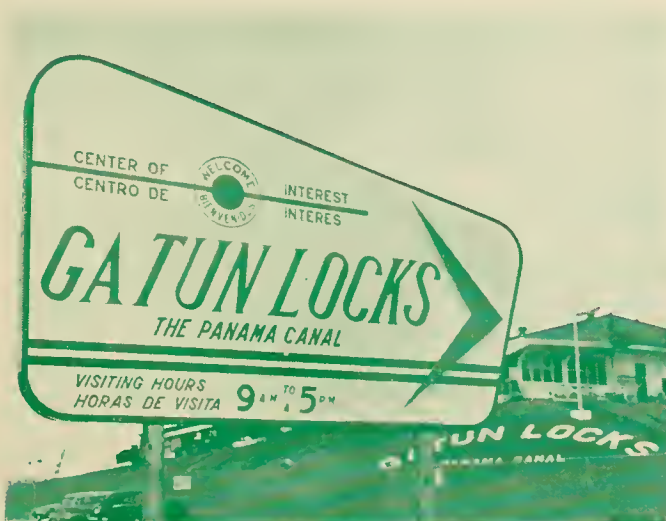
Guide service, center of interest signs, historical markers, Canal tours, all designed to better tell the Panama Canal story.

THERE'S A NEW LOOK in the Canal Zone. During recent weeks, new emphasis has been placed on the appearance of the Canal Zone and on the reception of the visitors who come to see the installations which have made it a worldwide tourist attraction.

Gov. Robert J. Fleming, Jr., has taken a personal interest in providing increased attention to the job of acquainting tourists from afar and local residents with the engineering and natural wonders of the Zone.

This increased attention includes the formation and inauguration of a Canal Zone Guide Service of bilingual local residents, composed of United States citizens and citizens of the Republic of Panama.

Members of the Guide Service in their distinctive brown and white uniforms will escort visitors to the Locks, famous Gaillard Cut, Madden Dam, and other attractions. They will meet tourists debarking from passenger vessels docking in Cristobal and Balboa. They will provide information about the Zone and Panama to





Mrs. Roberto F. Chiari at lock controls.



Governor and Mrs. Fleming greet President and Mrs. Chiari on recent visit to Canal.

Isthmian Historical Society President Roger Hackett and Mrs. Amy McCormick examine historical marker at Governor's house.



all new arrivals or the locally curious. They will meet individuals calling at the Administration Building at Balboa Heights, either as sightseers or on business, a reception desk having been placed in the rotunda of the building for this Guide.

The program developed to date also includes the development and installation of attractive "Center of Interest" signs in both Spanish and English along the streets and highways of the Canal Zone to alert those unfamiliar with such points. Similar signs have been erected marking "Recreation Sites."

The rich historical lore of the Isthmus where the oceans were united by the sacrifices, skills, and determination of dedicated men and women long has been of interest to professional and amateur historians. Now many of the most historic buildings and locations in the Zone are being recognized by attractive, informative markers.

The Canal's sightseeing launch *Las Cruces* has been and will continue to be made available to the increasing flow of Isthmian visitors. The launch and other facilities of the Canal organization are being made more readily available to non-profit groups who wish to see and learn more about the Canal. Partial transits are occurring almost daily, as more and more people direct new attention to the Isthmian waterway, its installations, and its present role in world commerce.

While the Canal Zone is busily preparing for increasing attention to visitors, the Panama Tourist Institute of the Republic of Panama, headed by this month's Review "cover girl," Miss Irma Arango, also is stepping up efforts to attract an increased flow of tourists. The Canal Zone effort to welcome visitors properly and make them feel at home is expected to be of direct benefit to Panama's current program for encouraging tourist business.





Governor Fleming with Ovidio Díaz, center, President of the Panamanian Society of Engineers and Architects, and John D. Hollen, President of the Canal Zone Society of Professional Engineers, during a partial transit made by the Panamanian group.

There is evidence that tourist visits to Panama are on the increase. During the first 3 months of 1962 there was a marked improvement over the two previous tourist seasons and Panama officials recorded 900 vehicles arriving at the Costa Rica-Panama border on the Inter-American Highway during the past dry season month of February. This is believed to indicate a favorable traffic potential on this highway.

An increasing flow of visitors to the Canal Locks also indicates a growth of local tourist traffic. During the past 11 months, more than 72,000 persons visited Gatun and Miraflores Locks, with more than 13,000 of them including a tour of the control houses in their visit.

Close cooperation between the Canal's Guide Service and the Panama Tourist Institute already has been initiated. One of the first steps is to be the joint exchange in training of personnel who meet and attend to the needs of visitors. Under this program, members of the Guide Service are expected to attend training classes being held by the Tourist Institute, and those dealing with visitors to the Republic are expected to attend the classes being organized for the Canal Zone Guides.

The Canal organization also is expanding its informational services about the waterway by the use of automatic slide projection equipment telling the Canal story at a number of locations in Panama and the Zone. The first of these are being placed at Tocumen Airport, the University of Panama, and the Panamanian-North American Institutes in Panama City and Colon.

The Zone's expanded program to more adequately welcome visitors is not designed solely for tourists, however. It also is intended to encourage Zone tours by those local residents who never have visited the Canal installation, although they've lived near it much of



Las Cruces in Pedro Miguel Locks.

their lives.

The initiation of the Canal Zone's "new look" is coming just as the Canal organization prepares to inaugurate the first documentary film ever prepared on the waterway under auspices of the organization itself. Wide distribution of the film in the United States and throughout South and Central America will start soon. The film is in both the English and Spanish languages, with bilingual actors in all roles, led by Carlos Montalban, well-known Mexican film star.





Guide Mrs. Fanny Hernandez and Robert Byrne, Supervisor of Guide Service, enjoy view from overlook at Contractors Hill.

Millions of individuals are expected to view the documentary film during the next year or two. Such wide presentation is expected to generate a new flow of tourists to the Isthmus, anxious to see and learn more about the waterway and the Republic through which it carries the world's commerce from ocean to ocean.

And while the new arrangements will provide greater services to Isthmian visitors, they also will increase the ease with which local residents may visit and see the points of interest which have made the Isthmus an internationally famous tourist attraction, just as it once was famed as the center of Spanish interests and colonization in the New World.

The whole point of the increased emphasis on service to visitors can be summed up simply: You are welcome, you will be greeted and treated courteously and respectfully, and you will leave with new understanding and knowledge about the "Funnel for World Commerce."

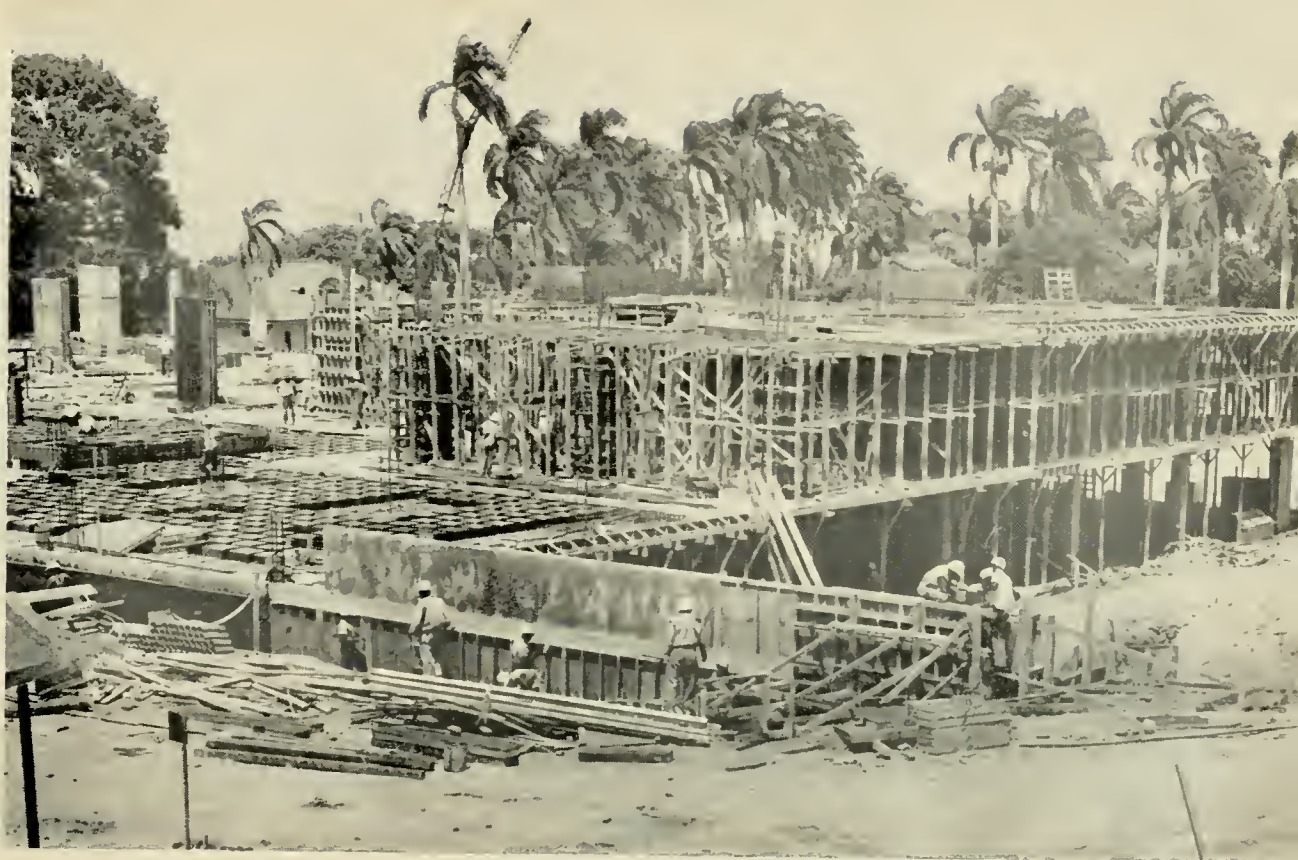


Guide Supervisor Byrne describes operation of locks to visiting Panamanian engineers at Miraflores Locks during partial transit.



Guides Fred Berest and Mrs. Hernandez greet passengers arriving in Balboa aboard the Rangitiki as she made her final transit.

Canal Zone
jobs such
as the Gorgas
Hospital
project provide
training in
new skills for
many local
residents.



TRAINING FOR PROGRESS

IN A SPACE AGE WORLD of rockets to the moon, men in orbit, transistorized communications systems, and electronic brains, it sometimes seems that the only technical skills which are important are those of a complex, scientific nature. This simply is not true.

In the non-industrialized, non-mechanized sectors of the world—and even more so in those sectors where industrialization and mechanization have reached an advanced stage—it is important to future development that local residents learn the techniques which can contribute to that development.

Literally hundreds and hundreds of local residents are learning new ways, new skills, and new attitudes through employment with the Canal organization and contracting firms working for it.

A very limited sampling of these individuals and their experiences is given on the succeeding pages. Multiply these examples many times and you will have some idea of the role which the Canal organization fills on the Isthmus as a developer of human resources and skills.

The Canal administration is happy to be a part of such development and constantly is looking for new ways to develop greater efficiency and produc-

tivity of its employees, while training them in new skills.

Fresh, pure water, for example, is essential to the protection of public health in heavily populated districts, including even small villages. To get such water and assure a continuous supply of it requires knowledge and skill. If the water is to be stored, reservoirs must be built and the most economical method of doing so is with heavy construction equipment. If it is to be provided from deep wells, someone must drill the wells.

A number of men who went to work on the multi-million dollar project to widen the Panama Canal channel from 300 to 500 feet through the Continental Divide have acquired skills which can be utilized in these very areas. And their skills also can be used in much of the construction work which must take place to provide highways, airports, seaport facilities, commercial buildings, and industrial plants for a growing economy.

Constructing a bridge or a large building requires the solution of many special problems with which skilled engineers must deal, but such tasks also require a vast variety of skilled efforts on the part of workmen.

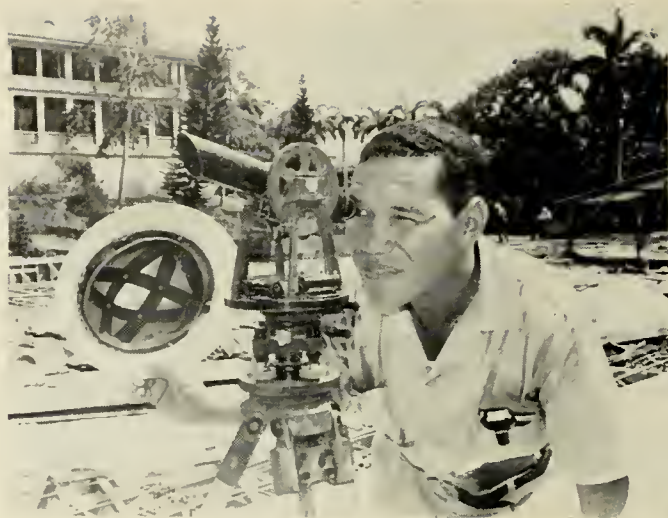
This they have done on the Thatcher Ferry Bridge project and the Gorgas Hospital construction program. And, in both cases, numerous locally hired employees have acquired new skills which will be useful and essential in future construction jobs on the Isthmus, where future development will require increasing numbers of skilled workmen who know their tasks and can do them rapidly, efficiently, and safely.

Supervision of other men and women always will be important, despite the increasing importance of electronic systems to direct and manage routine tasks. The supervision and management of other men and women never is a simple task, simply because every man and woman in this variegated world is different, each from the other. There are common principles, however, and these must be found and taught to supervisors. Employees of the Panama Canal in supervisory positions regularly are trained in new skills to improve their abilities.

All of these training tasks are being achieved on the Isthmus by the Canal organization and contractors working for it. The individual cases presented here tell how it is being done.

REINALDO MEDINA is a graduate of the Panama National Institute and studied civil engineering at the International Schools in Los Angeles. Since graduation from the Los Angeles school, he has been employed by the Panama Government on the Interamerican Highway, by the Interamerican Geodetic Survey on mapping projects, with local contractors on road and building construction, and with the Panama Refinery.

Mr. Medina now is employed by Uhlhorn Construction Co. on the Gorgas Hospital project as their senior field engineer and, among other things, it is his job to see that the four corners of the big building are in line and that the supporting columns are straight up and down. There is no doubt in the minds of his employers that Mr. Medina knows his business. His part in the construction of the 8-story hospital building will be a new experience in his engineering career, however, providing him with valuable experience for future building construction of this nature.



JUAN ABAD, a Panamanian engineer who was graduated from Massachusetts Institute of Technology, is employed by the contractors on the Gorgas Hospital construction project as one of their topflight consulting engineers to supervise placement of special reinforcing steel, used as protection against earthquakes.

It is a delicate and painstaking job and keeps Mr. Abad constantly on the alert. Before joining the Uhlhorn Construction Co. on the hospital project, Mr. Abad also is employed by the Panama Government as an engineer, but his present duties are adding to his total of on-the-job experience, an important factor on future construction jobs.

RUBEN PETRO is a 28-year-old native of Bocas del Toro who went to work on a Chiriqui Land Co. banana plantation when 17 years of age. He first learned something about operating hoists and cranes during his 10 years with the Chiriqui Land Co. This knowledge was put to good use later when he got a job with A. C. Samford, Inc., a contracting firm which built houses in La Boca for the Panama Canal Company. He was employed on the Gorgas Hospital project as a crane operator and at present is increasing his skill in this line while working on installation of the chilled water central air conditioning system. Mr. Petro hopes to have enough experience after this contract is completed to get a job with the Canal organization or to earn a spot with a construction firm which can use his abilities.





ANTONIO ACOSTA, a 26-year-old Panamanian from Colon, has had what Elmer Stevens, bridge project engineer, considers the advantage of learning the rigging art from Walter Cathey, one of the heavy construction industry's real experts. Mr. Acosta also was employed on the substructure contract for the bridge, did rigging during the cofferdam and bridge pier construction, then went on to the superstructure work as a sandblaster and painter.

His on-the-job training will enable him to qualify for a number of jobs on the Isthmus following completion of the bridge. He will be valuable in heavy construction, where riggers are in demand. He also has experience valuable to a stevedore or a lock operator helper and can take on most any job involving painting or sandblasting, his present specialties.



MIGUEL ANGEL SAMANIEGO, a carpenter by trade, is 29 years old and a graduate of the Panama Arts and Crafts School. He was employed in Panama repairing business machines when he was hired by Fruin, Colnon, LeBoeuf & Dougherty, to work on construction of the bridge cofferdams in which the base of the concrete bridge piers were built. His skill as a carpenter has improved under the expert guidance of the more experienced men with and for whom he has worked on the bridge job.

After work on the bridge is completed, he does not expect to have any trouble finding a job on the Isthmus, using his new skills and knowledge. His talents range from heavy construction to light forms of carpenter work, combined with his previously acquired machine repair. In his spare moments he is a member of the Panama Wrestling Team, a fact evidenced by his bulging arm and shoulder muscles.



FRANCISCO SOTO RANGEL is 32 years old. He took a correspondence school course in welding and applied for a job with the substructure contractor on the bridge when the work began. Like Mr. Samaniego, he worked on the cofferdams and later on the land and water piers. His application for a job on the assembly of the framework of the superstructure was accepted on recommendation of the substructure contractor, and he has been on that project since work was started. He says that both the high level work and the job in the deep cofferdams was routine—once he got used to it.

Francisco previously was employed on the Cut-widening work and by several construction firms in Panama. He recently applied for a job with the Canal organization and hopes his training and past experience will enable him to continue in some kind of construction work, either in Panama or the Canal Zone.



JOSE AUGUSTO TORRES operates the control mechanism of an Ingersoll-Rand, self-propelled, crawler-type rotary drill with hydraulic tower on the Cut-widening work. This is one of the machines he has been taught to use by Selby Drilling Corp. under its apprentice training program. The drill rod, shown in rotation, is operated by a 600-foot-per-minute compressed air-driven mechanism.

Mr. Torres is one of four apprentice drillers on the cut-widening work who have learned to operate the complicated and powerful rotary drills used in the Zone II underwater drilling. In doing so they have increased their salaries 100 percent, from \$1 to \$2 an hour, and acquired skills which can be valuable to them and the Republic of Panama, where well-drilling operations require such trained individuals.

KENNETH MOHL, son of Mr. and Mrs. Fred A. Mohl of Balboa, and Michael Norton, son of Mr. and Mrs. Dale Norton of Balboa, are student assistants working with Charles McG. Brandl, project engineer on the Cut-widening Project. They are helping assemble data on underwater blast patterns on the project, making inventories of supplies, and otherwise assisting Mr. Brandl. Young Mohl was graduated from the Canal Zone Junior College this year and plans to enter Clemson College in September. He plans to major in chemistry. Young Norton is a third-year student in the University of New Mexico, where he is studying architectural engineering.



THE 6-CUBIC YARD Lima 2,400 shovel in the foreground is operated by Andres A. Castillo, locally hired employee who handles the big machine. Mr. Castillo was hired by Foster-Williams Bros., Inc., as a machine operator on the Cut-widening project at \$1.40 an hour. During his employment he has mastered the art of operating this monster, the biggest shovel built by Baldwin-Lima-Hamilton Corp. His salary now has increased to almost 100 percent, to \$2.75 an hour.

In the background is a Bucyrus-Erie 2½-yard shovel, which is operated by Savino C. Carreta, a former tractor operator, who also has been promoted to shovel operator. A number of other locally hired employees on the Cut-widening work also have been trained in handling other large construction equipment used on the project and, like Mr. Castillo and Mr. Carreta, have earned increased pay rates for their newly-acquired skills.



VICTOR KOURANY, 26-year-old native of Panama, has been an employee of the Canal organization for the past 5 years and recently completed his second supervisory training course. A 1954 graduate of the Panamerican Institute in Panama City, Mr. Kourany is employed at the Corozal cold storage warehouse of the Supply Division.

His first supervisory training course was one given to a large number of Supply and Community Service Bureau personnel and dealt with basic information important to supervisors. From the first group of which he was a member, 19 supervisors including Mr. Kourany, were selected for a more advanced training course, in which on-the-job problems were presented and discussed. The second group completed their course of instruction and were presented with certificates last month.

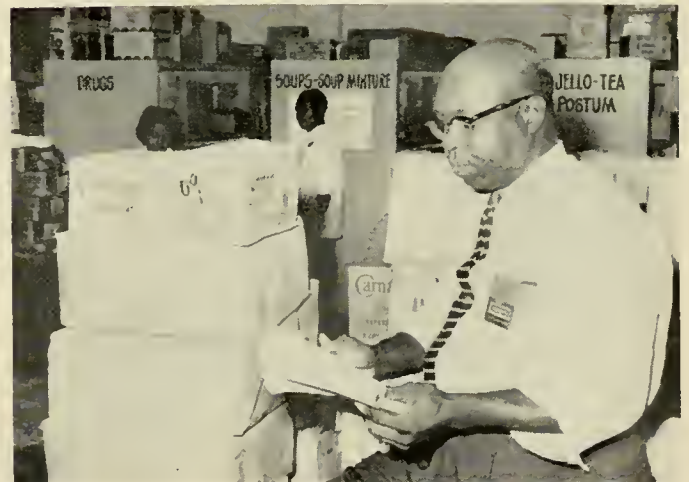


PETER NEBLETT, 55, completed his second supervisory training course recently, along with 19 other supervisors of the Supply and Community Service Bureau. Mr. Neblett said, "The training has given me a wider view of the business, how you should treat employees, and how much you should expect from them." Starting with the Canal organization as a messenger 36 years ago, Mr. Neblett has served as a file clerk, billing clerk, has handled accounts and cash, and is presently a supervisor in the Balboa Retail Store.

In addition to his job at the Balboa Retail Store, Mr. Neblett plays piano in his own 5-piece combo which was started in 1933 as a 12-piece dance band. Other members of the band are Kenneth Brown, Maintenance Division, bass; Wally Reid, Army employee at Corozal, trumpet; Caleb Williams, Dredging Division, drums; and Richard Kelly, professional musician, tenor sax. They have played dates for many Canal Zone organizations.

EGBERT M. BEST, 44, has been employed by the Canal organization for 25 years. He has been with the Maintenance Division for the past 6 years and now is a supervisor of a grounds maintenance crew. Like Mr. Kourany, he attended the preliminary training course for supervisors, then was selected to attend the second session. He previously had attended another supervisory course of instruction.

Mr. Best says the courses of instruction have provided him with much new knowledge about his duties as a supervisor, including more information about how to deal with the personnel he supervises. The important man-to-man relationships which confront every supervisor were a major part of the latest training course completed by Mr. Best. He feels he now is better able to deal with such matters, as a result of the instruction he has received.





ALFREDO GONZALEZ was born in Panama and is a 1959 graduate of the La Salle School in Panama. He attended Wayne State Teachers College in Wayne, Nebr., on a scholarship, but was forced to return to Panama because of financial problems at the end of his first year. At the Nebraska college, he received his tuition free in exchange for teaching Spanish.

Now a first-year apprentice at the Refrigeration and Air Conditioning Shop in Balboa, he is learning a trade which will make him a fully qualified air conditioning and refrigeration journeyman craftsman at the end of his 4-year apprenticeship. The future air-conditioned comfort of hundreds of Isthmians very likely will depend upon the skills he now is "learning while earning," as all Panama Canal Company apprentices are paid a starting wage of \$1.25 an hour. Their pay increases annually throughout their apprenticeship.

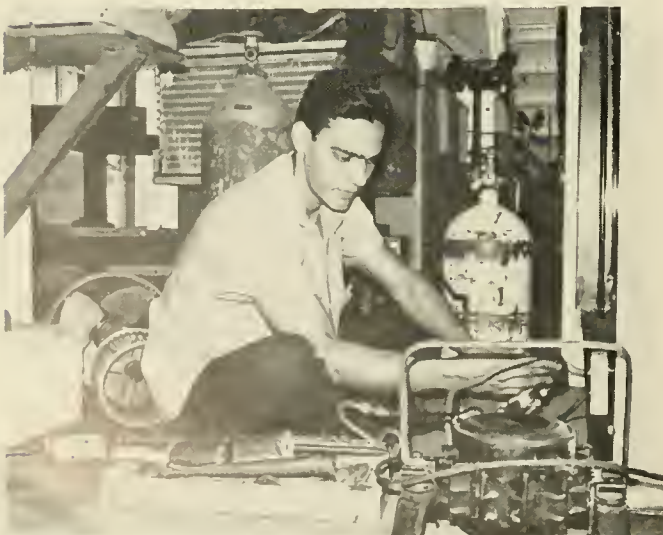
PEDRO A. PINZON was born in Santiago de Veraguas and graduated in 1960 from the Normal School of Santiago. He applied for apprenticeship training with the Panama Canal Company and was accepted as a refrigeration and air-conditioning apprentice.

He will go into his third year of apprenticeship in July of this year. When he completes his training, Mr. Pinzón hopes to remain with the Canal organization as a journeyman craftsman in his field. If unable to obtain employment immediately, he probably will continue his studies. One of the educational benefits which he says his Canal training has provided is the learning of a second language—English.



JORGE MURAD was born in Panama 21 years ago and has lived in Panama all his life. His excellent command of English was acquired partly at home and partly by experience during his 2 years as an apprentice in the Refrigeration and Air Conditioning Shop. All of his formal schooling, however, has been in Spanish-language schools in Panama, where he attended public schools and was graduated from the Instituto Arosemena in Panama City.

His instructors in the apprenticeship call his work in refrigeration machinery outstanding. He will enter his third year apprenticeship in July and hopes to join the Canal organization as a journeyman refrigeration and air-conditioning craftsman after graduation.





MARCIA DE GRACIA, is the daughter of Mr. and Mrs. Virgilio de Gracia of Panama. Graduated this year from the Miami Norland High School in Miami, Fla., Marcia hopes to return to the United States and college in September to study secretarial science. She is employed in the Field Office of the Maintenance Division as a student assistant clerk, gaining actual work experience in the same field she hopes to pursue.



PATRICIA KOCHER, daughter of Mr. and Mrs. C. E. Kocher of Balboa, is working in the Treasurer's Office in Ancon. She was graduated from Balboa High School this year and this is her first job as a student assistant. She plans to attend Otterbein College in Westerville, Ohio, this fall, but believes the work experience she now is getting will prove rewarding, whatever future use she makes of it.

—Student Assistants Learn, Too

SUMMER VACATION is not all June, moon and spoon for a good number of Canal Zone high school graduates and college students. At least not for those interested in "learning while earning" and who applied for and have been assigned temporary student assistant positions with the Panama Canal Company Canal Zone Government.

Applications for employment as Canal Zone Student Assistants are received and processed long before schools close. This year, 112 young people have joined the ranks of Canal Zone employees as student assistants. The program is designed to give these eager young people work experience and to assist them in selecting and planning lifetime careers. The Canal organization's Student Assistant Program is expected to carry its own weight, and the student assistants perform useful and essential work while helping with the workloads of the organizations to which they are assigned during the peak summer leave period for many regular employees.

In past years, the Student Assistant Program opened with a general orientation. This year the orientation was decentralized, with each bureau and

independent unit conducting its own program of familiarization.

The Office of the Comptroller started its own orientation program 3 years ago. Continuing the program this year, an orientation lecture is being given each week for a period of 7 weeks for the Student Assistants working in the Office of the Comptroller for the first time this summer. Employees who joined the Office of the Comptroller during the past year also are given an opportunity to attend the lecture series.

Considered by the Personnel Bureau to be a model for other units, the program developed by the Office of the Comptroller is designed to give a general picture of the various functions of the office. The lectures are given by top officials of the organization, each Monday, in the Civil Defense Room of the Administration Building.

Philip L. Steers, Jr., Comptroller of the Panama Canal Company Canal Zone Government, welcomed the student assistants. The initial orientation lecture on "Financial Policies and Accounting Systems," was given by John E. Fisher, Chief of the Accounting Policies and Procedures Staff.

Robert Lessiack, Chief of the Budget

Branch, explained the distinctions between the Panama Canal Company and Canal Zone Government budgets. James L. Fulton, Chief of the Rates and Analysis Branch, outlined for the student assistants, "Rate-making Policies and Procedures," explaining the multifaceted considerations which are applied by those in charge. Thomas H. Scott, Chief Accountant, addressed the group on general accounting last Monday.

Although the orientation lectures are generally given on Mondays, one of the series will be given on Wednesday, July 11, at Building 365, Ancon, where the Payroll and Machine Accounting Branch is located. At that time, Malcolm A. Johnston, Jr., Chief of the Payroll and Machine Accounting Branch, will speak on "Payroll and Machine Accounting Operations."

On July 16, Jerome E. Steiner, Acting Treasurer, will address the student assistants on "Treasurer's Operations." This will be followed, on July 23, by a discussion on "Claims," by Harry D. Raymond Chief of the Claims Branch. The closing lecture in the series will be "Internal Auditing" by Albert M. Jenkins, Chief of the Internal Audit Branch.



CHRISTINE HARRISON, daughter of Mr. and Mrs. C. W. Harrison of Balboa, is working as a student assistant in the Press Office of the Panama Canal Information Office. A junior at Florida State University, she is majoring in English and Spanish. Her duties in the Press Office include gathering and writing information for press releases, *THE PANAMA CANAL REVIEW*, and *THE SPILLWAY*. She is shown interviewing Egbert A. Best, subject of one of the "Training for Progress" items in this section.

DANIEL DESLONDES, son of Mr. and Mrs. James Des Londes of Balboa, is a junior at the University of Indiana. This is his fourth year as a student assistant in the Panama Canal Student Assistant program. He always has been employed by the Office of the Comptroller and this year is in the Accounting Department working at general accounting.



KAY FLOWERS, daughter of Mr. and Mrs. E. C. Flowers of Ancon, is working as a student assistant at Corozal Hospital. A 1960 graduate of Balboa High School, she already has completed her pre-medical school studies at Wake Forest College. Next fall she will be a first-year medical student at Bowman Gray School of Medicine of Wake Forest College. Her work at Corozal has included reviewing case histories of patients selected for a remotivation project. This and her other duties, like those of many of her fellow student assistants, are closely related to her chosen field of study.



JETZABEL FERAUD, daughter of Mr. and Mrs. Juan M. Feraud of Panama, is a student in the Canal Zone Junior College, where she is taking a commercial course. Employed in the Employment and Utilization Division of the Personnel Bureau as a clerk, her job fits in nicely with her academic studies. This is her first job as a student assistant.



Cadet Capt. Frank Reichhart and Miss Nancy Turner, sponsor of Company A, Balboa High School ROTC, lead company as cadets pass in a brisk inspection performance.

Honors for Zone ROTC Units

BALBOA AND CRISTOBAL high school ROTC units again have been awarded an "Honor School" rating by Headquarters, U.S. Army Caribbean, as a result of the annual formal inspection conducted in May.

The "Honor School" rating is awarded to those units of the Junior Division of ROTC which have maintained exceptionally high standards of military training and discipline during the school year.

This year's inspection was conducted by Maj. Lloyd H. Newcomer, Jr., of the Inspector General's Section, and Capt. J. M. McCarthy of the G-3 Section, USARCARIB. The inspection included all phases of ROTC training.

Each cadet was inspected in ranks, where he was asked questions pertaining to subjects studied in ROTC and his personal appearance and rifle also were inspected. The equipment provided by the Army for use in training, the administration, facilities, and methods of instruction also were rated by the inspectors. A parade was held at each school to round out the inspection. The inspectors had many complimentary remarks to make about the ROTC program in the Canal Zone High Schools.

The Balboa High School ROTC unit was activated on July 1, 1918. That fall, the first cadets were enrolled in the Junior ROTC program. The quality of the unit developed during this first year resulted in the Balboa ROTC unit receiving the coveted "Honor School" designation. The Cristobal ROTC unit was organized in 1950, developed rapidly, and soon was giving Balboa stiff competition.

Since then, there has been steady

improvement in the two units, in both appearance and knowledge. Balboa has received the designation of "Honor School" every year since the unit was organized and Cristobal has received it 10 of the 12 years it has been in existence.

The military science course on the Junior ROTC level in the Canal Zone program is designed to give the student "such military training as will be of benefit and value to him if he should become a member of the military service." Its main purpose, however, is "the laying of intelligent citizenship within the student," by teaching principles of leadership, respect for authority, and habits of precision, orderliness, courtesy, hygiene, and correctness of posture and deportment.

The 3 years of training normally are the last years of high school, but the Army commander here has granted authority to enroll freshmen in Cristobal High School, provided they meet all other qualifications and are at least 14 years of age.

First year students are given instructions in basic military subjects, including care of themselves and their equipment in the field, as well as a background of leadership.

During the second year of ROTC training, emphasis is placed on training cadets in the techniques of being leaders of small units. Each cadet is given many opportunities to take command of small groups and lead them in pursuit of a common goal.

The third year of training is the climax of a cadet's Junior ROTC career. During this final year, the cadets assume greater responsibilities of

leadership. Senior cadet positions are filled from this class, and all have an opportunity to practice the theory they have been absorbing during their first years. Instruction in the finer techniques of leadership, including delegation of authority and responsibility, and supervision of subordinates, highlight this year's instruction. Third-year cadets frequently are required to prepare and teach classes to junior cadet classes. The third-year cadets thus achieve the practical experience so necessary to any potential leader.

The Cadet Corps is organized to achieve as much realism as possible. The program provides cadets with an opportunity to put into practice the theory taught in the classroom. The organization that is found in the Canal Zone Corps, is fashioned closely after typical Army organizations and the positions of leadership are similar in most aspects to those that would be encountered in an active unit of the regular service. Basically, the cadets themselves command the various organizations, with the regular Army staff serving in a supervisory capacity.

The Canal Zone high school ROTC units have been commanded by Maj. Robert E. Whitelaw for the past 2 years. Major Whitelaw recently was reassigned to the 1st Battle Group, 20th Infantry, Fort Kobbe. He has been succeeded by Maj. Frank T. Currier, formerly instructor of military science at Cristobal.

Other members of the present regular Army staff are, Sfc. Richard R. Golden, Sfc. James G. Guhlin, Sr., Sgt. Milton L. Bridges, Sgt. Ambrose Larson, S. Sgt. Thomas Metcalf, and M. Sgt. Melvin Blackburn.

For Vacation Season

Take a Tip

Driving:

Have your car checked.
Have emergency equipment such as a flashlight, first-aid kit, tow rope, fire extinguisher etc.
Drive defensively, watching for unsafe actions by others.
Observe traffic signs.
Don't speed.
Don't drive when tired.

Swimming:

Know your capabilities and don't exceed them.
Look where you are diving.
Check water depths.
Check underwater obstacles.
Don't be involved in horseplay.
Never swim alone.

Recreation:

Exercise moderately.
Rest when tired.
Take sun in mild doses.
Eat less.
Drink plenty of water.

Boating:

Step in the center of your boat.
Once seated, stay seated.
Don't overload.
Have life preservers, flashlights, and a fire extinguisher.
Hang onto a capsized boat until help arrives.

Camping:

Know and avoid poisonous plants such as ivy and sumac.
Watch out for snakes and if bitten get prompt medical attention.
Extinguish camp fires before leaving.
Boil drinking water when in doubt.

Fishing:

Be careful with hooks.
Don't wade out too far.
Watch for moss-covered stones and other stumbling blocks in the water.
Don't fish near dams or spillways if there is a chance of slipping into the water.



S A F E T Y

PAYS

THE DESIRE for "getting away from everything" is perhaps more pronounced during vacation season than at any other time of the year. People want to forget work—think more about play.

Some people leave all safety alertness at their place of work when they head for a vacation. Taking one's mind off the job when leaving for vacation is fine, but not the relaxing of interest in your own personal safety—and the safety of others.

Being carefree is one thing. Being careless is something else again. Don't

let an accident spoil your vacation.

Statistics show that vacation time brings on a heavy surge of all kinds of accidents, ranging from simple cases of ivy poisoning and sunburn to fatal traffic accidents and death by drowning.

Why is it that an individual who wouldn't try to lift anything heavy on the job without asking for help may attempt to swim out far beyond his capabilities at the beach? How about the man who insists upon a safety can for flammable liquids at his workbench—and then transports gasoline in a glass jug for the family motorboat?

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
MAY

ALL UNITS

YEAR TO DATE



FIRST AID
CASES

'62 256 '61 237

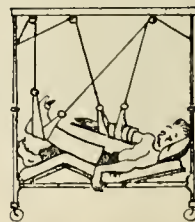
1231 1811 (699)



DISABLING
INJURIES

'62 7 '61 12

47 63 (4)



DAYS
LOST

'62 237 '61 378 (7)

7182 7805 (95)

() Locks Overhaul Injuries included in total.

Accident prevention is a full-time assignment, not just a function for the convenience of management. It's wise to apply your industrial safety knowledge to all of your activities.

Traffic accidents top the list each year, whether it's vacation season or not, so it's just common sense to exercise extreme caution on the highways at all times. Be sure to have your car checked before "hitting the road" for a few days of relaxation.

When vacationers are traveling on unfamiliar roads, it is well for them to drive below normal speed, especially after sundown or when visibility is limited. Stopping early in the evening, before fatigue can become an added accident factor, is sound advice. A good night's sleep and an early start the next morning will do a lot toward a safe vacation.

The water claims many lives every summer—mostly children. Keep the youngsters under close supervision and guarded by someone capable of rescuing them if necessary. Adult drowning usually results from fatigue, cramps resulting from swimming too soon after eating, and diving in unfamiliar areas. Swimming alone also is a dangerous pastime.

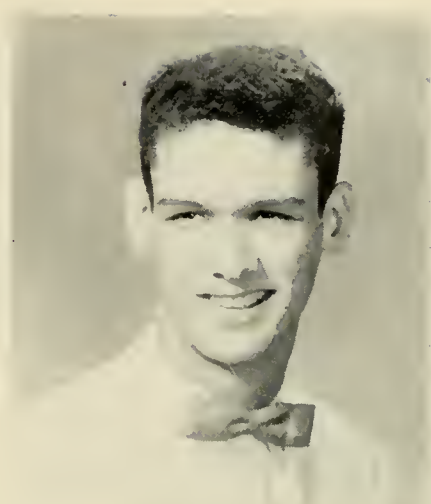
Too much exercise for non-physical workers is responsible for many vacation deaths. Eighteen holes of golf, several hours in the water, and a game of softball have killed many a fun-loving vacationer who hasn't had that much exercise in a year. Play in moderation, rest when tired, and don't try to "live it up" all in a few days of vacation.

Summer sun has caused more discomfort than any torture weapon ever devised. And all because we want to be tan as a lifeguard in about 2 days—in two 8-hour stretches. Take it in easy doses and avoid some uncomfortable nights—as well as possible infection.

Boating's popularity has increased the number of water injuries and deaths tremendously in the past 10 years. Mostly because people don't follow simple safety rules. Everybody knows it is unsafe to stand up in a boat or change places in the middle of a lake, but they still do it. Some make it successfully—others don't.

Adequate life preservers and fire extinguishers are almost as important as having a good skipper on the craft. Be prepared for all emergencies, and heed all weather warnings. Don't gamble with squalls. Know the capacity of your boat and never exceed it.

These suggestions and the accompanying list of vacation safety tips will go a long way toward assuring you another vacation—next year.



Joe McGoff—Cristobal High School senior and jump shot artist, averaged 13 points per game this season.



Dale Stevens—Selected "Athlete of the Year" by Balboa High School coaching staff for value in football, baseball, basketball, and track.



Tom Murphy—Former star in the Syracuse High School league and leading scorer of the Balboa High School basketball team.

ALL STARS

THE CANAL ZONE Interscholastic Basketball teams completed the 1962 season with Balboa High School taking the championship.

The coaches from Balboa High School, Cristobal High School, and the Canal Zone Junior College, recognized the skill and talent of individual players by selecting an all-star team. Three players from Balboa High School, one from Cristobal High School, and one from Canal Zone Junior College were selected for coveted places on the Zone Interscholastic All-Star Basketball Team.

The team, tallest to be selected in many years, was chosen by the coaches on the basis of scoring, handling of positions, sportsmanship, and general athletic excellence.



John Wainio—Balboa High School senior and 6-foot, 2-inch, team captain; will continue his education at the University of North Carolina.



John D. Cronan—Canal Zone Junior College team captain; led squad in rebounds, scored 172 points during season, for average of 14.3 per game.

Mrs. Catherine Brown, library branch coordinator, and Daniel A. Viafora, Terminals Division clerk, assist patrons of the new library unit in Cristobal pier area. Patrons, left to right, are Charles Malmsbury, Cristiano Gómez, and Walter E. Blenman.



TAKING BOOKS TO WORKERS

New library unit in Cristobal is located at jobsite

"LOS LIBROS. Una clave esencial en su porvenir."

This message, attractively lettered on a sign at the entrance to the Terminals Division Training Center in the Cristobal pier area, is an inducement for employees to use books to improve themselves for the future.

A second sign, in both Spanish and English, explains the presence of the slogan about the value of books. This second sign, on the opposite side of the doorway, announces:

"Circulating Library. Reading is fun. All Panama Canal employees can enjoy it. Borrow a book for yourself and your family."

Inside the doorway flanked by the two signs is the Canal Zone's first mobile library on a job site. Opened and operated under supervision of the Canal Zone Library, the library unit is an initial realization of Governor Fleming's aim of bringing books and employees together.

Although the unit has been open only a few weeks, employees of the Terminals Division already have checked out hundreds of books and magazines in both Spanish and English.

Daniel Alexander Viafora, a bilingual file clerk employed by the Terminals Division, handles the task of checking

the books and magazines in and out. Taking a special interest in his library duties, Mr. Viafora is fast becoming

Crede Calhoun, retired Canal employee and voracious reader, selects a book at the Main Library in Ancon.



adept at assisting employees in making selections, taking notes on books requested and passing them on to the Canal Zone Library, and his other library duties.

Most popular with the mobile library's patrons are books on world history, sports, religion, conduct of life, etiquette, and self-improvement. Books that tell how to speak well, how to relax, and how to get rid of tensions are in constant demand and never remain long on the shelves.

Seventy-five percent of the material now stocked at the library unit is in Spanish, but employees want books in English, too, and borrow them extensively. English books on famous sports figures are much in demand, as are those in Spanish in the do-it-yourself field. Of the latter, the most sought after are books on carpentry, radio, and television.

Textbooks for home study of various subjects, books about the United States, and a supply of popular magazines also are carried at the unit.

Mr. Viafora said the range of interests of even a single patron often is surprising. He cited one Spanish-speaking reader who checked out "El Arte del Exito," (The Art of Success), "Un Hombre de Scotland Yard," (A Man of Scotland Yard) and "Modelos de Cartas," (Sample Letters).

A stevedore using the library—

"The mobile library brings the books right here to us," a stevedore said, explaining why he likes the unit in the pier area. "I for one don't have to go home and change before going to get a book to read. Here I stop in at the library on the way out of the area, choose my book and can go home to relax and enjoy it without having to make a special trip."

The unit in the pier area is open on Mondays, Wednesdays, and Fridays from 2 to 3:30 p.m. Mrs. Catherine Brown, branch coordinator for Canal Zone libraries, supervised establishment of the unit. A library assistant at the University of Pittsburgh before coming to the Canal Zone, Mrs. Brown was post librarian at Fort Clayton and Fort Kobbe for about 3 years before joining the Canal Zone Library staff several years ago.

Like all other Zone libraries, the pier area unit is open to anyone who lives or works in the Canal Zone. Other library units operated by the Canal Zone Government include the Cristobal and Rainbow City branches on the Atlantic side of the Isthmus, one branch in Paraiso, and the Main Library in the Civil Affairs Building in Ancon.

Worth Knowing

New Film Ready for Release

THE FIRST documentary film on the Isthmian waterway ever made under auspices of the Canal organization has been completed and soon will be released for widespread public viewing.

The documentary was made by Bay State Film Productions, Inc., of Springfield, Mass., and prints of it now are being produced in multiple copies to provide enough to answer expected requests for showing throughout the Western Hemisphere.

With well-known Mexican film star Carlos Montalban in a leading role, the documentary has been filmed in both English and Spanish.

The superb color photography of the film, the dialogue which describes the construction, maintenance, and con-

tinued operation of the Isthmian waterway, and the educational value which it has is expected to make the film extremely popular in the United States, where several million persons are expected to see it during the next year.

Organizations in the United States which would like to obtain a copy of the film for showing should contact the office of Association Films, Inc. Addresses are: Broad and Elm, Ridgefield, N.J.; 561 Hillgrove Ave., La Grange, Ill.; 799 Stevenson St., San Francisco 3, Calif; and 1621 Dragon St., Dallas 7, Tex.

Distribution on the Isthmus will be handled by the Panama Canal Information Office at Balboa Heights, through which prints also may be purchased for \$125 each.

Case of the Bobbing Beer Bottle

IT WAS JUST an old beer bottle left floating on the foam. And like the old beer bottle in the song, it had a message inside.

In June, 8 months after he had cast the bottle adrift from the SS *Cristobal*, Leo Krziza, Administrative Assistant in the Motor Transportation Division, got an answer to the note cast upon the waves.

Donald D. Ball, a resident of Corpus Christi, Tex., said he and his wife recovered the bottle May 19 on Padre Island, a strip of land bordering the Texas coast along the Gulf of Mexico.

The writer also sent a map issued by

the U.S. Geological Survey showing the exact spot where the bottle was found and the approximate distance it had traveled. He said the bottle must have been deposited on the beach recently because it was near the high tide mark.

Mr. Krziza, who has been heaving bottles overboard from ships for years—bottles with messages, that is—said this was the first time he ever had received an acknowledgment. He said the bottle was thrown overboard from the *Cristobal* last September when the ship was about 200 miles south of the entrance to the Mississippi River.

RETIREMENTS

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

Priestley L. W. Alleyne, Leader Seaman, Dredging Division; 46 years, 10 months, 14 days.

Alfred Brameld, Chief Towboat Engineer, Dredging Division; 6 years, 3 months, 4 days.

Benjamin Clarke, deckhand, Navigation Division; 42 years, 3 months, 25 days.

Clifford Gordon, Stevedore, Terminals Division; 32 years, 8 months, 26 days.

Nicolas Grenard, Launch Operator, Navigation Division; 34 years, 10 months, 27 days.

John W. B. Hall, Stevedore Foreman, Terminals Division; 27 years, 10 months, 27 days.

Capt. Bernice A. Herring, Dipper Dredge Master, Dredging Division; 22 years, 3 months, 8 days.

James A. Lyons, Junior College Teacher, Division of Schools; 24 years, 8 months, 14 days.

Archie Manikas, Policeman, Police Division; 12 years, 9 months, 16 days.

George R. Murray, Chief Towboat Engineer, Navigation Division; 20 years, 8 months, 28 days.

Philip S. Thornton, Superintendent, Service Center Branch, Supply Division; 36 years, 10 months.

Lucio Torres, Laborer, Community Services Division; 14 years, 2 months, 5 days.

E. H. Turner, Chief Engineer, Electrical Division; 21 years, 5 months, 24 days.

Elphina A. Williams, Sales Clerk, Supply Division; 20 years, 2 months, 9 days.

Maleolm H. Williams, bookbinder, Administrative Branch; 45 years, 2 months, 18 days.

Phillip Williams, Clerk, Locks Division; 25 years, 1 month, 13 days.

ANNIVERSARIES

(On the basis of total Federal Service)

40

**SUPPLY AND COMMUNITY
SERVICE BUREAU**
Leon W. Watts
Mail Clerk

ADMINISTRATIVE BRANCH

G. M. Jackson
File Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Herman H. Keepers
Lead Foreman Electrician
David J. Thomas
Distribution Systems
Maintenanceman

MARINE BUREAU

Edgar L. Lewis
Maintenance Painter
Robert A. Pierre
Helper Lock Operator

OFFICE OF THE COMPTROLLER

Samuel Cohen
Time, Leave, and Payroll
Clerk

ADMINISTRATIVE BRANCH

Francis A. Cuthkelvin
File Clerk
Harold Lewis
Hand Compositor

CIVIL AFFAIRS BUREAU

James A. Lowe
Fire Sergeant
James A. Marchuck
Police Sergeant
George C. Anderson
Police Private
Rupert W. O'Neill
Clerk
Daisy S. de Redhead
Teacher, Latin American
Schools

ENGINEERING AND CONSTRUCTION BUREAU

Philip A. Downs
Lead Foreman Electrician
Robert G. Haynes
Welder
A. Montenegro
Launch Operator
José D. Urriola
Palancaman
David Bowen
Carpenter

HEALTH BUREAU

Robert U. Schultz
Meat Inspector
Carlos López
Heavy Pest Control Laborer
Benigno I. Camano
Heavy Pest Control Laborer
Claude H. Walton
Patient Food Service
Attendant
Rosa R. Trowers
Medical Aid
Luis P. Dixon
Nursing Assistant, Operating
Room

Reuben R. Rhaburn

Chauffeur
Julia Loupadiere
Nursing Assistant, Medicine
and Surgery
Luis A. Diaz
Nursing Assistant, Psychiatry
Anita B. Collins
Clerk
Martin J. de Silva
Nursing Assistant, Medicine
and Surgery

MARINE BUREAU

Maurice B. Nickel
Industrial Engineer
John S. Catanaro
Chief Engineer, Towboat
or Ferry
Arthur C. Cherry
Towboat or Ferry Master
William K. Price
General Foreman, Docking
and Undocking
Preston M. Trim
Lead Foreman, Locks
Control House
Carl W. Reynolds
Leader Lock Operator
Machinist
Genova J. Gibbs
Lead Foreman, Lock
Operations
Pablo Prado
Deckhand
Francios Nozierre
Deckhand
Guillermo López
Boatman
Edgar T. Parris
Toolroom Attendant
Máximo Amaya
Cement Finisher
Carlos Smith
Deckhand
O. T. Seantlebury
Toolroom Attendant

Alfredo Rodríguez

Deckhand
Lester A. Vendreys
Deckhand
Emeterio Hernández
Deckhand
Norris C. Brewster
Clerk
Felipe Brenes
Deckhand
Federico Mendives
Deckhand
Louis Gelate
Timekeeper
Raul Viquez
Launch Operator
Robert J. Boatwright
Lock Operator Machinist
Luis A. Rodríguez
Line Handler
Manuel Lenis
Boatman
Benjamin Benites
Deckhand
José A. Reyes
Cement Finisher

OFFICE OF THE COMPTROLLER

Keren H. Barnabas
Accounts Maintenance Clerk
Richard H. Egolf
Accountant
Gwendoline P. Jordan
Card Punch Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Roy A. Sharp
Chief Foreman, Grounds
Branch
James J. McDade, Jr.
Maintenance Representative,
Buildings and Utilities
James W. Windham
Supervisory General Supply
Clerk

Virginia E. Sigfrid

Teller
Everett W. Bowen
Sales Clerk
Daisy Louise Burke
Sales Clerk
Felipe Catuy
Grounds Maintenance
Equipment Operator
C. A. Archbold
Laborer Cleaner
Elias López
Laborer
Julio Marroquín
Laborer Cleaner
Ruth Jemmitt
Sales Checker, Food Service
Lillian M. Joshua
Sales Clerk
Josephine Haywood
Retail Store Sales Checker
Helen C. Brown
Sales Clerk
Owen Francis
Baker
Leonardo López
Utility Worker
E. I. Brathwaite
Counter Attendant
Selynn L. Moody
Crane Hookman
Robert Phillips
Utility Worker

TRANSPORTATION AND TERMINALS BUREAU

Walter F. Allen
Chauffeur, Car of President
Basil G. Coke
Clerk Typist
Harold L. Conrad
Liquid Fuels Gauger
Henry Williams
Brakeman
Gerald R. Fruth
Supervisory Accounting
Assistant

Sailing Schedule of SS Cristobal

June 1962 through October 1963

SUBJECT TO CHANGE

Leave New Orleans 4 p.m.		Arrive Cristobal 7 a.m.		Leave Cristobal 3 p.m.		Arrive New Orleans 8 a.m.	
July ¹	7	July	11	July ¹	12	July	16
July ¹	18	July	22	July ¹	23	July	27
July ¹	29	August	2	August	3	August	7
August ¹	9	August	13	August	14	August	18
August ¹	20	August	24	August	25	August	29
August ¹	31	September	4	September	5	September	9
September ¹	11	September	15	September	17	September	21
September	25	September	29	October	1	October	5
October	9	October	13	October	15	October	19
October	23	October	27	October	29	November	2
November	6	November	10	November	15	November	19
November	26	November	30	December	3	December	7
December	11	December	15	December	17	December	21

1963

Leave New Orleans 1 p.m.		Arrive Cristobal 7 a.m.		Leave Cristobal 1 p.m.		Arrive New Orleans 8 a.m.	
January	7	January	11	January	14	January	18
January	22	January	26	January	28	February	1
February	5	February	9	February	11	February	15
February	19	February	23	February	25	March	1
March	5	March	9	March	11	March	15
March	19	March	23	March	25	March	29
April	2	April	6	April	8	April	12
April	16	April	20	April	22	April	26

Leave New Orleans 4 p.m.		Arrive Cristobal 7 a.m.		Leave Cristobal 3 p.m.		Arrive New Orleans 8 a.m.	
April	30	May	4	May	5	May	9
May	11	May	15	May ¹	16	May	20
May	22	May	26	May ¹	27	May	31
June	2	June	6	June ¹	7	June	11
June	13	June	17	June ¹	18	June	22
June	25	June	29	July ¹	1	July	5
July	7	July	11	July ¹	12	July	16
July ¹	18	July	22	July	23	July	27
July ¹	29	August	2	August	3	August	7
August ¹	9	August	13	August	14	August	18
August ¹	20	August	24	August	25	August	29
August ¹	31	September	4	September	5	September	9
September ¹	11	September	15	September	16	September	20
September	24	September	28	September	30	October	4
October	8	October	12	October	14	October	18
October	22	October	26	October	28	November	1

¹ Preference for passage on these ships will be given to teachers and the employees with children of school age traveling with them.

Schedule of Cristobal Revised

THE SCHEDULE of the SS *Cristobal*, Company-operated vessel, has been changed slightly from the schedule previously announced for the period after mid-September. Previous plans had called for the ship to continue its 11-day roundtrip vacation season schedule through October, but this was found to be unnecessary and a 2-week roundtrip schedule will go into effect in mid-September, as indicated by the listing below.

At the same time, the Transportation and Terminals Bureau announced the complete schedule for the vessel from early July of this year through November 1 of next year. This schedule is printed in the accompanying columns, with sailings on which preference for passage will be given to teachers and employees accompanied by school-age children.



Reservation Changes

FROM CRISTOBAL

Former Reservation		New Reservation	
September 16		September 17	
September 27		October 1	
October 8		October 15	
October 22		October 29	
November 5		October 20	
November 19		November 15	

FROM NEW ORLEANS

Former Reservation		New Reservation	
September 22		September 25	
October 3		October 6	
October 16		October 9	
October 30		October 23	
November 13		November 6	
November 27		November 26	

PROMOTIONS AND TRANSFERS

May 5 through June 5

EMPLOYEES who were promoted or transferred between May 5 and June 5 are listed below. Within-grade promotions and job reclassifications are not listed.

OFFICE OF THE GOVERNOR-PRESIDENT

J. Patrick Conley, from General Finance Adviser, Office of the Comptroller, to Administrative Officer, Assistant Executive Secretary.

ADMINISTRATIVE BRANCH

Ralph F. L. Blades, from Photocopying-Equipment Operator Trainee, to Photocopying-Equipment Operator, Printing Plant.

CIVIL AFFAIRS BUREAU

Ralph E. Shuey, from Postal Inspector, to Postmaster, First-Class, Postal Division.

Fire Division

Cyril N. Adamson, from Helper Anglesmith, Industrial Division, to Firefighter.
Clarence C. Hansen, from Chauffeur, Gorgas Hospital, to Firefighter.

Division of Schools

Alfonso C. Greaves, from Senior High Teacher, Latin American Schools, to Secondary Teacher, Latin American Schools.

Juan E. Hoyte, Viola B. Duncan, Harold S. Knowles, from Junior High Teacher, Latin American Schools, to Elementary and Secondary School Teacher, Latin American Schools.

Janet A. Marshall, from Substitute Teacher, Latin American Schools, to Senior High Teacher, Latin American Schools.

Wilfred E. Layne, from Substitute Teacher, Latin American Schools, to Junior High Teacher, Latin American Schools.

Thelma L. Lee, Amy E. C. Boyce, Maria F. Sanjur, from Elementary Teacher, Latin American Schools, to Elementary and Secondary School Teacher, Latin American Schools.

Cedric L. Bailey, Sergio A. Ruiz, Elisa A. Zentner, from Substitute Teacher, Latin American Schools, to Secondary Teacher, Latin American Schools.

Clelia Campodónico, from Substitute Teacher, Latin American Schools, to Elementary and Secondary School Teacher, Latin American Schools.

Constance A. Gallop, Substitute Teacher and Elementary Teacher, Latin American Schools.

ENGINEERING AND CONSTRUCTION

Euearis E. Carranza, from Cold-Type Composing Machine Operator, to Clerk-Dictating Machine Transcriber, Engineering Division.

Dredging Division

John F. Ronck, from Property and Supply Clerk, to Administrative Assistant.

Joseph C. Gagnon, from Lock Operator, Engine-man-Hoisting and Portable, Locks Division, to Dipper Dredge Mate.

Clarence E. Sykes, from Lock Operator Machinist, Locks Division, to Marine Machinist.

Pablo Marin, from Lighthouse Keeper, to Leader Maintenceman.

Daniel Cunningham, Florentino Jackson, Isidoro Prestan, from Assistant Lighthouse Keeper, to Maintenceman.

Joseph M. Lavalas, from Fireman, Floating Plant, to Water Tender, Floating Plant.
Medardo Quirós, from General Helper, to Navigational Aid Worker.

Electrical Division

Joseph F. Green, Domingo D. Hinds, Paul W. Kramer, Jr., from Marine Machinist, Industrial Division, to Mechanical Shift Engineer.

Kazimierz Bazan, John L. Mason, from Electrician, to Senior Operator, Generating Station.

Guillermo Ho, from Shipfitter Apprentice, Industrial Division, to Electrician Apprentice.

Maintenance Division

Lloyd S. McConnell, from Wood and Steel Carman, Railroad Division, to Leader Joiner.

Joseph Granger, from Sandblaster, to Painter.

Rupert V. Arthur, from Heavy Leader Laborer, to Leader Asphalt or Cement Worker.

Arthur G. White, from Line Handler, Locks Division, to Helper Painter.

Manuel González, Alberto A. Nicolás, from Heavy Laborer, to Asphalt or Cement Worker.

Silverio Castillo, from Heavy Laborer, to Helper Maintenance Machinist.

Rudolph V. Myrie, from Waiter, Supply Division, to Laborer.

Contract and Inspection Division

Benjamin Suisman, from Supervisory Construction Inspector, to Supervisory Construction Representative.

HEALTH BUREAU

Gorgas Hospital

Max W. Finley, from Supervisory Funeral Director, to Funeral Director.

Florence A. Smith, from Staff Nurse, to Staff Nurse, Medicine and Surgery.

Charles V. Greene, from Warehouseman, to Teller.

Vicente Aráuz, from Hospital Laborer, to Warehouseman.

Enrique Alarcón, from Laborer, Community Services Division, to Hospital Laborer.

Corozal Hospital

Margaret A. Nagy, from Staff Nurse, Medicine and Surgery, Gorgas Hospital, to Head Nurse, Psychiatry.

Berton I. Knight, from Storekeeping Clerk, to Clerk.

Palo Seco Leprosarium

Victor A. Thompson, from Truck Driver, to Messenger, Motor Vehicle Operator.

Lloyd Griffith, Jr., from Firefighter, Fire Division, to Nursing Assistant.

MARINE BUREAU

Navigation Division

August J. C. Egle, from Towboat or Ferry Master, to Pilot-in-Training.

Leonard V. McLeod, Constantino Seferlis, from Launch Seaman, to Launch Operator.

Herman A. Cox, from Seaman, to Leader Seaman.

Herbert V. Hutchison, from Deckhand, to Deckhand Boatswain.

Esteban Griffith, from Deckhand, to Seaman.

Gladstone L. King, from Seaman, Dredging Division, to Deckhand.

Prince M. Grant, from Helper Core Drill Operator, Dredging Division, to Heavy Laborer.

Leroy Griffiths, Clerk, from Customs Division.

Industrial Division

Edward J. Friedrich, from Lead Foreman Marine Machinist, to Chief Foreman Marine Machinist.

Rupert E. Hill, from Guard, to Guard Supervisor.

Benjamin F. Slaughter, from Marine Machinist, to Lead Foreman Marine Machinist.

James L. Sikes, from Apprentice Pipefitter, to Pipefitter.

Earl D. Hines, from Laborer Cleaner, to General Helper.

Earl W. Alleyne, from Warehouseman, Electrical Division, to Heavy Laborer.

Ricardo Gordon, from Palaneman, Electrical Division, to Laborer Cleaner.

Locks Division

Edwin E. Dorsett, Alfonso Rowland, from Timekeeper, to Supervisory Timekeeper.

George A. Grant, from Timekeeper, to Supervisory Timekeeper and Special Waiter.

Rodolfo Ayarza, from Deckhand, to Line Handler.

Uriel M. Martínez, from Line Handler, to Asphalt and Cement Worker.

Thomas A. Brathwaite, Isidro Sánchez, from Line Handler, to Helper Lock Operator.

Félix Z. Modestín, from Pinsetter, Supply Division, to Line Handler.

Víctor M. Pérez, from Dock Worker, Terminals Division, to Line Handler.

Pedro P. Durán, from Line Handler, to Timekeeper.

Bernard J. Craig, Jr., from Police Private, Police Division, to Guard.

OFFICE OF COMPTROLLER

Accounting Division

Eugene L. Buonviri, from Guard, Locks Division, to Time, Leave, and Payroll Clerk.

Irma V. Pasco, from Clerk-Typist, Division of Schools, to Time, Leave, and Payroll Clerk.

SUPPLY AND COMMUNITY SERVICE

Richard K. Erbe, from Management Analyst, Executive Planning Staff, to Administrative Officer, Office of the Director.

Supply Division

Phyllis D. Powers, from Time, Leave, and Payroll Clerk, Accounting Division, to Service Center Supervisor.

Eduardo Galván, from Meat Cutter Assistant, to Optical Worker.

Andres Griffin, from Food Service Sales Checker, to Clerk.

Ines Palmer, from Car Hop, to Sales Clerk.

Agustín Caballero, from Laborer, Dredging Division, to Dairy Worker.

Arthur S. Davis, from Messenger, to Clerk.

Nicomedes Fría, from Laborer Cleaner, to Messenger.

Horacio Delgado, from Package Boy, to Heavy Laborer.

Clifton O. Bailey, from Waiter, to Heavy Laborer.

Walter G. Campbell, from Utility Worker, to Counter Attendant.

Pallu E. Jarvis, from Sign Painter, to Leader Painter.

(See p. 23)

CANAL HISTORY

50 Years Ago

RESIDENTS of all Canal Zone towns from Ancon to Cristobal attended the celebration of Fourth of July held in Ancon and Balboa 50 years ago. Most of the out-of-town people found the slopes of the hill near the Ancon school-house ideal for picnicking, as well as a good vantage point for the track and field events held in the forenoon.

During the afternoon, water sports were held in front of the Panama railroad wharf and a baseball game was played in Ancon. Rain curtailed the fireworks display but a large crowd attended the dance at the Tivoli.

On the Atlantic side, strict precautions were being taken against the bubonic plague, which existed at that time in Venezuela and the islands of Trinidad, Grenada, Cuba, and Puerto

Rico. Upon arrival at Colon, all passengers from plague ports were detained in the quarantine station for 7 days from the time the vessel left the infected port. Vessels calling at Colon were not allowed to go to the wharf in any of the plague ports except La Guayra, Venezuela, where a special U.S. health representative kept the vessels under strict supervision.

25 Years Ago

FUNDS FOR OPERATION of the Panama Canal were short 25 years ago this month as President Roosevelt ordered a 10 percent cut in the amount of money immediately available for the operation of the waterway during fiscal year 1938. Balboa Heights announced that neither reduction in personnel of

the Canal organization nor cuts in the salaries of the employees was anticipated, but that economies would be made in operational plans.

Pan American Airways started a 12-hour air service between Cristobal and Miami, with the planes also calling at Barranquilla, Colombia, and Kingston, Jamaica, on a twice-a-week schedule. The Canal Zone postal division authorized the use of a special cachet for the so-called "sunrise to sunset" air mail schedule between the Canal Zone and the United States.

Official figures revealed the Japanese shipping through the Canal had soared to a new high during fiscal year 1937.

10 Years Ago

THE PANAMA CANAL COMPANY observed its first birthday under the new fiscal system for Canal operations in July, 1952, as official figures showed that commercial shipping through the Canal had exceeded the previous all-time record for a fiscal year by 3.7 percent. Transits of large commercial ships of 300 Panama Canal net tons or more, totaled 6,524 for the fiscal year, or 235 more than during the previous record year of 1929.

A bill was introduced in Congress to create a new Inter-oceanic Canals Commission to study the question of inter-oceanic canals connecting the Atlantic and Pacific Oceans. The measure would provide funds for commissioners to study the construction of a new Panama Canal of sea-level design and also the construction and ownership by the United States of another canal or canals.

The Senate Judiciary Committee recommended Senate approval of the nomination of Judge Guthrie F. Crowe as U.S. District Judge for the Canal Zone.

1 Year Ago

EDWARD KENNEDY, 29-year-old brother of President John F. Kennedy, visited the Canal Zone last July and accompanied Gov. W. A. Carter on an inspection tour of the locks and a partial transit of the waterway. Another prominent visitor was Adm. Arleigh A. Burke, former Chief of U.S. Naval Operations, who called on Governor Carter at Balboa Heights and received a Master Key to the Panama Canal.

Promotions and Transfers

(Continued from p. 22)

Herbert N. Whittaker, from File Clerk, to Timekeeper.
Delroy C. Lewis, from Waiter, to Utility Worker.
Guillermo Archibaldo, from Pinsetter, to Utility Worker.
Hortencio Aranda, from Laborer Cleaner, to Utility Worker.
Ignacio Martin, from Clerk, to Accounts Maintenance Clerk.
Luis C. Barrios, from Heavy Laborer, to High Lift Truck Operator.
Toribio Peneda, from Laborer Cleaner, to Heavy Laborer, Community Service Division.

TRANSPORTATION AND TERMINALS

Terminals Division

Thomas W. Drohan, Philip A. Hale, Jr., Louis B. McGoff, Fred W. Sapp, Milton E. Stone, from Supervisory Cargo Assistant, to Supervisory Cargo Checking Assistant.
Harmond L. Cockburn, from Supervisory Clerk Checker, to Supervisory Cargo Checking Assistant.
Lionel I. MacPherson, from Chief Foreman Stevedore, to Foreman Stevedore.
John K. Brayton, from General Foreman Stevedore, to Chief Foreman Stevedore.
Victor Williams, from Leader Stevedore, to Lead Foreman Stevedore.
Pablo A. Palacios, from Baker, Supply Division, to Stevedore.
Benjamin Mozo, from Boatman, Engineering Division, to Stevedore.
Segundo M. Gallo, from Laborer Cleaner, Community Services Division, to Stevedore.
Cayetano Cubilla, Jose Prens, Frank A. Saunders, from Stevedore, to Winchman.
Joseph P. Belmo, Gilbert P. Blackwood, Fitz H. Evering, Bernard R. Reid, Reynold L. Stewart, Basil A. Thomas,

from Clerk Checker, to Cargo Clerk.
Paulino F. Abrahams, from Baggage Room Worker, to Leader Heavy Laborer.
Eduardo V. Lindsay, from Utility Worker, Supply Division, to Laborer Cleaner.

Railroad Division

Albert L. Pope, from Wood and Steel Carman, to Inspector.
Sidney Crawford, from Maintenceman, to Oiler.

Motor Transportation Division

Jorge Jolián, from Service Station Attendant, to Truck Driver.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Raoul O. Theriault, Assistant Director, Supply and Community Service Bureau.
Dr. Bernardo Granadino, Medical Officer, General Medicine and Surgery, Coco Solo Hospital.
Thomas C. Lear, Funeral Director, Gorgas Hospital.
James N. Doyle, Graduate Intern, Business Administration, Supply and Community Service Bureau.
Della L. Hancock, Teletypist, Administrative Branch.
Lionel D. Bellamy, Timekeeper, Navigation Division.
Mavis I. Bushell, Clerk-Dictating Machine Transcriber, Gorgas Hospital.
Ramón Brenes, Lionel B. Cyrus, Lincoln E. Tomlinson, Cargo Clerk, Terminals Division.
Diva D. Reyes, Clerk-Typist, Division of Schools.
Harold E. Graham, Optical Worker, Supply Division.
Ronald P. Holder, Utility Worker, Supply Division.

SHIPPING

Grace Ship Renamed

THE NEW Grace Liner *Santa Mariana*, launched in May at Bethlehem Steel's Sparrow Point, Md., shipyard by the wife of the President of Ecuador, is carrying the name of an old Grace Line C-2 ship which is still operated in the Pacific Coast-west coast of South America trade.

Due at the Canal early in 1963, the new *Santa Mariana* is the second of four new 20-knot passenger-cargo vessels now under construction to serve the United States Atlantic, Canal Zone, and west coast of South America trade. The first in the series is the *Santa Magdalena*, which is due here in December.

The old *Santa Mariana* will continue to operate on its former run under the name of *Santa Clara*, which is also a venerable Grace Line ship name. The first *Santa Clara* operated between the United States east and west coasts through the Canal and later from New York to the west coast of South America before World War II.

Northern Star in September

A NEW LINER on round-the-world service which carries no cargo and has accommodations for approximately 1,400 passengers in single class accommodations will arrive at the Canal on her maiden voyage September 12. She is the new Shaw, Savill liner *Northern Cross*. Built by the Vickers-Armstrong, Ltd., at Walker-on-Tyne, England, and launched last summer, the ship is to operate in conjunction with the *Southern Cross* on a service which will take her from England, around South Africa, to Australia and New Zealand, and through the Panama Canal.

W. Andrews & Co., local agents for the line, said the ship is to leave England July 10 and will arrive at Balboa this fall from New Zealand via Tahiti. On her maiden trip homeward, she will call at Curacao and Trinidad. The vessel is 650 feet in length, is completely air conditioned, and is equipped with closed-circuit television in the public rooms. Like the *Southern Cross*, the propelling machinery and funnel are situated aft.

Hail and Fairwell

A VESSEL making her maiden voyage on a new service between Great Britain and New Zealand and a venerable pas-

TRANSITS BY OCEAN-GOING VESSELS IN MAY

	1961	1962
Commercial.....	1,002	984
U.S. Government.....	16	16
Free.....	13	11
Total.....	1,031	1,011

TOLLS *

Commercial...	\$4,963,955	\$5,124,471
U.S. Government	71,309	95,265
Total...	\$5,035,264	\$5,219,736

CARGO *

Commercial...	5,954,029	6,057,628
U.S. Government	83,918	126,131
Total...	6,037,947	6,183,759

*Includes tolls on all vessels, ocean-going and small.
** Cargo figures are in long tons.

senger ship on her last trip on the same run made the Canal transit during the month of June. They were the New Zealand Shipping Co.'s new *Remuera*, a former Cunard liner which was recently reconditioned for the New Zealand trade, and the *Rangitiki*, which was on its way back to England to be sold and scrapped.

The *Remuera* arrived at Cristobal June 14 from Southampton and made the southbound transit en route to New Zealand by way of Tahiti. She will replace the *Rangitiki* and her sister ship,

Rangitata, which also is being retired from service.

The *Rangitiki* entered the New Zealand service in 1929. On her last trip through the Canal on June 20 she was presented with a certificate by Governor Fleming attesting to her 146 transits of the Isthmian waterway. Capt. Philip Calcutt, master of the vessel, was to retire when the ship reached port in England. A transit certificate also was presented by Governor Fleming to Capt. Albert Hocken, Master of the *Rangitata*, when she made her last trip through the Canal in April.

Canberra Transits North

One of the largest ships to be built in England since the *Queen Mary*, and one of the largest passenger ships ever to use the Canal, the liner *Canberra* made her first trip through the waterway in June. Despite her size, 820 feet in length and 102 feet in beam, the passage through the locks was made without any unusual incident. The *Canberra* arrived in Balboa from the U.S. west coast June 10 and docked in Balboa. A group of local officials, including Gov. Robert J. Fleming, Jr., made the trip through the Canal on the ship. She is seen below at Pedro Miguel Locks with 6 of the 12 towing locomotives which assisted her through the lock chamber.



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