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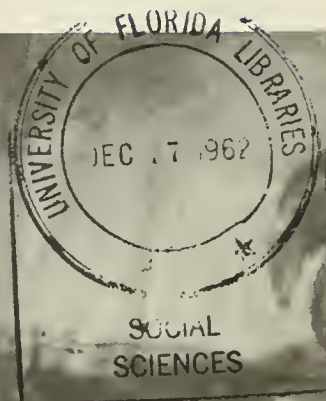


REVIEW



IN THIS ISSUE

Bats Can Be Menace
Canal's Future Shaped
Schooling For "Tomorrow"
An Historic Arch



“... and of His kingdom there shall be no end.”

ROBERT J. FLEMING, JR., Governor-President

W. P. LEBER, Lieutenant Governor

WILL AREY
Panama Canal Information Officer



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Tradition . . .

THE BEAUTIFUL traditional nacimiento, or nativity scene, on the cover of THE PANAMA CANAL REVIEW this month, was photographed at the Campo Alegre home of Miss Genita B. Icaza by Panama City photographer John F. Flatau. This nacimiento is much-visited during the holiday season, and a few years ago, when Panama had a contest for nacimientos, was awarded first prize.

Most of the figures in the scene have come from Spain and France and many are more than a half a century old, handed down from mother to daughter in the family.

Miss Icaza's grandmother arranged the original nacimiento, and each year new figures have been added. The largest figures and the castle came to Panama from Barcelona. The little flying angels are from France. This year Miss Icaza's friends have added, from their travels, water from the River Jordan, stones from the Dead Sea, and earth brought from Bethlehem.

The family nacimiento usually is ready by Christmas Eve, and each day the figures of the Three Kings are moved toward the stable in Bethlehem so as to arrive on January 6, the Day of the Three Kings. Many of the children in Latin America receive gifts then instead of on Christmas Day.

The nacimiento formerly was set up in the patio of the Icaza home, but due to uncertain weather conditions at Christmas and New Years, the Nacimiento has been arranged indoors in recent years.

Visitors from the Canal Zone and Panama are always welcome to visit the nacimiento, lovingly set up each year by Miss Genita Icaza at the home of her parents, Mr. and Mrs. Octavio A. de Icaza on Manuel María de Icaza Avenue, which was named for her grandfather.

Tours of the nacimientos in the Canal Zone and Panama usually are made each year by members of the women's clubs.

. . . We Share Our Cultures

The "faces" of the Canal Zone. And the "faces" of Panama. What are they?

Worn with worry? Strained with anxiety? Smug, selfish, disinterested, disdainful, or warm and friendly and confident?

How the faces look to others depends somewhat on the eye of the beholder. And at the Christmas season, beholders' views are modified by an image of One whose face no accurate reproduction exists—only artists' conceptions.

Thus are understandings born, mutual understandings, partly through sharing of cultures. For a sketch of this sharing on the Isthmus, see the tree-decorated story on Page 5.



" . . . and of His kingdom there shall be no end."
(Luke 1:33.)

Index

Bats Can Be Menace	3
Sharing of Cultures	5
Cut Widening, Housing, Electric Work Advance	6
Schooling for the Future	8
Famed Flat Arch	10
Canal History, Retirements	11
New Equipment for Railroad	12
Anniversaries	13
Promotions and Transfers	14
Safety	15
Shipping	16

The Mad Bats



Dr. Nathan Gale, Public Health Veterinarian, with species of fruit-eating bat with 24-inch wingspan. Two rabies-infected bats of this species recently were found near Morgan Avenue.

NOT ALL BATS on the Isthmus are infected with rabies.

But some are.

Far too many, in the opinion of Canal Zone Health Bureau authorities, for employees not to inform themselves and their families about the potential menace these creatures may carry.

"We've got to live with the threat of this disease—rabies—just as we live with polio and malaria and tuberculosis," a Canal health official said recently.

The watchful aid of individuals is needed.

Modern medicine may do much for the person who comes down with paralytic polio, malaria, or tuberculosis. But there is no hope for the patient who develops rabies.

Hence the Health Bureau considers it important that the alertness of two residents of Morgan Avenue, Balboa, resulted recently in the collection of two sick bats. The Environmental Health

They Can Be A Menace To Your Family, Pets

Branch, U.S. Army, recently turned in two discovered at Fort Clayton. On laboratory analysis, all of these bats were found to have rabies.

This served to alert the Health Bureau to a flare-up of infection in the bat population. At this time, rabies in the Canal Zone is confined to bats. But other susceptible mammals, both domestic and wild, could conceivably become infected.

The danger from rabid bats is both direct and secondary. They may bite people. Or they may bite animals which in turn bite humans.

Fortunately, bats very rarely bite dogs or cats. But if one dog does become infected, a dog-to-dog cycle can occur with great rapidity, because dogs run about over a wide area.

Canal Zone regulations require anti-rabies inoculation for all dogs every 3 years. Many Canal employees provide the same immunization for pet cats, which need new shots every year.

Another protection is the 4-month quarantine for imported dogs and cats. This is enforced to prevent the introduction of infected animals from countries in which rabies is common.

Fresh instructions, summarized on page 4, were recently explained to safety personnel whose help might be

sought by a person who sees a bat acting as if it may be sick. Or one who fears a bat may have bitten him.

On the Isthmus, rabies was first reported in 1907, but by 1910 it had apparently disappeared. As time went on, one man died at Gorgas Hospital in 1933 after a dog-bite in Peru, and another in 1943 after having been bitten in Nicaragua. But there was no known instance of rabies of local origin until 1957.

Then two laboratory-confirmed cases of rabies in cattle occurred on the Isthmus. Others were reported through 1961.

Meanwhile, a bat seen behaving abnormally on the Canal Zone was found by the laboratory of Panama's Departamento de Salud Animal as having been rabid. A year-long survey was started in July 1960 by the Canal's Division of Veterinary Medicine.

The Veterinary Division of the Health Bureau caught or collected 4,571 bats of 35 species from 61 locations on or near the Canal Zone.

Of the specimens analyzed, 43 were positive. Two of these were fruit-bats found flapping and struggling in a densely populated area. Others were bats which had established colonies in

(See p. 4)



Perhaps not rabid, certainly not friendly.



At Chilibre Cave east of the Canal Zone an automatic trapping device originated in the famous Carlsbad Caves of New Mexico was adapted for Isthmian use. It consists of a grid of piano wires strung tightly above an automatic hopper. The detection apparatus of many bats flying out of the cave does not pick up the wires rapidly enough to prevent a collision. Once a bat hits a wire he slides down into the hopper.

Samuel Hart of the Veterinary Division removing a bat from a hand net in one of the tunnels under the Madden Road.



TO AVOID RABIES

- Caution children not to play with bats, or permit their pets to do so.
- Instruct both children and domestic employees to be on the lookout for any bats to be seen on the ground, either dead or alive, and to report the presence of these animals to you.
- If you find a dead or sick bat, do not touch it. Using a brush, broom, or other instrument, put bat in a firm box or glass jar and deliver it to the Veterinary Public Health Laboratory, Corozal, or the Northern District Sanitation Office, Bolivar Road, Cristobal. If you cannot deliver the specimen promptly, refrigerate it until you are able to make delivery.
- If you have any reason to think you or a member of your family has been bitten by a bat—or had any personal contact—take the individual to the admitting office at Gorgas or Coco Solo Hospital and report the circumstances.
- Keep the inoculation of your animals up to date.



Wingspread dwarfs ruler.

(Continued from p. 3)
attics. Some were netted under eaves or hanging from the under sides of palm leaves. At Fort Clayton, a man collected one from his living room floor. Two were caught in the radio station at Fort Clayton, and a third found hanging on a window screen at the PX.

Other incidents underlined the bat menace.

In Fort Kobbe pool, a rabid bat bit a child. Four months later, at dusk, a woman bather was bitten. Both were treated with anti-rabies vaccine, and neither suffered ill effects.

For practical purposes, bats may be divided into two types: (1) The free-living or solitary kind, which roost singly or in small groups under trees, palms, or eaves, and (2) The gregarious or "colonial" kind, which are found in attics, sometimes in groups of several hundred. Since many of these nocturnal

creatures can squeeze through a crack of three-eighths of an inch, such as a space between roof tiles, access is not difficult.

Their presence is made known by an objectionable odor, by hearing them as they crawl across the attic floor, and by debris that may drift through ceiling cracks from time to time.

Ridding an entire area of all bats would be impossible, health men say, and perhaps not desirable. For one thing, bats help control insects.

As with other potential health hazards, here and elsewhere, the best protection against rabies—bat-borne or otherwise—is a watchful understanding by the general public.

Republic of Panama and Canal Zone health authorities are constantly exchanging information about rabies and its spread by bats.

Procedures In Adverse Action Appeals

A PANEL of hearing examiners has been established by Governor Fleming for hearings on Adverse Personal Actions.

The hearing examiners are Sylvester D. Callender, C.W. Chase, Jr., Norman B. Davison, Rubelio D. Quintero, Harry D. Raymond, Paul Robbins, Bruce G. Sanders, Jr., and J. Bartley Smith.

Adverse Personnel Actions procedure is detailed in Executive Regulation No. 70, effective July 1, 1962.

Actions which may be appealed are: Discharges, suspensions for more than 30 days, furloughs without pay, and disciplinary demotions.

Here, in brief, are the procedural steps:

The employee generally will be given at least 30 days' written notice of the proposed action and reasons for it.

The employee has the right to answer, within 10 days. An extension may be requested to afford ample opportunity for preparation of the answer.

A hearing is scheduled if the employee desires one and makes written request.

The hearing is to give the employee a chance for an impartial, objective review of his case by persons detached from the events that led to the proposed adverse action, and gives the employee a chance to be heard and present evidence.

The hearing is before a single hearing examiner chosen by the employee, from the panel, for each case.

The hearing examiner's findings and recommendations are used by the official acting on the appeal in making his decision.

This decision may sustain the earlier decision, modify it, or reverse it.

Notification to the employee of the appeal decision also must advise the employee of his appeal rights, if any, to the Civil Service Commission.

Personal copies of Executive Regulation No. 70, "Procedure Governing Adverse Personnel Action," are to go out sometime after the first of the year.

AT CHRISTMAS TIME

We Share Our Cultures

AT NO SEASON does the cosmopolitan heritage of the Crossroads of the Americas stand forth more convincingly than at Christmas, when almost every Isthmian home invites the blessings of the season with both a Panamanian nacimiento and a temperate-latitude Christmas tree—often a balsam or spruce from the northern part of the United States or Canada.

With a fine disregard for purists the peoples of the Isthmus have for generations been enthusiastically engaged in trading customs and folkways each December along with a "Felicis Pascuas" and a "Merry Christmas."

Traditionally in Panama, December 25 is the feast day of El Niño Dios. And it is not Santa Claus but the Christ Child who visits homes of good children as they lie asleep, leaving toys or other gifts at the bedside. This custom is unaffected by the years of association, just as the filling of Christmas stockings by Santa Claus still holds for the young children of North American or European parentage.

But the building and dressing of the nacimiento to represent not merely the Holy Family and a manger, but often the town and townsfolk of Bethlehem and its surrounding villages, is a custom adopted readily by gringos and other newcomers. Many families form a permanent collection of Biblical personages, angels, and farm animals that are treasured from year to year.

Nor does a Panamanian child see anything strange in going to market to help select a spicy smelling evergreen tree and then decking it out with artificial icicles, snow, colored balls, tinsels, and lights.

Santa Claus himself is thought of by the smaller fry in his usual guise of a jolly red-clad St. Nick with a white beard. But they expect him to step out of an airplane or a helicopter—as he often does at military posts or in the Interior—rather than to make his flight by sleigh across the jungle treetops. Nor is much said at these Crossroads about chimneys and fireplaces, except in the few homes where an artificial red brick mantel is part of the holiday decora-

tions. Filled stockings hang just as well on a bed frame or door.

The spirit of Christmas seems to be launched in the cities of Panama on the evening of December 7—the night before the religious feast of the Immaculate Conception. Special household shrines of the Virgin are arranged on balconies and in windows. Images consisting of either paintings or statuary are displayed in a frame of flowers set off with brilliants and illuminated by candles or special lights. The day following is marked in Panama as Mothers' Day and is a national holiday.

Christmas trees are dressed, stockings hung, and nacimientos first lighted on Christmas Eve, which for many residents of both jurisdictions is the occasion of a midnight church service. In Panama, after this Misa de Gallo, or cock's mass, a feast is served for the adults. It may be a light supper or a full meal, but always includes tamales and often continues until dawn.

An observance practiced only in Panama coincides with El Día de los Inocentes (the day on which King Herod decreed the slaying of male infants). Oddly perhaps, down the centuries December 28 has come to be the annual day for playing pranks and tricks. It corresponds to April Fools' Day in many lands, and here serves to sound the note for the noisy midnight welcome of the New Year 3 days later.

The Day of the Three Kings—Twelfth Night—is not overlooked. Children receive fruits, nuts, and little gifts. In some nacimientos, the figures of the Kings of the East are placed far on the outskirts of the scene on Christmas Eve. Each day the householder moves them a little closer to the manger until on January 6 they arrive before the Christ Child.

After Twelfth Night, most nacimientos and Christmas trees are dismantled. But by then the dried out balsam or spruce has almost surely been promised to some neighborhood child for one final rite—the community burning.

THE REVIEW could not learn how these January bonfires started in Panama. (See p. 12)



Dredging total for year above 4.5 million cubic yards.

Year Of Progress Shapes Canal's Future

CONTINUED modernization and improvement of the Panama Canal to better serve world shipping resulted in capital expenditures for the 1962 fiscal year exceeding \$16 million for the second straight year. Total capital expenditures since reorganization on

July 1, 1951, amount to \$108.1 million.

The 1962 capital expenditures of approximately \$16.1 million were about \$700,000 under the peak expenditures figure established the previous year.

Largest single item of capital expenditures for fiscal 1962 was \$5.9 million

toward widening of Empire Reach within Gaillard Cut. A total of \$22.8 million has been spent for channel improvement during the past few years. This improvement is expected to cost an additional \$21 million before completion, which is scheduled for 1966-67.

More than 4.5 million cubic yards of earth and rock were removed in fiscal 1962 canal widening work, 2,722,369 by contract and 1,788,000 on Dredging Division projects. Maintenance dredging during the year accounted for an additional 3,063,700 cubic yards. This work was in Gaillard Cut, Atlantic and Pacific entrances, Balboa harbor, Gatun Lake, Miraflores Lake, south of Miraflores locks, and at Docks 14 and 15.

Cut-widening projects from 1929 through 1962 have accounted for removal of 32,291,318 cubic yards of earth and rock and there are approximately another 14.5 million cubic yards to be excavated on widening projects planned from now through 1967.

Dredging from 1915 through fiscal 1962 was 377,405,432 cubic yards, with total dredging from the start of Canal construction through fiscal '62 at 663,691,560 yards. Useful French excavation is listed at 29,908,000 and U.S. dredging 1904 through 1915 at 256,378,128.

Other major expenditures in 1962



Locks wall, bank lighting extension continued.

included \$2.3 million on the housing replacement program, \$1.3 million for an additional electric generating plant, more than \$600,000 on the central air conditioning plant for the Pacific terminal area, and more than \$500,000 for locks towing locomotives and cranes.

The quarters replacement program capital investment was on the Pedro Miguel, Corozal, and Los Rios projects.

The electric generating plant project will increase the Zone's power output capacity 39 percent. Work is in progress at the Miraflores diesel station, where old diesels are being removed to be replaced by two 11,000 kw. gas turbines. The new generating plant is expected to be in operation in February.

For comparison, the new Miraflores facility will have a total of 22,000 kw. output capacity. The Madden Dam power installation is rated at 24,000 kw. and Gatun at 18,000 kw. There are a

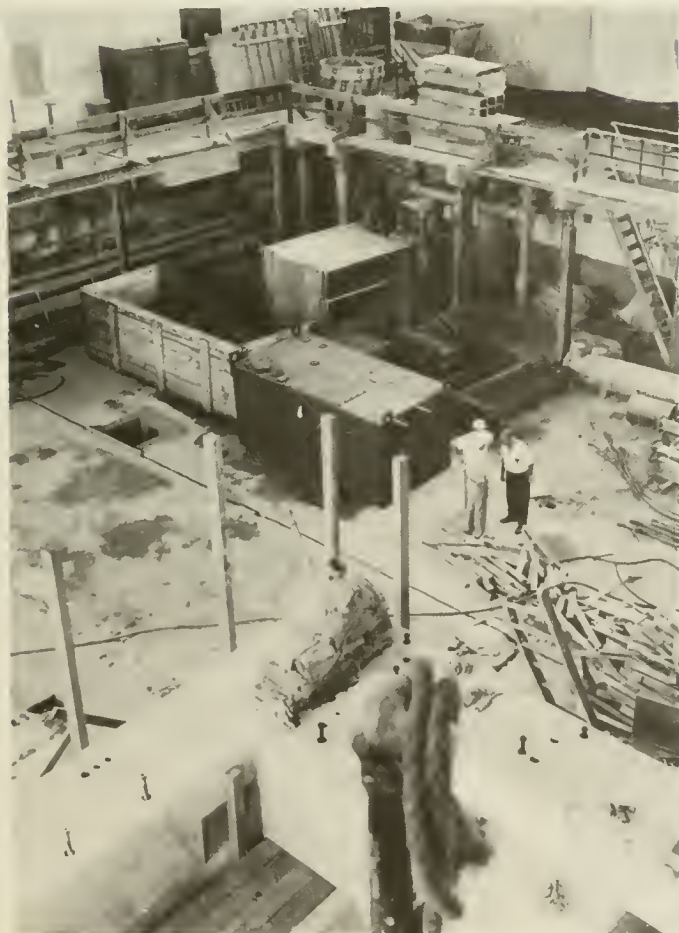
(See p. 12)



One of three new 1,200 horsepower locomotives.

New Pedro Miguel housing development.

Miraflores electrical plant work. Base for new turbine in foreground.





Aston M. Parchment is principal of the Paraiso Elementary School. All his teaching career, since 1929, has been with the Canal Zone schools. He was graduated first in his class at Xavier University in New Orleans in 1959, with the degree of bachelor of science in secondary education in the field of physical education. He is a son of John Parchment, one of the pioneers in the Canal Zone school system, and former teacher and principal of the Gamboa school.



Mrs. Ethlin L. Fawcett, who has been with the Canal Zone school system since 1944, has charge of orientation of new teachers at the Pedro Miguel Elementary School. She was graduated from the Normal School at La Boca and has been a teacher in the schools at Gatun, Red Tank, La Boca, and Paraiso. Mrs. Fawcett is the senior member of the Pedro Miguel Elementary School teaching staff.



Grafton Conliffe is principal of the Santa Cruz Elementary School. He was graduated from the Canal Zone Junior College, La Boca Extension in 1952 and has been teaching for 10 years. He taught schools in Red Tank, Gatun, and La Boca before being transferred to Santa Cruz in 1957. He obtained a bachelor of science degree, with specialization in education, at the University of Nebraska in 1961 and has summer school credits from the University of Panama. He plans to go to the United States next year to obtain a master's degree in education.



A newcomer on the teaching staff at the Paraiso Elementary School is Miss Alicia Sáenz, who is from Pochi, Aguadulce, and a graduate of the Juan Demóstenes Arosemena Normal School in Santiago, Veraguas. She started teaching the first grade of this Canal Zone Latin American school in May 1962 after having taught in Santiago, Pochi, and Panama. She was graduated from the University of Panama in 1960 as professor of pedagogy and is delighted with her new work in Paraiso.



Miss Myrtle Mulcare, teacher in the Santa Cruz Elementary school, has been teaching 27 years in the Canal Zone school system. She was graduated in Jamaica in 1926 and studied in education courses at the University of Panama, later obtaining a bachelor of science degree, with specialization in education, from the University of Nebraska. From 1950 to 1952 she was a member of the Panama National Conservatory Orchestra, playing violin. Before coming to Santa Cruz, she taught schools in Gatun and La Boca. She plans to go to Nebraska next year to obtain a master's degree in education.



Alfredo Cragwell, principal of the Rainbow City Junior-Senior High School, is a graduate of the National Institute of Panama City in the class of 1932. He received a degree in economic science, with specialization in commerce, at the University of Panama in 1953. He was supervisor in the Panama Tourist Department in 1946. From 1948 to 1952 he was first alternate Assemblyman and from 1952 to 1956 Assemblyman in the Panama National Assembly. He was a music teacher in Gatun and then studied Administration and Direction of Schools at New York University. His father, Clarence Cragwell, was a teacher for 45 years in the Canal Zone schools.



A new game, a combination of baseball and football, is being played by a group of the school playground. In this game the pitcher tosses the ball, the "batter" kicks it as in football and the bases are run as in baseball.

LATIN AMERICAN SCHOOLS:

GEARED TO CHILDREN'S FUTURE

CANAL ZONE Latin American schools stress an educational orientation to the students' native country of Panama, in a program designed to prepare the Panamanian students in the Canal Zone for their eventual assumption of the obligations of Panamanian citizenship.

Since 1956, when a committee of prominent Panamanian educators evaluated the educational system in the Canal Zone Latin American schools, the programs in these schools have coincided with those of Panama, with the objective that a student in any Canal Zone Latin American school may enter any Panamanian school in the same grade and academic level. Instruction is entirely in Spanish, with the English language only a subject in the curriculum.

Teachers and Panamanian professors, with university degrees obtained at the

University of Panama and at universities in other countries, principally in the United States, teach in the Canal Zone Latin American schools and are selected according to their teaching credits.

The Ministry of Education of Panama collaborates with the Canal Zone Division of Schools in establishing the scholastic program in the schools.

Enrollment in the Canal Zone Latin American schools is 3,886, divided as follows: Rainbow City, 1,716; Paraiso, 1,464; Santa Cruz, 617; and Pedro Miguel, 89.

The teaching staff in the Canal Zone Latin American schools totals 154. Of this number, 67 teach in the Rainbow City schools; 59 in Paraiso; 22 in Santa Cruz, and 6 at Pedro Miguel. The six school principals also are Panamanians. One is assigned to each of the primary (See p. 10)

Carlos A. Vaz, Jr., of Colon is acting principal at Paraiso High School. He was graduated from Abel Bravo High School in Colon in 1950; from the University of Panama in 1955; and from the University of Denver, Colo., in 1960 with a master's degree in secondary education. In 1960 he began teaching in the Canal Zone as Spanish instructor in the Latin American Schools on the Pacific side of the Isthmus. He was a member of the Paraiso School staff and then acting principal at Rainbow City High School. Prior to teaching in the Canal Zone, he was a professor at Justo Arosemena Institute in Panama City from 1956 to 1958.



Mrs. Thelma Córdoba de Quintero, who comes from Los Santos, teaches chemistry and physics at Paraiso High School. She was graduated in 1951 with a bachelor of science degree from the Panama National University and in 1957 was graduated from Panama University as a professor of biology and chemistry. She taught in the Professional School, the Liceo de Señoritas, and at Juan Demóstenes Arosemena Normal School before joining the Canal Zone teaching staff. Since 1959 she has been teaching in Paraiso. This year she participated as an invited guest in a teachers program at Orchard Park, Buffalo, N.Y.



Mrs. Soledad de Epifanio has been teaching Spanish at Rainbow City High School for only 4 months. She was graduated from Juan Demóstenes Arosemena Normal School, Santiago, Veraguas, obtained a degree in Spanish at the University of Panama, and her doctor's degree in romantic languages at the University of Madrid, Spain. She has taught at Las Tablas, at the Maria Inmaculada International School, at the Panama National Institute, and in Chilibre, Bocas del Toro, and La Chorrera.



William Wilkie is principal of the Rainbow City Elementary School. He was graduated in 1929 from the Kingston, Jamaica, High School and began teaching at Rainbow City the same year. In 1946 he was promoted to principal of the school. He is retiring at the close of the present school year.



Miss Violet Bingham, first grade teacher in the Rainbow City Elementary School for 36 continuous years, will retire from teaching at the close of the present school year. She is a graduate teacher of Jamaica and began her teaching career on the Isthmus in 1921 at San José School in Colon. In 1926 she joined the teaching staff at Rainbow City and has taught there ever since.



Miss Ana Bennett is the acting principal at the Pedro Miguel Elementary School. She was graduated from the La Boca Normal School, the University of Panama, and the University of Michigan, where she received a master's degree in English literature. She has taught school in La Boca, the Panama Professional School, the Junior College at Bocas del Toro, Chitre High School, La Chorrera Junior College, Rainbow City, and Paraiso.



Front of ruins of church, showing portion of flat arch through doorway.

Schools For Children's Future

(Continued from p. 9)

schools at Rainbow City, Paraiso, Pedro Miguel, and Santa Cruz and the secondary schools at Rainbow City and Paraiso.

The schools at Paraiso, Rainbow City, and Santa Cruz each have a library, where the students do their research.

The teaching staff stresses participation by pupils in Panamanian cultural affairs, such as Book Week, which has been observed with considerable enthusiasm in the Latin American student body in the Zone.

For the recreation programs, there are gymnasiums in Rainbow City, Santa Cruz, and Paraiso; a stadium at Mount Hope, with lighting facilities for night games; playgrounds at the three school centers; swimming pools at Rainbow City and Paraiso, and two tennis courts, one at Santa Cruz and the other at Paraiso.

The sports program, similar to that in the Panama schools, stresses the formative-gymnastic and recreation-sports aspects of sports.

The students practice volleyball, basketball, football, baseball, softball, all types of athletics, swimming, tennis, and weight-lifting.

There's also a folklore program, with typical Panamanian dances taught the pupils and each school has its own folklore group under the direction of physical education teachers.



Famed flat arch in ruins of Church of Santo Domingo

IN RUINS OF CHURCH

Arch Spans Centuries

THE FACT THAT the flat arch in the ruins of the Church of Santo Domingo has stood for 3 centuries without support is said to have had a part in the decision to build the interocean canal in Panama.

Continued sturdiness of the arch reportedly led engineers to believe Panama to be less subject to earthquakes than Nicaragua, which had been subjected to periodic seismic tremors. Legend says that the Catholic friar in charge of construction of the arch stood under it when it went up for the third time. It had collapsed on two previous occasions. The third time it stayed up, the legend says, asserting that his faith had held the "impossible arch" up. But not before it had sagged slightly, which made it a "flat" arch. It had been designed as a regular keystone arch.

Santo Domingo, originally the most splendid religious temple in the rebuilt city, was destroyed by fire in 1761. The ruins are on Third Street at Avenue A.

The City of Panama was founded August 15, 1519. It was sacked by Morgan and his pirates January 28, 1671, and rebuilt, the ceremony marking its rebuilding being held January 21, 1673. The city abounds in relics of colonial days.

On Cathedral Plaza at the beginning of Central Avenue is the new Cathedral. Construction began in 1688 and it was finished in 1796. Its bells were brought over from the ruined Cathedral of Old Panama. It is said that when the Spanish queen visited Badajoz, Spain, upon being told that they were casting the bells for use in the capital of the Kingdom of Tierra Firme (Panama), "threw her Royal finery of purest castilian gold into the melting pot, there to mix with the bronze."

In San José Church at Eighth Street and Avenue A is the renowned Golden Altar, saved from the greed of Morgan's pirates and transferred to its present site unharmed.

CANAL HISTORY

50 Years Ago

GATUN LAKE'S commercial value already has been established, although surface level still is 31 feet below its final height. A man from Gatun has fitted out a large launch for sightseeing parties; the lighthouse service uses the lake in construction work; launches and canoes, some rigged with sails, already are making venturesome trips.

Natives from far back in the bush are bringing their products to market in cayucos that, instead of following the old river courses, are gliding over fields that were cultivated only a few months ago.

Strangers to the Canal work do not understand why the trees have not been cut in the area (164 square miles) which the lake covers. To clear this would require an expenditure of about \$2 million. The ship channel and the great anchorage basin at Gatun have been cleared.

Erecting of Lock gates is progressing, with work under way on all but 4 of the 40 leaves at Pedro Miguel and on 12 of those at Miraflores. There are 92 leaves to the 46 gates on all of the Canal Locks, and work is advancing on 70 of these. Reaming of rivet holes for 5,750,000 rivets, and driving the rivets, will be required before the work is completed.

25 Years Ago

WITH 1,581,400 PASSENGERS and 316,107 vehicles carried, the Thatcher Ferry broke all previous records during the past fiscal year.

Two men were under arrest for cutting down more than 3,000 feet of telegraph wires, weighing about 250 pounds, for sale as scrap. Part of the copper wire had been melted into ingots. Telegraph service into the Interior was disrupted.

A norther moved in from the Caribbean bringing 6½ inches of rain within 24 hours and 36 mile gales. The downpour sent the Chagres River on a rampage, pushing Gatun Lake level to 85.8 feet. Ten of the 14 spillway gates were opened as waters rose. Six south-bound ships were unable to transit and 19 ships were at piers with more to come.

10 Years Ago

WORK IS RAPIDLY nearing completion on construction of 56 family quarters in Ancon which comprise the largest single construction project of the year. The Housing Division announced that assignments to the 16 houses slated for early completion were made from approximately 250 applications.

The last load of coal to be sold at the Cristobal Coaling Plant was loaded to stoke the boilers of the SS *Arraiz*, which is en route from Chile to Santander, Spain, with a load of nitrate and copper. It was planned 2 years ago that the coaling plant would be closed at the end of 1951, but sale of bunker coal to ships has been so sporadic that it has required almost an extra year to sell the stock remaining.

Individual dial telephones will be used at the Motor Transportation Division garage in Ancon instead of switchboard telephones, beginning next week.

One Year Ago

THE FIRST THREE of the Panama Canal's new streamlined towing locomotives have been loaded aboard the American Export Line freighter *Pioneer Myth* in Yokohama for delivery to the Canal Zone in January. The 55-ton mules were loaded with the ship's own boom and will be unloaded at Gatun by the same method.

Francis Cardinal Spellman, military vicar for the Catholic personnel of the Armed Forces of the United States and Archbishop of New York, visited military patients at Gorgas Hospital during a 2-day stay on the Isthmus.

Bids were opened on construction of a central chilled water air-conditioning system in the Pacific Terminal area. This is the first major step in a long range plan to provide air conditioning to the Canal's public buildings by means of a single-pipe loop system through which water will be pumped from a central plant.

RETIREMENTS

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

Juan Aguilar, Stevedore, Terminals Division; 12 years, 8 months.

Juvenal Arias C., Stevedore, Terminals Division; 16 years, 11 months, 25 days.

Francis J. Aurelien, Storekeeping Clerk, Coco Solo Hospital; 37 years, 5 months, 16 days.

Clarence Belgrave, Supervisory Cargo Checker, Terminals Division; 46 years, 21 days.

Walpert J. Bernard, Storekeeping Clerk, Supply Division; 46 years, 4 months, 21 days.

David Burkett, Oiler, Electrical Division; 38 years, 10 months, 11 days.

Rixford U. Chase, General Medical Technician, Gamboa Medical Clinic; 38 years, 2 days.

Elden W. Coffey, Leader Lock Operator, Locks Division; 21 years, 2 months, 5 days.

Edgar F. Drayton, Labor Leader, Supply Division; 45 years, 1 month, 18 days.

Adolfo Esquivel, Oiler, Navigation Division; 25 years, 4 months, 15 days.

Harold M. Fraser, Central Office Repairman, Electrical Division; 37 years, 7 months, 15 days.

Sotero Fuentes G., Boatman, Locks Division; 18 years, 1 month, 8 days.

Malcolm I. Gatheral, Chief Engineer, SS Cristobal; 20 years, 5 months, 28 days.

Harold T. Gordon, Stevedore, Terminals Division; 25 years, 9 months, 12 days.

Mrs. Helen F. Heim, Cargo Claims Clerk, Terminals Division; 32 years, 11 months, 20 days.

Oscar Johnson, General Foreman Lock Operator, Locks Division; 21 years, 10 months, 26 days.

Fitz N. Jordan, Maintencemen, Maintenance Division; 44 years, 7 months, 26 days.

Eugene F. Kleasner, General Foreman, Lock Operations, Locks Division; 26 years, 3 months, 4 days.

Mrs. Julia Loupadiere, Nursing Assistant, Gorgas Hospital; 18 years, 8 months, 7 days.

Samuel A. Muir, Laborer Cleaner, Printing Plant; 37 years, 2 months, 9 days.

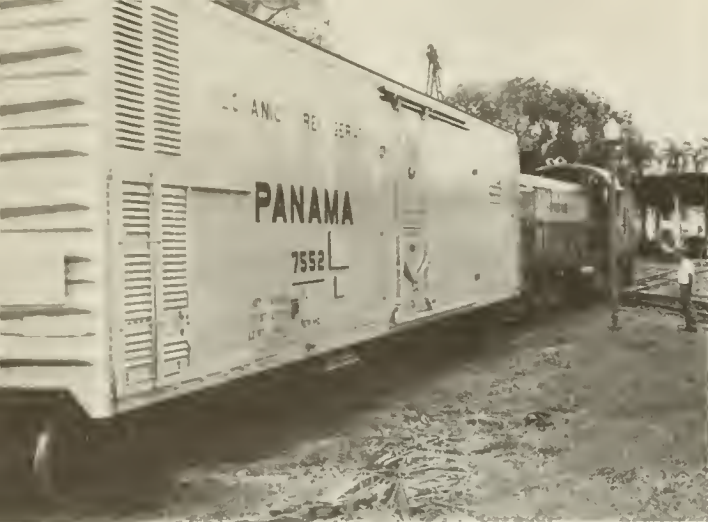
José A. Pimentel, Oiler, Navigation Division; 35 years, 8 months, 23 days.

Wallace E. Rushing, Lock Operator Electrician, Locks Division; 18 years, 11 months, 1 day.

Alberto C. Smith, Utility Worker, Supply Division; 25 years, 1 month, 9 days.

Miss Helen M. Starr, Elementary School Principal, Schools Division; 28 years, 1 month, 11 days.

Edward C. Wilson, Carpenter, Maintenance Division; 35 years, 2 months, 1 day.



Sleek new refrigerator car dwarfs earlier style.



Movable doors can compartmentalize interior.

New Rolling Refrigerators' Capacity, "Endurance" Up

THE PANAMA RAILROAD has some new rolling stock that's "real cool"—two refrigerator cars, or "reefers," as they're known to railroaders.

The cars' capacity of 3,305 cubic feet is almost three times that of the cars already in use and they have four times as much diesel fuel capacity (400 gallons) for the mechanical refrigeration units. That means they can operate safely up to 160 hours on a single fueling and there'll be less "down time" for servicing and maintenance.

They're steel construction, higher and longer than the older cars and have aluminum inner doors and aluminum floor gratings. Their capacity is listed at

136,000 pounds and their rated load limit is 137,700 pounds.

The aluminum inner doors can be placed flat against the walls or used to make as many as three separate compartments which can be loaded or unloaded separately without affecting temperature level in other compartments. Platform level outer doors also mean easier loading.

The cars are equipped with Timken roller bearing trucks, which will make possible less frequent inspection and will eliminate "hot boxes." The cars were manufactured by Pacific Car & Foundry Co., Renton, Wash.

Year Of Progress

(Continued from p. 7)

number of 2,000 kw. generating diesel units.

As improvements to the waterway continued, Marine Bureau officials were able to report that during the past year it was possible to cut the average time a transiting ship spends in Canal Zone waters by a full hour. It is now 15.5 hours versus 16.5 the previous year. This represents a possible saving of \$50 to \$100 an hour in vessel operating costs.

Panama Canal capital outlay for transit operations projects included, as major items, more than \$200,000 each on the marine traffic control system, new launches and launch engine replacement, and more than \$300,000 for locks track conversion and other track work in connection with the new towing locomotives.

In addition to the major Empire Reach channel project, smaller capital outlays were also listed for Paraiso and Las Cascadas-Bas Obispo widening work and extensions of locks wall lighting. Replacement of Dock 14 at Cristobal was the main item in maritime services projects and construction of a community center at Rainbow City accounted for more than \$200,000 capital outlay.

Replacement of Panama Railroad rolling stock and replacement of the trans-Isthmian telephone cable from Gatun to Gamboa made up nearly \$400,000 of the capital expenditures for transportation and utilities services projects.

Also spent in 1962 was \$10,806,000 toward the \$20 million cost of the Thatcher Ferry Bridge. This expenditure was from funds appropriated by the U.S. Congress for the bridge project.

Cultures Shared

(Continued from p. 5)

ama, but the practice seems to have come directly from the northern countries of Europe. It is known in the United States only in recent years. Legend has it that the origin dates back to the pre-Christian era when, during the dark afternoons following the winter solstice, the ancient Huns lighted bonfires as a hopeful portent of spring.

Whatever their origin, Isthmians like the burnings, where youngsters dart about and parents keep a watchful eye. Food is often served, something like wieners or snacks—but never the fruitcake and eggnog of the holidays to which the bonfire puts an honest-to-goodness end.

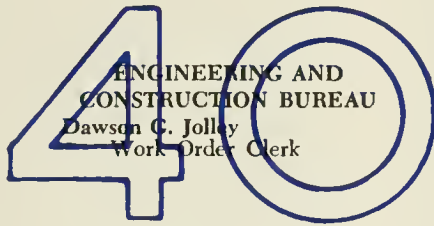
Huge Stone Figures Discovered in Caves

AMONG IMPORTANT historical and archeological objects of Panama to be found in the National Museum (Ave. Cuba) beside numerous gold ornaments and colorful ceramics, are huge stone carved figures discovered in the caves of Barriles, Chiriqui Province, as well as many household utensils and artifacts which date from pre-Colombian days.

Maya, Chibcha, and Carib aboriginal cultures left their imprint, in successive waves, upon the Isthmus. Samples of these indigenous groups' skills still are being dug from "huacas" or burial grounds throughout the Provinces of Cocle, Chiriqui, and Veraguas.

ANNIVERSARIES

(On the basis of total Federal Service)



ENGINEERING AND
CONSTRUCTION BUREAU
Dawson C. Jolley
Work Order Clerk

ADMINISTRATIVE BRANCH

Aubrey L. Reid
Hand Compositor

ENGINEERING AND CONSTRUCTION BUREAU

Roland E. Williams
Distribution Systems
Maintenance
Joseph C. Noble
Maintenance
Joseph C. Stair
Maintenance
Naphtali W. McLean
Paver

MARINE BUREAU

Cecil O. Brooks
Seaman
Clifford A. Rodney
Deckhand

OFFICE OF
THE COMPTROLLER
Mahlon D. Davis
Accountant
SUPPLY AND COMMUNITY
SERVICE BUREAU
Gamel E. Brathwaite
Maintenance

ADMINISTRATIVE BRANCH

Marie T. Lindh
Clerical Assistant

CIVIL AFFAIRS BUREAU

Charles S. Smith
Police Lieutenant
Walter H. Alves, Jr.
Police Sergeant
Lewis W. Barker
Police Sergeant
Charles C. Fears
Police Sergeant
Elmer W. Bierbaum
Police Private
Richard K. Soyster
Police Private
Darwin E. Grier
Finance Branch
Superintendent
Rochelle H. Head
Stenographer
Robert A. Wainio
Customs Inspector

ENGINEERING AND CONSTRUCTION BUREAU

Roger E. Hamor
Water System Controlman
Augustus Gayle
Distribution Systems
Maintenance
Julián Julio
Crane Hookman
Andrew D. Desousa
Toolroom Attendant
Joaquín P. Cossani
Navigational Aid Worker
Aureliano Bejarano
Heavy Laborer

HEALTH BUREAU

Domingo Quiñones
Heavy-Pest Control Laborer
Ramón G. Madrigal
Hospital Laborer
Roy R. Clarke
Clerk
S. Carballo
Heavy-Pest Control Laborer
Aubrey Batson
Hospital Laborer
Hector Henningham
Heavy-Pest Control Laborer

MARINE BUREAU

Arthur J. O'Donnell
Lead Foreman Locks
Control House
Beresford F. Baxter
Marine Traffic Clerk
Eliseo Lemos
Seaman
Garfield A. Yarde
Deckhand
William T. O'Connor
General Foreman Docking
and Undocking
Reynold Yearwood
Helper Lock Operator
Maximino Herrera
Boatman
Wilmut A. Clare
Deckhand
Belisario Ramos
Deckhand
W. W. Priest, Jr.
Admeasurer
Santos Alas
Deckhand
Eugene A. Tucker
Deckhand
Earl T. Gittens
Timekeeper
Fabián Martínez
Painter, Maintenance
Carlos E. Ortega
Seaman
Urelmo Martínez
Deckhand
Antonio E. Cardoze
Linehandler
Marcial A. Bárcenas
Floating Plant Oiler
Clarence A. Butcher
Deckhand
Charles W. Hammond
Lead Foreman Painter
Leslie R. Loga
Towboat or Ferry Master
John Van Der Heyden
Shipwright
Odilio F. Gordon
Line Handler

SUPPLY AND COMMUNITY SERVICE BUREAU

Ramón Flores
Leader Laborer Cleaner
Alonso López
Sales Clerk
Clotilde González
Meat Packager
Gladys V. Ramage
Sales Clerk
Adina Fargurson
Cook
Nettie C. Howell
Pantryman
Franklin M. Reece
Meat Cutter
Cristina P. Samuels
Sales Section Head
Ricaurte Arosemena
Heavy Laborer
Máximo Gutiérrez
Warehouseman
Helen Cecily Cabey
Sales Clerk
Alexandrina John
Laborer Cleaner
Simón Cortés
Warehouseman
Eduvigis Rangel
Grounds Maintenance
Equipment Operator
Fermín Maroto
Grounds Maintenance
Equipment Operator

TRANSPORTATION AND TERMINALS BUREAU

Edgar A. Hodgson
Leader Heavy Laborer
Gilberto Carranza
Truck Driver
Aubrey Judge
Leader Heavy Laborer
James J. Belcourt
Lead Foreman, Railroad
Yards
F. R. Hollowell
Automotive Machinist
Bernardo C. Polanco
Automotive Equipment
Serviceman
Edward Allen
Truck Driver
Evelyn E. Collins
Water Service Man

PROMOTIONS AND TRANSFERS

October 5 through November 5

EMPLOYEES promoted or transferred between October 5 and November 5 are listed here. Within-grade promotions and job reclassifications are not listed:

ADMINISTRATIVE BRANCH

Edna A. Kovel, Clerk-Typist, to Printing Clerk (Typing).
Ernesto A. Harrison, Utility Worker, Supply Division, to Messenger.
Cirilo Alexander, Duplicating Unit Supervisor, Printing Plant, Balboa, to Bindery and Finish Worker, Printing Plant, Mount Hope.

CIVIL AFFAIRS BUREAU

Daniel L. Jenkins, Recreation Assistant (Sports), Division of Schools, to Police Private, Police Division.

Fire Division

Enoch L. Hooper, Fire Sergeant, to Fire Lieutenant.
Hugh D. Hale, Fire Sergeant, Class 3 to Fire Sergeant, Class 4.

Postal Division

Carl W. Hoffmeyer, Distribution Clerk, to Clerk, Mail Handling Unit.
Robert J. Balcer, Window Clerk, to Clerk-in-Charge, Window Services.

Division of Schools

Josephine A. Morris, Substitute Teacher, to Elementary and Secondary School Teacher.
Leticia C. Méndez, Substitute Teacher, U.S. Schools (Spanish), to Elementary and Secondary School Teacher.
Yolanda V. Kelson, Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

ENGINEERING AND CONSTRUCTION BUREAU

Hubert B. Pryor, Construction Inspector (General), to Supervisory Construction Inspector (General), Contract and Inspection Division.

Eustaquio Herrera, Laborer (Cleaner) to Surveying Aid, Engineering Division.

Dredging Division

James E. Hayden, James M. Walsh, Master, Towboat or Ferry, from Navigation Division.
James N. Duffus, Charles R. Gibson, Electrician, to Leader Electrician (Lineman).
Howard Green, Leader Navigational Aid Maintenceman, to Leader Maintenance (Distribution Systems).
Joseph B. Atkinson, Pablo G. Romero, Lascelle F. Williams, Navigational Aid Maintenceman, to Maintenance (Distribution Systems).
Nathaniel Brown, Leonard W. McBean, George Murray, Hubert Tilley, Israel Watkins, Navigational Aid Worker, to Maintenance (Distribution Systems).
Luis G. Fields, Leader (General), to Leader Maintenance (Distribution Systems).
Walter N. Babb, Vivian L. Osavio, from Navigational Aid Worker, to Navigational Aid Maintenceman.
Miguel A. García, Rubén E. Sandoval, Oiler (Floating Plant), from Navigation Division.
Pedro Osses, Helper (General), to Fireman (Floating Plant).
Joseph N. James, Ramp Operator, Navigation Division, to Helper (General).

Ulysis Jordan, Laborer (Cleaner), Community Services Division, to Mess Attendant.

Electrical Division

Robert C. Stanley, Senior Operator (Generating Station) to Power System Dispatcher.
George A. Folger, Leader Electrician (Lineman) to Foreman (Transmission Lines).
Bruce M. Morrow, Lock Operator (Machinist) Locks Division, to Shift Engineer (Mechanical).
Evelyn G. Faulkner, Order Filler, Philatelic, Substitute, Postal Division, to Accounting Clerk.
Roy A. Dudley, Helper Machinist (Marine), Industrial Division, to Helper Machinist (Maintenance).
Isidoro C. Fagout, Dock Worker, Terminals Division, to Helper Machinist (Maintenance).
James A. Scantlebury, Utility Worker, Supply Division, to Laborer (Cleaner).

Maintenance Division

Dorothy D. Douglas, Clerk-Stenographer, Industrial Division, to Supervisory Clerical Assistant.
Henry E. May, Machinist (Marine), Industrial Division, to Refrigeration and Air Conditioning Mechanic.
Sylvester Rouse, Leader Maintenceman, Supply Division, to Maintenceman.
Jaime L. Martínez, Truck Driver (Heavy), from Motor Transportation Division.
Tomás E. Obeso, Helper (General), Industrial Division, to Electrical Equipment Repairman.
José E. Ovalle, Laborer (Heavy), from Locks Division.

HEALTH BUREAU

Lucila G. Rivera, Staff Nurse, to Staff Nurse (Medicine and Surgery), Coco Solo Hospital.

Gorgas Hospital

Shirley C. Havasi, Jane E. Pauk, Staff Nurse, to Staff Nurse (Medicine and Surgery).
Henry V. Ross, Medical Equipment Repairman, to Inspector (Hospital Medical Equipment).
Raimundo Vergara, Hospital Attendant, to Ward Service Aid.

MARINE BUREAU

Navigation Division

Drummond McNaughton, Master, Towboat or Ferry (Pilot Trainee), to Pilot-in-Training.
Edgar R. McCollin, Heavy Laborer, to Launch Seaman.
Gerardo Davidson, Heavy Laborer, Maintenance Division, to Deckhand.
Manuel S. Ponce, Leader Heavy Laborer, to Leader Maintenceman.

Locks Division

Arthur J. O'Donnell, Lead Foreman (Locks Control House), to General Foreman (Lock Operations).
Clifford S. Asbury, Lead Foreman (Lock Operations), to General Foreman (Lock Operations).
Albert B. Abreu, Arnold W. Jackson, Leader Lock Operator (Electrician), to Lead Foreman (Locks Control House).

Robert J. Blair, Lock Operator (Electrician), to Leader Lock Operator (Electrician).

James J. Boughner, Joseph A. Plaisance, William R. Ward, Electrician, to Lock Operator (Electrician).

James A. Jones, Painter, to Leader Painter.
William Hall, Leader Carpenter (Maintenance), to Leader Carpenter.
Arturo G. López, Carpenter, to Leader Carpenter.

Raúl Calderón, Helper Lock Operator, to Carpenter (Maintenance).

Camilo Polanco, Helper Lock Operator, to Truck Driver.

Leonardo A. Illueca, Vernon R. Peart, Helper Lock Operator, to Painter (Maintenance).

Luis Rosero, Floating Plant Oiler, Dredging Division, to Line Handler.

Perfecto Conis, David A. Taylor, Estanislao Urriola, Jr., Seaman, Dredging Division, to Line Handler.

Gerardo Gill, Launch Seaman, Dredging Division, to Line Handler.

Luis A. Gutiérrez, Theodore McEntosh, Gilbert W. McZeno, Clifford E. Prescott, Felipe Smith, Line Handler, to Helper Lock Operator.

Walter E. Kellman, Heavy Laborer, Railroad Division, to Line Handler.

Industrial Division

Harry E. Townsend, General Foreman Machinist (Marine), to Chief Foreman Machinist (Marine).
Carlos Grenard, Package Boy, Supply Division, to General Helper.

OFFICE OF THE COMPTROLLER

John B. Morton, Jr., Accountant, Accounting Division, to Accounting Policies and Procedures Staff.

Accounting Division

George T. Darnall, Jr., General Engineer (Estimates), Engineering Division, to Valuation Engineer (General).
Helen A. Adams, Clerk-Stenographer, Administrative Branch, to Accounting Technician.
Dora W. Ung, Sales Clerk, Supply Division, to Accounting Technician.

SUPPLY AND COMMUNITY SERVICE BUREAU

Supply Division

Florence M. Burns, Accounting Clerk, to Accounting Assistant.
Mauricio J. Lovell, Clerk-Typist, to Supply Clerk (Sales; Typing).
Samuel D. Toppin, Leader Maintenceman, from Navigation Division.
Jorge T. Vázquez, Laborer, Dredging Division, to Laborer (Cleaner).

Community Services Division

Arthur C. Payne, Housing Project Assistant (Assistant Manager, Cristobal Housing Office), to Administrative Services Assistant.
Nelson Marquezine, Laborer, from Dredging Division.
Marcelino Urena, Laborer, to Heavy Laborer.

TRANSPORTATION AND TERMINALS BUREAU

Augustus Lemon, Truck Driver, to Heavy Truck Driver, Motor Transportation Division.

Nicolás E. Calderón, Laborer, to Helper Carman (Wood and Steel), Railroad Division.

Terminals Division

Jan Mirrop, Leader Liquid Fuels Wharfman, to Liquid Fuels Dispatcher.

Albert Watson, Winchman, to Leader Stevedore (Ship).

Leonardo Velarde, Dock Worker, to Stevedore.

Marcus Aird, Edward J. Atherton, Cargo Clerk, to Cargo Control Clerk.

John R. Burnham, Package Boy, Supply Division, to Cargo Marker.

Félix Ríos, Laborer, Dredging Division, to Cargo Marker.

José Sosa, Milker, Supply Division, to Dock Worker.

OTHER PROMOTIONS which did not involve changes of title:

Joseph L. Hickey, General Engineer, Industrial Division.

Herbert A. Greene, Jr., Admeasurer, Navigation Division.

George H. Moore, Time, Leave, and Payroll Clerk, Accounting Division.

Robert G. Orvis, Marine Traffic Controller, Navigation Division.

Juan J. Saint Malo, Cartographic Compilation Aid, Engineering Division.

Mario Pezzoti, Service Center Supervisor, Supply Division.

Luis E. De León, Bookkeeping Machine Operator, Office of the Comptroller.

Jorge Hernández, Surveying Aid, Engineering Division.

Tankers' Size Has Doubled

OCEAN TANKERS' average size doubled in a period of 10 years. This is because unit cost of tanker transportation (both building and operating costs) tends to decrease as size of the vessel increases—up to a point. For example, cost of carrying crude oil from the Caribbean to Western Europe is cut approximately in half if 47,000-ton supertankers are used instead of the 16,600-ton T-2 tankers of wartime fame. Above about 70,000 tons incentive to build larger ships levels off, as potential economies are smaller. And, of course, the larger the vessel, the fewer the ports open to her.

Lloyd's Register of Shipping now lists 11 tankers with beams of 116½ feet or more, ranging up to 133 feet 5 inches. Panama Canal lock chamber width is 110 feet. Length of these super-tankers ranges up to nearly 950 feet and dead-weight tonnage up to 104,520 tons.



—SAFETY

For, Against .. or Neutral?

IS SAFETY a waste of time?

What, if anything, has an organized safety effort really accomplished in improving the American way of life?

These are questions which might well be asked by the American public after having taken a stand *for*, and *supported*,

organized Safety over the past 50 years—years in which there were fantastic increases in automobile travel, factory production, population, and home ownership.

Traffic—Despite fantastic increases in travel, death rates have come steadily down.

	Vehicles	Miles Traveled	Death	Death Rate ¹
1921	1 million	550 billion	13,900	25
1946	34 million	341 billion	33,411	10
1961	76 million	735 billion	38,000	5

¹ Deaths per 100 million miles traveled.

Home—In 1912 there were 21 million homes, and an estimated 26,000 to 28,000 persons were killed in home accidents.

By 1961, the number of homes had more than doubled, to 54 million, but accidental deaths still totaled only 26,500 and the death rate was lowered 46 percent (from 28 per 100,000 to 15 per 100,000).

Public—Despite a population increase of nearly 100 percent since 1912, and an "explosion" in many forms of recreation, accidental deaths in public places decreased almost 50 percent by 1961 (from an estimated 28,000-30,000 down to 16,500), as the death rate decreased 50 percent from 30 percent per 100,000 to 9 percent per 100,000.

Work—The work force not only doubled from 1912 to 1961, but it produced four times as much goods.

Despite this, accidental work deaths decreased from an estimated 18,000-20,000 to 13,000, and the death rate per 100,000 population dropped from 21 to 7.

From these brief statistics can be drawn a number of conclusions as to what benefits have resulted from safety. But probably the most thought-provoking fact embodied in these statistics is that there are literally hundreds of thousands of men, women, and children alive today, making valuable contributions to our national effort, to society, and to American home life who would not even have been born if their parents had allowed themselves to become accident statistics during the past 50 years. It is not at all unlikely that you and I are among that fortunate group. If we are, so are our children and, in turn, so will their children be who are to come.

—ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR
OCTOBER

ALL UNITS

YEAR TO DATE



'62 '61
234 261



'62 '61
7 11



'62 '61
288 3178

() Locks Overhaul Injuries Included in total.

SHIPPING

Ships' Names Match Theme of Christmas

CHRISTMAS ARRIVALS in the Canal couldn't have been more appropriate if they had been planned. The *Northern Star*, a 1,400 passenger liner in round-the-world service, will arrive at Balboa December 23 and will transit December 24. The SS *Jerusalem* will berth in Cristobal after the *Northern Star* transits.

Christmas time will mark the second time the *Northern Star* visits the Canal. The new Shaw, Savill liner came here on her maiden voyage September 12. The *Northern Star* carries no cargo. The liner is completely air-conditioned and is equipped with closed-circuit television in the public rooms. En route to the Panama Canal, the *Northern Star* will round the Cape at South Africa, and will have visited Australia and New Zealand, said W. Andrews & Co., local agents for the liner.

The SS *Jerusalem* of the Zim Lines will visit Cristobal December 26 on a 13-day Christmas-New Year cruise of seven Caribbean ports. The fully air-conditioned liner, which will sail from the Port of Miami, carries 350 pas-

TRANSITS BY OCEAN-GOING VESSELS IN OCTOBER

	1962	1961
Commercial.....	882	935
U.S. Government.....	17	20
Free.....	9	2
Total.....	908	957

TOLLS *

Commercial....	\$4,412,721	\$4,647,565
U.S. Government	56,964	82,336
Total....	\$4,469,685	\$4,729,900

CARGO**

Commercial....	4,890,308	5,284,258
U.S. Government	19,973	65,050
Free.....	51,676	3,901
Total....	4,961,957	5,353,209

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

sengers. The ship has an outdoor pool, a movie theater, a duty-free shopping center, two dance orchestras, and live entertainment. Ninety-five percent of the cabins are outside ones.

The SS *Jerusalem* is to dock at 7 a.m. December 26 and will depart at 4 p.m. that day, according to word received by the United Fruit Co., the local agents.

An expected Christmas Eve arrival will be the *Zeider Kruis*, on a round-the-world cruise. Another arrival close to Christmas will be the Moore-McCormack line SS *Argentina*, due to arrive at Cristobal December 27 at 8 a.m.

The *State of Maine*, the Maine Maritime Academy's schoolship, commanded by Capt. A. F. Coffin, is due to visit Cristobal and Balboa January 25 to January 28. The *State of Maine*, prior to entering a sea career as a schoolship, was the former Panama Line SS *Ancon*.

The SS *Elizabethport*, a new 630-foot jumbo container ship operated by Sea-Land Service, Inc., whose route took her through the Panama Canal on a voyage from Newark, N.J., to Long Beach and Oakland, Calif., inaugurated the first intercoastal container ship trade and the United States' most revolutionary freight lift (truck-sea-truck) in many years. The vessel, a former T-2 tank ship, was the first ship to be jumboized at a shipyard in the port of New York.

The Todd Shipyards Corp.'s Hoboken plant performed the extensive jumboizing and conversion operation, which involved removing the center portion of the vessel and then fitting the bow and stern sections to a new 417-foot German-built midbody.

FERRYBOATS have been a familiar Canal Zone sight the past 30 years as they traveled back and forth between the east and west banks of the Canal, prior to the opening of the \$20 million Thatcher Ferry Bridge. But a ferryboat transiting the Canal from south to north merited second and third looks by ferryboat fans.

The unusual Canal customer was the *Carquinez*, traveling with the tug *Capt. Lew S. Russell, Jr.*, en route from Portland, Oreg., to Jacksonville, Fla.

The *Carquinez* is larger than the Panama Canal's former sister ferryboats *Presidente Amador* and *President Roosevelt*, an overall length of 125 feet. The *Carquinez* measures 180 feet and is 67½ feet wide. The tug towing the *Carquinez* is 149 feet long and 33 feet wide.

The ferryboat and tug docked at Pier 15 for engine repairs, water, and fuel before the Canal transit.



Commuter craft's first trip long one.

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Returned

Returned

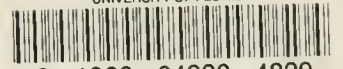
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LATIN AMERICA

UNIVERSITY OF FLORIDA



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