

PANAMA CANAL



REVIEW



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Gift of the Panama Canal Museum





Mooring facilities for two big ships north of Pedro Miguel Locks would reduce congestion and increase Canal capacity during Pacific Locks overhaul periods.

IMPROVEMENTS

For A Few Years Ahead

A short-range plan of improvements for increasing the transit capacity of the Canal to meet expected requirements of world shipping for the next one or two decades has been approved by the Board of Directors of the Panama Canal Company for submission to the Bureau of the Budget and appropriate Congressional Committees for review.

No action will be taken to implement the report and recommendations of the Ad Hoc Committee on the Canal capacity problem and no distribution of the report will be made until these reviews have been completed.

The proposed improvements would increase the dependable capacity of the Canal by about 25 percent. Dependable capacity is rated on the number of lockages possible in a 24-hour period at Gatun Locks during overhaul periods. The present lockage capacity at Gatun is 35 in normal operating periods with current clear-cut rate, 30 during Pacific Locks overhaul, and 28 during part of the Atlantic Locks overhaul. These would be increased to about 45, 36, and 35, respectively.

The plan adopted by the Board at its meeting last month is the initial phase of an exhaustive study undertaken by the Canal management to determine what

the requirements of world shipping will be for the remainder of this century and what alterations to the existing waterway are needed to meet those requirements.

A report on the study is to be submitted to the Board of Directors by the end of next year.

The short-range plan proposes five major improvements, which are:

1. The purchase of five additional towing locomotives. This item has already been budgeted.
2. Lighting Gaillard Cut and improved lighting of the Locks for safe night-time operation.
3. Provision of mooring facilities for two large vessels just north of Pedro Miguel Locks.
4. Widening Paraiso and Cucaracha reaches in Gaillard Cut to 500 feet and deepening the widened part by five feet.
5. Widening Bend 1660, a curve in the channel at the old construction town of Empire which is considered one of the most hazardous sections of the Canal.

The cost of these improvements, not including the purchase of the additional locomotives, would be \$18,956,000. The program could be financed by the Com-

pany over a four-year construction period, requiring neither special appropriations nor borrowing.

While the short-range plan embodies no new features that have not been given consideration in prior studies of the Canal capacity problem, it attacks the problem at the most immediately critical points. Of importance in the long-range planning, virtually all of the proposed improvements would be beneficial in almost any permanent improvements or changes considered probable for the Panama Canal.

The study of the Canal capacity problem is being conducted by an Ad Hoc Committee appointed last January by Assistant Secretary of the Army George H. Roderick. Members are Governor Potter, Chairman, Maj. Gen. Julian L. Schley, and Ralph A. Tudor.

The Ad Hoc Committee's first report was based on statistical and other data developed by a Working Committee, composed of a group of Canal officials intimately acquainted with operating problems. This was headed by former Lt. Gov. H. W. Schull, Jr., until his departure last month. He has been succeeded as Chairman by Lt. Gov. Hugh M. Arnold.

Efforts of the Working Committee were warmly praised by Board members, especially plans for illumination of the Locks and Gaillard Cut which were developed largely through Colonel Schull's initiative.

In effect the short-range plan will provide for 24-hour operation of the waterway under safe conditions; partial elimination of a serious bottleneck in traffic at Pedro Miguel Locks; and a major decrease in the delay time now caused by clear-cut ships.

The initial report to the Board of Directors also proposed a plan for the redistribution of the daily traffic pattern when the improvements are completed. Although the proposed rearrangement of transit schedules will not increase traffic capacity under the new conditions, it will mean an average saving of some three hours in "waiting-and-transit" time for ships using the Canal and effect monetary savings for shipping which will aggregate some \$2,000,000 a year.

The widening of Paraiso and Cucaracha reaches will bring the channel to a minimum of 500 feet in more than half of Gaillard Cut. Culebra Reach, which adjoins Cucaracha north of Gold Hill, has already been widened to 500 feet.

In connection with this project, it was recommended that the widened part of the channel be deepened five feet since the work can be performed economically in connection with the other excavation. Also, all future improvement plans considered include a deepening of the Canal channel.

The widening and deepening project would cost an estimated \$11,609,000 and would require the removal of approximately 6,200,000 cubic yards of material. This yardage is exclusive of material excavated in widening of Bend 1868, located in the Paraiso Reach, on which work is now being started. All of the material in both reaches will be removed from the west bank of the channel.

The section of the channel to be widened has been the scene of many accidents and is considered particularly hazardous because of its narrow, rocky banks and by the surges of water there

from lockages at Pedro Miguel. When the project is completed, it will permit large ships, and others requiring clear-cut transit, to meet and pass for more than half the distance of the Cut section, materially decreasing loss of time in handling these vessels.

The report to the Board said that full advantages of the two lighting projects could be realized only by the completion of both. Of the expected results of these, the report said in part:

"These projects would, in addition to improving safety of Canal operations, greatly increase the capacity of the Canal by reducing the number of daylight clear-cut ships and by permitting two-way traffic in Gaillard Cut during darkness. While it is impossible mathematically to predict the reduction in daylight clear-cut ships, an analysis of expected increases in sizes and types of ships and expected traffic seems to indicate that, with this improved lighting, daylight clear-cuts will probably not exceed four a day in the foreseeable future."

The estimated cost of the two lighting

projects is \$1,550,000. While it is planned to install lights along a 3,400-foot section of the Cut between Culebra and Empire reaches on an experimental basis this fiscal year, the work approved by the Board would not start until the beginning of next fiscal year and would require about 20 months for completion. The experimental lighting system to be installed will give engineers and Canal operating personnel an opportunity to study the effectiveness of the mild illumination system and to make changes in the permanent installations if found desirable.

The provision of a mooring station on the east bank of the Canal just north of Pedro Miguel Locks would cost \$1,359,000, and it is estimated the project could be completed in a year's time. Since this will greatly facilitate the handling of ships at Pedro Miguel and in the Cut, this work would be scheduled to start and be completed during the coming fiscal year. The area will become a part of the 500-foot widening project.

The proposal to widen Bend 1660, under the short-range plan, is considered essential as a safety factor in view of the present type of Canal traffic. The change in direction of the channel at this point is more than 37 degrees and the bend has a record of more bank-strikings and collisions than any other in the Canal.

Deeply-laden vessels and "Super" ships are difficult to maneuver at the bend because of bank suction. With the channel widened at that point more space will be available in which to maneuver ships entering or leaving the bend.

This project, including deepening the channel, would cost an estimated \$4,438,000, and would require the removal of 2,377,000 cubic yards of earth and rock.

Most of the work to be done under the five-point, short-range plan would be accomplished by contract. The wet excavation would be done by Canal forces, but the dry excavation, the lighting projects, and construction of the mooring station would be offered for contract.

Ships will have a 500-foot channel for about half the distance of Gaillard Cut after widening projects are completed on two reaches just north of Pedro Miguel.

And A Forecast

For Many Years Ahead

A long-range forecast of the cargo tonnage and ship transits which the Panama Canal may expect from now until the year 2000 will be in the hands of Canal authorities by the end of the calendar year.

The report is being prepared by the Stanford Research Institute, of Menlo Park, Calif., which has been retained by the Panama Canal Company for this purpose. The study is part of the program toward solving the Canal capacity problem which has occupied the time of a special, or Ad Hoc, committee, and a Working Committee for several months.

In charge of the studies for the Stanford Institute is Dr. Neil T. Houston, a senior economist and head of the program in regional economics of the Institute's Economics Research Division.

Dr. Houston spent the first two weeks of July on the Isthmus and is returning here in September or October for further work. During his July visit, he reviewed commodity and statistical data, saw how the Canal obtained its information on the origin and destination of cargoes, and got statistical data on cargo movements in past years.

He also transited the Canal, rode in a helicopter over Gaillard Cut, and visited the locks and docks, to get an idea of Canal transit operations.

Although several forecasts of Canal traffic have been made in the past decade, these must now be brought up to date.

The Stanford report will be confined to commercial freight traffic through the Canal and will not include military cargo. The study will include a prediction for the movement of the major commodities which make up approximately 75 percent of the Canal's cargo tonnage.

Dr. Houston is well-known in the field of economics. He is a graduate of Washington and Lee University and did graduate work at Fletcher School of Law and Diplomacy and at Harvard University. He has had both business and educational experience and has been with the Stanford Research Institute since 1953.



Master Key to Panama Canal Locks Now Ready For Prominent Visitors



Mezzo-Soprano Blanche Thebom took time out from her music in July to see the Panama Canal locks in operation.

The key to a city is a traditional mark of respect and welcome given to visiting dignitaries. The Canal Zone has many cities but it has, also, massive locks which no city in the world can duplicate.

So, instead of being presented with a key to the city, eminent visitors to the Canal Zone will be given a Master Key to the Panama Canal Locks. With it will go a handsome certificate which attests that the recipient is a member of the Esteemed Order of the Bearers of the Master Key to the Panama Canal.

The Order will be bestowed in three grades, without rank. They are: Honorary Pilot, Honorary Lockmaster, and Honorary Aide to the Governor.

First to receive the keys and membership in the new Order were Assistant Secretary of the Army George H. Roderick, Chairman of the Board of Directors of the Panama Canal Company, and members of the Board of Directors. Gov. W. E. Potter made the formal presentation of the Master Keys and

certificates last month at the quarterly meeting of the Board in Washington.

Since the Panama Canal is a mecca for distinguished visitors from all points of the globe, the new Order is expected ultimately to have representatives in practically every part of the world. And from Timbuktu to Oslo, members of the Order will be able to show their friends the golden key and the certificate which says, in part:

"The Esteemed Order of Bearers of the Master Key of the Panama Canal has been established to join together all Panama Canal advisors in a favored fellowship of perigrinating potentates who have viewed the marvels of American enterprise and Panamanian geography at the Crossroads of the Earth, shared the tropical delights of the Canal Zone, observed the fiesta and the siesta, seen the sun rise in the Pacific and set in the Atlantic, angled in the bay of abundant fish, and drunk deep of the waters of the Chagres which assures their return."

Pacific Area Bid Opening, Lock Advertisement Start Conversion Project Toward Final Stages

With the opening of bids for the Pacific area conversion this week and the advertisement last week of conversion of the Locks, the 60-cycle power conversion program moved into its last stages.

It will still, however, be between two and three years before all frequency-sensitive electrical equipment in the Canal Zone will have been converted to operate on 60-cycle current.

The Pacific area contract, on which bids were opened this week, too late for this issue of THE REVIEW to include the amounts bid, includes the entire Pacific side south of Pedro Miguel, with the exception of the West Bank and Miraflores. Bids on the West Bank-Miraflores conversion are to be opened September 13.

The contract for conversion of the Locks covers all frequency sensitive equipment for all of the Panama Canal locks, from the equipment in the control towers to the little motors which open and close the huge lock gates. The process of conversion of the locks will take about two years after the successful contractor is given notice to proceed.

Still to be advertised is a contract for the installation of remote control and relays of the power stations. At the

present time this contract is scheduled to be advertised September 1. Also scheduled for the future, probably next summer, is a contract for rebuilding one of the Gatun hydro-electric generators.

At the present time, Atlantic area conversion is about 60 percent complete. The residential areas of Margarita, Gatun and Rainbow City have been converted and the contractor is working in the Industrial Area. In the Central Area, all household equipment in Gamboa has been converted and that in the town of Santa Cruz is about half finished.

Commissaries, Storehouses Merge Into Supply Division

The consolidation of the Commissary-Service Center Division and the Storehouse Division into a new unit, known as the Supply Division, was effective last month. The Division is headed by R. L. Sullivan as Acting General Manager.

The new Supply Division is composed of two branches, the Commissary Branch and the Storehouse Branch.

The former includes all commissary, service center, laundry, and theater operations. T. G. Relihan is Superintendent of this branch. The Storehouse Branch, headed by H. E. May, includes all former Division activities, such as warehousing, scrap and salvage, and the furniture pools.

—More Visitors



In a Budget Bureau-Canal conference last month were, left to right: Percy Rappaport, F. A. Baldwin, Philip L. Steers, Jr., Earl J. Donnelly, Arthur Focke, and Carl H. Schwartz. Mr. Rappaport is Assistant Director of the Bureau.

ON THE COVER

Try as they might, these young Texans could think of nothing in their home State to equal the Panama Canal Locks. The boys were part of a group of 17 Texas high school Junior Ambassadors on a goodwill tour of Latin America under the sponsorship of the East Texas Chamber of Commerce. The picture was taken for "The Review" by George F. Nadeau, Acting Official Photographer at the time.

WATER BABIES

They're Wishing For Rain

A couple of dozen lithe and limber young Isthmians wish it would rain, and they have a special reason for their wish.

They are the members of the Panama Ski Club, one of the newest local hobby groups, currently a club without a home. And it's all because of the unseasonable drought.

Out at Madden Lake, where they'd like to be zipping along on their skis in the wake of a skilfully-handled fast-moving boat, the water is so low that their brand new launching float is stranded high and dry and their boats cannot maneuver among the newly-uncovered hill tops and treacherous stumps.

Although water skiing has been a sport of a handful of young people here for some time, there had not been an organized ski club until about a year ago when a group of the more ardent *aficionados* got together and decided that they could have more fun, more easily and less expensively, if they pooled their skills and resources. That way, the more expert could teach the novices and they could share their boats.

Today there are 29 dues-paying members and a handful of youngsters who are classed as junior members. The youngest in the group is about 10, the oldest pushing 40.

Several of them are exceptionally good, like the Club's President, Frank E. Hirt, of Balboa, and Beth Little, of Diablo Heights. They appear in the accompanying picture. Another skilled skier is Stephen Powelson, Deputy Comptroller, who did a lot of water skiing in Europe but who is currently beached because of a bad back.

Margie Daniels, a 14-year-old, not only can stage a most creditable performance on skis, but is quite frequently the "high girl on the totem pole"—the totem pole in this case being Mr. Hirt—when they try some of their fancy one-skier-on-skis-and-the-other-on-the-skier's-shoulders stunt.

Billy Benny, who is only 10, is becoming an expert on the slalom skis and another 10-year-old, Bobby Daniel, is going to be giving his elders a run for their money in a few more months.

Books on water skiing say that anyone who can swim can water ski, but there's a great deal more to it than that. Beginners practice on land the tricky process of standing up on the thin slats of wood, and it is not until they are familiar with this that they try to repeat it on water. As they become more skillful they learn to steer by leaning their bodies in the direction they want to go, just as snow skiers do. The proper shift and the correct bank can bring about anything from a gentle curve to a sharp twist.

After the simple banks and turns come the more intricate tricks, the jumps, the skiing backwards, the one-foot skiing and all of the other stunts familiar to viewers of Florida-made movie reels.

Of course, they have the help of the long tow-rope which connects them to the speeding boat but a novice has to learn to let go of the rope, fast, when he takes a spill. Otherwise, he'll be dragged along under the water until his breath gives out.

As soon as the level of Madden Lake returns to normal, the club expects to build an informal, bohio-type shelter on a point of land near Madden Dam. Several floats will dot the surface of the lake. Meantime, they are keeping their skis crossed and hoping for rain.



Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION



Pictured above is what one housewife discovered when she went into the kitchen to prepare breakfast one morning. The automatic electric toaster was plugged in but not turned on. Yet the filament on the side nearest the stove was glowing. When she took hold of the handle of the toaster to see if the switch was somehow

stuck, she moved the toaster slightly and noticed a spark where the aluminum pan handle was touching the side of the toaster. The filament ceased glowing immediately.

An investigation proved that the filament on that side had broken and was touching the case. The pan handle completed the electrical circuit from the stove which is grounded. Had the handle not been touching the toaster, and had the housewife touched both the toaster and the stove simultaneously she would have received a severe shock which could have killed her. All electrical appliances should be kept in good repair. The very first time that any electrical appliance "bites" you, take it out of service and have it repaired.

That little white piece in the pull-chain

in the picture above is called a pull-chain *insulating link*. They would be highly desirable in all similar chains used to operate electric light switches but a "must" when the light is located over a sink or near any object which offers a "ground" for electric current.

In many ways electricity is like water—if there is a place for it to leak, it will leak provided there is a "pipe" for it to travel in. Frequently light socket switches develop "leaks" and the electricity is in the chain looking for some way to get to the "ground." If you happen to be barefoot on a tile floor—or worse yet—holding onto a water faucet or pipe and at the same time touch a "leaky" chain, you become that "pipe" and receive a shock that could kill you.

HONOR ROLL

Bureau Award For
BEST RECORD
JUNE

ENGINEERING AND CONSTRUCTION
BUREAU
HEALTH BUREAU
CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Health	5
Civil Affairs	4
Engineering and Construction	3
Supply and Employee Service	2
Marine	1
Transportation and Terminals	0

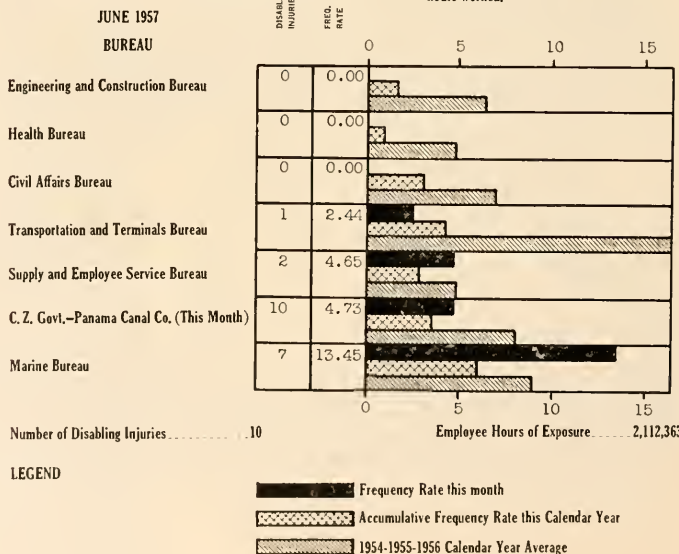
Division Award For
NO DISABLING INJURIES
JUNE

HOSPITALS AND CLINICS
MAINTENANCE DIVISION
HOUSING AND GROUNDS DIVISION
DREDGING DIVISION
ELECTRICAL DIVISION
MOTOR TRANSPORTATION DIVISION
RAILROAD DIVISION
STOREHOUSE DIVISION
POLICE DIVISION
FIRE DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	6
Electrical	6
Fire	6
Housing and Grounds	6
Sanitation	6
Dredging	5
Hospitals and Clinics	5
Maintenance	5
Motor Transportation	5
Railroad	5
Storehouse	5
Industrial	4
Police	4
Commissary and Service Center	3
Locks	2
Navigation	2
Terminals	1

IN CASE OF ELECTRICAL TROUBLE CALL YOUR DISTRICT WIREMAN



OF CURRENT AND FUTURE INTEREST



On the receiving end of the polio shots are Kay Hummer, Norman Davison, and Alice Roche. Dispensers are Dr. Eric Osterberg, Joan Astrid, and Erma Forbes.

More than 19,000 inoculations against poliomyelitis were given to Canal Zone children during the past fiscal year, according to Canal Zone Health Bureau figures. In addition, 3,680 injections were given to Canal Zone adults between December and June 30.

Figuring that there were still a large number of adult Canal employees and their dependents who had not yet received the vaccine injection series, the Health Bureau last month set up vaccination stations in central locations for the convenience of the employees.

In one day a total of 424 employees and their dependents took advantage of a station situated in the rotunda of the Administration Building at Balboa Heights. A large number also received their polio vaccinations July 24 at a station set up in the Industrial Division for the convenience of Maintenance and Commissary Division employees.

Mrs. Erma Forbes, Canal Zone school nurse, is in charge of the stations, and administers the injections. Earlier in the year she vaccinated 202 teachers and Civil Affairs Bureau employees by making a tour of the schools and the Civil Affairs Building.

The vaccinations for adults are being provided free of charge through the Canal

Zone Chapter of the National Foundation for Infantile Paralysis. The children under 10 years of age are vaccinated free by provision of the Poliomyelitis Vaccination Assistance Act of 1955.

The new Maintenance Division shops, now located in Building 8 in the Balboa Industrial Division, will soon be the best-lighted shops in the Canal Zone. Work was started in July on the complete alteration to the lighting system. The improvements planned include the installation of a new type of mercury-vapor lamp with a built-in reflector which will give a nonglare shadowless light in all parts of the work areas.

Fluorescent lighting, which has been used successfully in other Canal Zone buildings, will be installed in the office section of the building.

Bids on the project were opened July 15; the contract for the work was given to the Electric Service Company, a Panama firm, which made a low offer of \$12,730. According to the specifications, the work will be completed in approximately eight months.



Capt. Peter Grosz, above, is the new Military Assistant to the Governor.

Books in Braille, for sightless readers, can be made available immediately on request to the Canal Zone Library through the courtesy of the Library for the Blind of the New York Public Library. Residents of the Canal Zone may make their selections from lists available in the Main Library at Ancon. Books may be borrowed for one month, with the privilege of renewal. The titles in Braille include biographies of famous persons, mysteries, and many current titles.

The Library for the Blind is a branch of the New York Public Library and provides city-wide service through New York's five boroughs, Long Island, Connecticut, Puerto Rico, the Virgin Islands, and in the Canal Zone, if requested.



CIVIL DEFENSE NEWS

Before a crowd of about 300, certificates that they had completed the Civil Defense First Aid Course were presented last month to 36 residents of the Canal Zone's Latin American communities. The program was sponsored by the La Boca Civic Council. Several in the group of 36 were Girl Scouts; they received, in addition to their diplomas, First Aid Merit Badges to be worn with their uniforms.

The diplomas were presented by Philip L. Dade, Chief of the Civil Defense Unit. The group had been trained by First Aid Instructor William Gordon of Paraiso, who was given a sport shirt and overnight bag by the graduates. The program was arranged by Chris E. Haywood, President of the La Boca Civic Council.

The list of graduates follows:

Lois Alleyne, Elvira Bailey, Melva Bailey, Virginia Brathwaite, Magdrie Callender, Patricia Callender, Loretta Chong, Priscilla Chong, Vilma Chong, Sarah Clark, Shirley Clark, Wilma Daniels, Gloria Davis, Wolsley Dickens, and Eleanor Dickens.

Mavis Donowa, Glenda Farrell, Miriam Farrell, Pearl Farrell, Clarence Fenton, Lester Ferraro, Emilia Flemmings, Alexander James, Winifred James, Paulina King, James Kennedy, Wilhelmina Layne, and Gloria Llewellyn.

Doris Livingston, Ilene Pilgrim, Iris Pilgrim, Gladys Sandiford, Sadie Sinclair, Carrie Turner, Marcellina Wilson, and Pearlina Wilson.

Identification cards for all members of the Civil Defense Corps have been ordered and will be distributed soon, P. L. Dade, Chief of Civil Defense announced. The cards will be given to all official and volunteer members of the Corps.

Mrs. Charlotte Kennedy, Coordinator of Volunteer Womens Activities, will handle the volunteer town-meetings during the absence on leave of Ralph Edwards who has been assisting in the work on the Pacific side.

Two Canal Zone towns, Santa Cruz and La Boca, arranged special civil defense functions during the latter part of July. Over 500 persons attended the Santa Cruz party given at the Service Center under the direction of Mrs. Ruby Wilson. The program of songs, recitations, and addresses contained something of interest to those of all age groups. At La Boca, a graduation exercise for 36 persons who received cards and diplomas for first-aid training, drew a crowd of nearly 300 persons.

AUGUST VOLUNTEER CORPS MEETINGS

Date	Town	Place	Hour
1	Balboa	USO-JWB	9 a. m.
7	Margarita and New Cristobal	Service Center Margarita	9 a. m.
8	Gambao	Civic Center	8:30 a. m.
8	Santa Cruz	Service Center	8 p. m.
14	Rainbow City	School	6:30 p. m.
19	Paraiso	School	7:30 p. m.
20	Gatun	Service Center	9 a. m.
21	Diablo	Service Center	9:30 a. m.



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ALERT



In the board room, acting Gov. W. S. Rodimon and members of his staff discuss the extent of the damage and what must be done.



J. Rufus Hardy and Philip L. Dade brief newsmen on what's going on in the alert.



J. J. Pearce and Herschel Gandy manned one of the telephones in the field.

The afternoon of July 12 was bright and sunny, and it was no sort of day for trouble. But at 1:30 p. m. an enemy submarine lobbed a guided missile with an atomic warhead, powerful as 100,000 tons of TNT, toward the Canal Zone. It burst on the West Bank near Miraflores Locks.

In a matter of seconds, the locks were breached, water was spilling from the shambles of Miraflores Dam, the control house and the power station were reduced to rubble. Miraflores bridge disappeared. In Miraflores Locks, the *Inui San Maru* and the *Balao* became twisted smoking masses of steel. Other ships in the area, the *P&T Leader*, the *Portunus*, and the *Edgar Luckenbach*, were less severely damaged. Lethal radiological fallout blew toward Empire in an almost elliptical pattern, 17 miles long.

The events which occurred that sunny afternoon were all on paper. They were part of a nation-wide civil defense exercise, the fourth in which the Canal Zone has participated. They set in motion the wheels within wheels of the local organization, halted all motor traffic, and sent Zonians scurrying for shelter. A few of

the events are shown in the pictures on this page.

The local Civil Defense Corps has a ready-made nucleus. The Canal Zone's experts in communications, housing, food and such things, which would become even more important in time of disaster than they are in every-day living, are integrated into Civil Defense in exactly the same jobs they do every day.

The Canal Zone plan utilizes all of these experts, and the skilled care of trained personnel will be supplemented by volunteers who have been specially trained. Nurses and doctors, for instance, will be assisted by trained First Aid workers; Zonians who have no professions which will be needed urgently in time of trouble will be trained for such duties as litter-bearers or members of decontamination teams.

For the July alert, Civil Defense forces were mobilized, but for a nose-count only. Except for those who staff the control-centers and man communications, they did not go into action. But whether they were at home or at work, Zonians everywhere took shelter and remained "under cover" until the second blast of the sirens told them to return to business as usual.

Warden John Hammond checks to be sure that everyone in the Engineering Division had taken cover.



Lester A. Ferguson, a restless young man with a crew haircut and a perpetually-askew bow tie, is the Panama Canal's personal shopper.

His official title is Manager, New York Operations, and his status is that of a Bureau Director. But his job consists in great part of seeing to it that the shoes you wear, the bed you sleep in, and the canned tomatoes you eat are purchased and delivered to the Canal Zone.

Since he also is responsible for the buying of items for Company-Government use, such as new automobiles for the Motor Transportation Division and steel for locks overhaul, the purchasing job is a big one. It runs to almost \$20 million a year.

He does his buying either competitively, through open bidding, or proprietarily. The latter is the case when the Company-Government organization buys from a specific company which is the only source for the particular item needed.

The purchases range in size from pennies to over half a million dollars, which is the case when a contract is let for a tanker-load of gasoline. At the present time some of the largest purchases being made are for nickel steel for locks overhaul.

Food represents an important part of the New York Operation buying, as it involves not only selection and ordering, but also methods of packing. Considerable experimental work has been done by the New York Office in cooperation with shippers, he said, to ensure that merchandise for the Canal Zone makes the long humid trip from the United States in good condition.

This part of his job is known as procurement and is handled by three "Commodity Branches" and one administrative branch. The commodity branches are split into the food section which purchases all food items plus paper products, medical and school supplies, deck and engine ship supplies, etc.; the industrial materials branch which buys the electrical and mechanical equipment for the Canal, both finished and unfinished; the apparel and home furnishing branch which handles such buying as drygoods, shoes, and housewares and notions. And they do this in such quantity that during the past

Here's The Man

Who Does The Buying



He'd be lost without a telephone in his tremendous buying job.

calendar year the New York Office processed 6,640 requisitions, and issued 20,737 purchase orders covering 75,029 items.

Mr. Ferguson likes to use potatoes as an illustration of quantity buying. The 24 million potatoes which his outfit buys each year would, laid end to end, stretch from New York to Cristobal.

Some of his purchases are emergency ones, and he is justifiably proud of the dispatch with which the office has been able to handle them. A year or so ago, for instance, he got a radio telephone call at 4 p. m. that two rocking polio beds were needed urgently at Gorgas Hospital. It took several airlines, the Coast Guard, and police departments in New York and Massachusetts to do it, but 12 hours later the two rocking-beds had been flown

from a factory in Massachusetts to Tocumen Airport in Panama.

All of the things which Mr. Ferguson's outfit buys in the United States have to be transported to the Canal Zone, of course. By far the largest amount is shipped on the two Panama Line ships, which also come under his direction. He is ultimately responsible for the physical operation and maintenance of the SS *Ancon* and the SS *Cristobal*, the Panama Line's 500-foot pier on New York's North River, and the Haiti Office, with its 11-man staff, in the heart of Port-au-Prince's business district.

During the past fiscal year, the two present ships of the line and the SS "Panama," prior to its sale in December, carried a total of over 9,000 passengers and some 175,000 tons of cargo between New York and Cristobal.

As head of the New York Operations, Mr. Ferguson is the Governor's business representative in the United States. This means not only that he is the Company's contracting officer in the United States, but that he is also the "go-between" when it comes to retaining consultants and obtaining information needed in such studies as the current capacity program, and also the individual who is the recipient in legal matters such as cargo claims or personal injuries connected with the Panama Line.

Another part of being the business representative is paying bills. Through the Accounting Division of his office, he writes over 40,000 checks a year.

The biggest headache in his job, he says, is finding time to do it all. The most enjoyable part is the diversification. "You never know what's going to happen, when or where."

He was born in Cleveland, Ohio, 39 years ago, which makes him one of the youngest of the Canal's top personnel. He studied business administration at Western Reserve University and has behind him 16 years as an executive with such well-known retail (See page 12)

—Air Freight



This is what happens when air-borne fruit and vegetables are put on sale in the Commissaries each week. The new program has been a great success.



—WHAT'S AHEAD—

In Fiscal '58

For the Civil Affairs Bureau, fiscal year 1958 will be largely a year of physical improvements, although it will also see the beginning of a program for handicapped children. The largest project of the year will be the start of construction of two buildings which will be adjuncts to Balboa High School and the Junior College but will also serve the adult public.

One building will be located on the triangular plot of ground between Roosevelt and Morgan Avenues. This will contain a 600-seat auditorium, a stage with dressing rooms, and lighting facilities for stage presentation, and a soundproof music room.

The other building, to be located at the corner of Lawrence Johnson Place and O'Connor Road, will house ROTC classrooms and armory, and an audio-visual room where educational films can be shown.

The main Library in the Civil Affairs Building is now being completely air conditioned. The system is being installed by Distribidora Electrica, S. A., of Panama, and should be operating before the end of this month.

We expect that the Bureau of the Budget will approve the value placed on the properties taken over by the Company at the time of its reorganization in 1951. This will make it possible finally to establish the amount of the U. S. Government's investment in the Panama Canal Company on which the Company has to pay interest. We shall concentrate on simplifying our procedures in accounting for the Company's property, and on effecting economies wherever possible.

All rates presently being charged by the Company and Government to the various divisions within the organization, and to outsiders, will be reviewed to determine whether any revisions are indicated.

We shall continue to cooperate in the long-range program of the Federal Government to bring about operating economies and improved accounting in all agencies of the Government.

When this fiscal year ends, tests will have been made on the first significant change in operating procedures of the Panama Canal since it was planned and constructed nearly 50 years ago—two new ship-towing devices for use at the locks. The new devices have been designed and are being manufactured by K. G. LeTourneau, Inc., under a contract administered by the Engineering and Construction Bureau. The results of these tests will vitally affect planning for the operation of the waterway for many decades to come.

This is only one of several areas in which the problem of handling the steadily-increasing flow of ships through the Canal will be approached by a positive design and construction program this year. Two others are a long-range program of widening Gaillard Cut to a minimum of 500 feet and lighting the Cut and Locks for improved night-operating conditions.

We expect that design of the high-level bridge at Balboa will be started this year. This will be done by an architect-engineer still to be selected. Completion of the bridge will take about 4½ years after initial funds are appropriated for the design.

Prospects at the outset of fiscal year 1958 promise one of the busiest years for the Engineering and Construction Bureau since construction days. Continuation of the power conversion project, deepening of Cristobal anchorage, construction of the new Activities Building at Balboa High School are some of the more important active phases of the Bureau's work which, when fitted into an overall improvement program, will determine how the Panama Canal will operate and how the Canal Zone will look for perhaps the next half century.

The fiscal year will start slowly for the Health Bureau but by next June we should be well into the long-range planning based on Dr. I. S. Falk's detailed survey of Canal Zone health activities. This study, which was started last February and which should be in its final form this fall, is the only comprehensive study on medical facilities since the Canal was begun. Its recommendations will influence, in large part, not only what will be done for the remainder of this year, but for several years to come.

In his survey, Dr. Falk is placing particular emphasis on statistical studies, the adequacy of hospital facilities, sanitation, and dental and veterinary services, and the development of a long-range plan for hospitalization and medical care.

Also slated for this fiscal year are: The appointment of a new Superintendent of Coco Solo Hospital to succeed Dr. J. M. Wilkerson, who retired last month; completion of a year's training program for 21 nursing assistants at the two hospitals, and the start of training for a second group; and completion of the new parking lot at Gorgas Hospital.

To me, Fiscal Year 1958 could well be titled **THE YEAR OF THE FUTURE** for the Canal organization and personnel.

The past year has been the **YEAR OF THE TREATY**. A large part of the effort of the administration has been in preparing the plans to implement property transfer and the Single Wage Plan required under the 1955 Treaty, in addition to commitments implemented last January. Testimony has been given on implementing legislation before the Congress. I feel confident this legislation will be passed before Congress adjourns or soon after it reconvenes next January.

In any event, we here are ready to put into effect the requirements of the Treaty. This has been a difficult, time-consuming task, involving as it did coordination with the agencies of the Department of Defense and the Congressional Committees whose interest in this legislation has been intense.

So many things will happen in the fiscal year just beginning, not only with respect to Treaty items but also with respect to the Canal capacity studies and master-plan items, that a start into a better future will really be made by the end of next June.

The land transfer legislation will permit the start of construction of housing and service facilities at Margarita and, while very few, if any, new houses will be completed, our plans will be ready for consolidating our important Atlantic side forces in Gatun and Margarita. The future of these two areas will then be clearly definable by the individual and by the administration. The job of the Civic Councils on the Atlantic side will be of overriding importance in the development of the best communities possible.

The capacity studies which are now nearing completion and which are a monument to Colonel Schull's engineering ability will be carried forward under the leadership of our



new Lieutenant Governor. The two most obvious accomplishments we can list this year will be the testing of the new towing devices at Gatun and the initiation of experimental lighting in the Cut and on the locks. Completion of these will open entirely new possibilities in assuring a more rapid transit and cheaper costs for the shipping industry which, again I repeat, is our major customer and the one we must steadily strive to satisfy as to the adequacy of our services.

Next June will see the last phases of the power conversion program under way, foreshadowing a day not too distant when all housing areas will be completed. When that day arrives you can once more buy the best of modern electrical appliances. No longer will we have to read, with a sense of frustration, about air conditioners, dehumidifiers, modern refrigerators or fans. Our way of life can become that of a normal citizen in the United States.

Dr. Falk's studies of our hospitals and medical services will give us clear goals as to the future of these important community facilities. It seems obvious at this time that his studies will provide for better service by both Coco Solo and Gorgas Hospitals.

The new high school at Margarita, to be started within the year, and the new activities building at the Balboa school will permit much better utilization of the fine teaching staff that has always been available.

For most of us the year of the future will be the year of continuing hard work. All forces will be bent to the task of taking care of the steadily-rising number of Canal transits. The locks force, the pilots, the police and the firemen will find themselves faced with the same necessity for dedication to their tasks that has always characterized their organizations.

Too much may not be completed but, in my book, fiscal year 1958 is the opening of a new way of life and a new scale of activity in the most remarkable area under the control of the United States.

During fiscal year 1958, the Marine Bureau expects to conduct a number of experimental projects leading to improved operations of the Panama Canal. These will be test lighting to improve night-transit conditions, and tests on new towing devices now being manufactured by LeTourneau.

The year's budget includes \$125,000 for experimental lighting of the locks. This will be tried out at Pedro Miguel Locks to improve and expedite night-transits. If the results are successful, the lighting system of all locks will be changed.

The budget also contains the sum of \$70,000 for experimental lighting of a portion of Gaillard Cut. If successful, this project will be completed for the entire Cut. We hope that by having the Cut adequately lighted, two-way traffic can be handled at night instead of the present one-way only. In this connection, six pilots, now on States leave, have been detailed to inspect lighting of Cape Cod and Chesapeake and Delaware Canals.

Tests with the new towing devices, a radical change from present equipment, will begin during the second quarter of the fiscal year.

Three major developments are in sight this fiscal year for the Personnel Bureau, provided present plans materialize and treaty legislation is passed by the Congress. These are: Implementation of the Single Wage Plan; the physical move of the Employment and Utilization and Wage and Classification Divisions to new office space in Ancon; and an expanded Management and Employee Development program.

Plans are well under way to put the Single Wage Plan into effect if the necessary legislation is passed by Congress this fiscal year.

In the physical move the Wage and Classification Division will transfer from the Administration Building at Balboa Heights to office space in the former Ancon Commissary. The Employment and Utilization Division, which includes the Central Labor Office, will move from Building 69 on Roosevelt Avenue in Balboa to the remodeled Commissary and its annex.

In line with long-range plans to make the heart of Balboa into a modern shopping center, a start will be made this year to modernize the Balboa retail commissary. This will include detailed planning for expanded selling space. Meantime, during the coming year, both the commissaries and service centers will continue to broaden their merchandise assortments. In the commissaries, the stores will keep pace with the conversion to 60-cycle current by stocking more and more household appliances which operate on the new current.

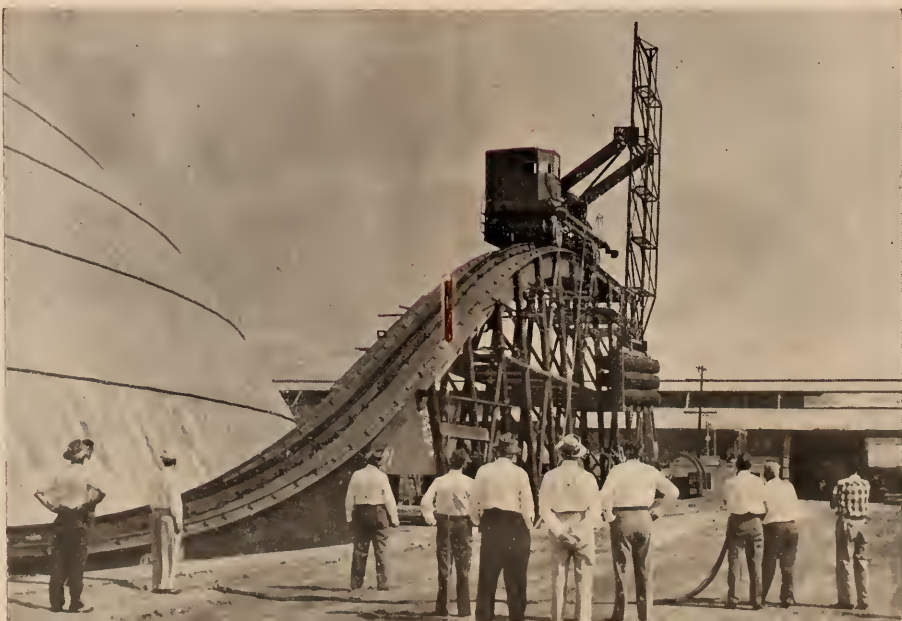
Other retail outlet developments during the coming year include plans for advanced training classes for salespeople on the order of those taught in up-to-date department stores in the United States, and the continued air-lifting of fresh fruits and vegetables from Miami which will go on as long as there is seasonal top quality produce which can be delivered in garden-fresh condition. Shipments to date have proved to be overwhelmingly successful.

Also during fiscal 1958, the Storehouse plans to install a scrap press which will make the processing of salvage much easier, the finished product more readily saleable, and the loading operations safer.

While all units of the Transportation and Terminals Bureau will continue their normal, busy existence during the coming fiscal year, attention will be focused on the Railroad Division which will undergo important reorganizational changes. The Division is now headed by its new manager, George M. Smith, former Transportation Officer for the Pennsylvania Railroad.

Some of the proposals under consideration to revitalize the Panama Railroad are: Revision of the railroad operating table to improve freight deliveries and augment passenger-train service for greater passenger convenience; installation, in the near future, of mechanical refrigerating units capable of handling all frozen commodities; and the adjustment of freight-rate structures to offer more attractive rates.

Legislation to implement the 1955 Treaty with Panama requires the Railroad to move out of its passenger-and-freight facilities in the Republic. Plans call for the building of a freight house and passenger station in Ancon, near Panama City, and a passenger station in Cristobal. These are to be adequate in all respects to handle the present traffic and the increased traffic which is expected because of the greater convenience and service of the proposed new schedules.



This is one of the new LeTourneau towing devices for the Locks which will be tried here this year.





PAGES FROM THE
CANAL'S HISTORY

THIS MONTH

50 Years Ago

Panama City's venerable *Star & Herald*—it was already over half a century old—was concerned 50 years ago this month with dangers of a lock-type Panama Canal. In an editorial, the paper declared that the danger to which the terminal cities would be exposed from "vast quantities of impounded water at either end escaping and sweeping everything before it in its rush to the sea" had been pointed out in the United States by Lindon W. Bates of sea-level fame.

In August 1907, the Isthmus was alive with rumors that at least 50 percent of the Canal working force would be laid off, because appropriations for the fiscal year, which began July 1, were not as large as before.

Two appointments were announced for the Canal force. Maj. H. F. Hodges of the Army Engineer Corps was put in charge of the Isthmian Canal Commission's Washington office. His chief duties were to be supervision of material and supply purchases. And on the Isthmus, Charles A. Merritt, who had had hotel experience in Jamaica and New York, was appointed manager of the Tivoli Hotel.

Bids were opened in Washington for 500 12-cubic-yard steel dump cars—the low bid was \$554,000—and 115 four-cubic-yard steel cars, for which the low bid was \$19,515. Also from the States came word that the "Ancon," one of two 288-foot suction dredges, was en route to the Canal Zone from Sparrows Point, Md.; the second, the "Culebra," would get underway in about three months but would have to go through the Straits of Magellan en route to Balboa.

Joseph Bucklin Bishop, Secretary for the ICC, arrived on the Isthmus, accompanied by several thousand books for the first public libraries on the Isthmus. The libraries were to be installed in the four YMCA's, at Cristobal, Gorgona, Empire, and Culebra, and in the University Club in Panama City. The fiction would rotate among the libraries, non-fiction stay put.

25 Years Ago

Canal traffic, slipping steadily since the beginning of the depression, continued to decrease. July's commercial transits totaled 326, those for August were 314, the lowest for any month since December, 1922.

Meanwhile, employees continued to feel the impact of the Economy Bill which, the "Star & Herald" commented, dealt employee morale "the hardest jolt it has yet been called on to absorb." Panama Railroad personnel learned officially that they would be affected just as employees of the Panama Canal were, although unlike the others, they could get cash payment of their accumulated leaves if the leave were served during fiscal 1933. At the end of the month three married women, employed in the Receiving and Forwarding Agency, were notified that they were to be furloughed for six months, under the one-working-member of a married couple provision.

Word came from Washington, during August 1932, that Lt. Col. Clarence D. Ridley was to be the Canal's next Engineer of Maintenance, succeeding Col. J. L. Schley. Colonel Schley's appointment

as Governor was not announced simultaneously, although it was generally expected.

Thatcher Highway was practically completed and trial runs were made by the ferry, preparatory to inauguration of operations September 1. At the request of Panama, the Canal Administration considered a 24-hour operating schedule. Formal ceremonies for inauguration of highway and ferry were postponed because Representative Maurice Thatcher was unable to be present at the time.

On August 23, 1932, the windows and terrace of the Balboa Heights Administration Building overflowed with spectators as five men from the Army Air Corps gave a parachute jumping demonstration at Albrook Field. Since there were only three "jumping parachutes" on the Isthmus, they had to be collected and flown back to France Field for repacking before the last two men could jump.

As a contraband control measure, officials from Panama suggested to their Canal Zone colleagues that all Panama Canal employees carry identification cards. This came on the heels of a Canal announcement that the organization would take no steps to prevent nonemployees from attending movies in the Zone but would raise admission prices for all except employees.

Also in August 1932: Dr. W. C. Todd was named the Canal Zone's first Public Defender; Panama Line ships were no longer to carry mail because the eight-day trip between New York and Cristobal was considered too slow; work on the New Cristobal High School reached the place where it was possible for school officials to announce that the building would be ready for use in January; the first concrete was poured at Madden Dam; the Canal was considering plans to replace all construction-day quarters in Gatun; and an alligator bit through the insulation on a cable crossing Santa Cruz Island in Gatun Lake, killing himself and shorting the circuit.

10 Years Ago

Construction of the new \$1 million obstetrical building for Gorgas Hospital became a certainty as the President signed the appropriation bill containing Panama Canal funds.

Canal Zone speed limits were raised. Motorists could now legally do all of 40 miles an hour on the open road and 25 in town, except where otherwise specified.

The worst outbreak of infantile paralysis in many years caused one death during August 1947; by mid-August, there were seven polio patients in Gorgas Hospital and four others in military hospitals in the Canal Zone.

The Central Labor Union endorsed plans to close four Panama Canal commissaries during the noon hour as an economy measure. These were the stores at Ancon, Balboa, Cristobal, and La Boca, then open all day.

A sentence of death by hanging was handed out in the District Court at Cristobal against Edward J. Kemp, charged with murdering a shipmate in May. Appealed to the Circuit Court in



From the gangplank of the SS Heredia, Lt. Gov. and Mrs. H. W. Schull, Jr., said goodbye to the Canal Zone last month. Col. Schull is joining an engineering company in Miami, Fla.

Here's The Man Who

(Continued from page 9) merchandising outfits as the Hecht Department Store in Washington, and the E. A. Filene branch in Arlington, Va.

During World War II he served as a lieutenant in the U. S. Coast Guard, in both Atlantic and Pacific theaters of war. If pressed, he will admit to having been decorated twice for uncovering the only two cases of sabotage to be found during the war on ammunition ships in New York harbor.

In 1951, he left private business to enter the government service as a consultant for the Office of Price Stabilization and stayed on as Director of the Consumer Goods Program. Two years later he joined the Panama Canal Company as Administrator of its Procurement Division.

He lives with his wife and two children, Sandy, 14, and Judy Ann, 4, in a new house they have just built in Syosset on the north shore of Long Island near Huntington. For the past few weeks his family has been on the Isthmus, taking their first look at the Canal Zone with which he has been doing business for over four years.

New Orleans, the sentence was later changed to life.

One Year Ago

Assistant Secretary of the Army, George Roderick, Chairman of the Board of the Panama Canal Company, here to confer on treaty provisions, laid things on the line in a public statement. Neither the treaty nor plans for its implementation, he said, provides for a general overall wage increase; on the other hand there would be no wage reduction.

Director Is Employed For Program To Assist Handicapped Children

An educational program for the Canal Zone's handicapped children is gradually moving toward reality.

Within the next few weeks a Director of Special Education and a teacher for speech therapy will arrive in the Canal Zone and before many more weeks remedial reading classes should be under way for children who need that help.

The new Director of Special Education is James Merle Wolf, who has been Coordinator of Special Education in McLean County, Ill. His particular area is known as Unit District Five



James Merle Wolf

which has a school population of about 3,000. He has been liaison officer between that area and the Illinois State University Special Education School.

Teaching speech therapy will be a former Canal Zone girl, Marilynn Flynn. Daughter of Mr. and Mrs. Peter G. Flynn, she grew up here and is a graduate of Balboa High School and the Canal Zone Junior College. She was graduated in speech therapy at Bradley University and has been serving as speech therapist in the Orlando, Fla. schools.

The remedial reading classes, which will be the first step in the program for handicapped children will be in charge of a qualified elementary school teacher who will be transferred to this work.

Mr. Wolf will spend most of the coming school year studying the potential student body of about 250 children and screening them to see which children need which special education. He will also decide on the school buildings where the special classes should be located and the type of equipment which must be purchased.

Plans for a program for handicapped Canal Zone children have been studied for several months. Early this year, Dr. Ray Graham, of Illinois, spent several months here looking into the local situation and making his recommendations. An appropriation to establish some of the special education facilities is included in the budget for the present fiscal year.

Mr. Wolf, who will head the program, was highly recommended by Dr. Graham. A native of Sterling, Ill., he was graduated from the Illinois State Normal University in 1950 and holds a Master's Degree in Education from the same school.



The war-babies are growing up.
This year, according to the best-educated guess of the Canal Zone School officials, there will be more students in Balboa and Cristobal High Schools and in the junior college, than ever before in the history of the local school system.

As a matter of fact, the officials, whose predictions have a way of being uncannily accurate, have stuck their necks out again this year to forecast a record enrollment of 7,044 students when the United States schools open here September 4. The figure includes enrollments from kindergarten through junior college, but does not include CZJC's extension division, and represents an increase of 81 over last year's school population of 6,963.

The expected enrollments are: Kindergarten, 603; elementary, 4,022; junior high schools, 938; senior high schools, 1,286; and the junior college, 175. This is a slight decrease in kindergarten through eighth grade but an increase of 13 percent in senior high school enrollment, and 12 percent in the number of junior college students.

The major construction project for the Schools Division this year will be at Balboa High School. Work will begin on the two new activities buildings, one near the Balboa Fire Station and the other behind and to one side of the High School building.

These will provide space for musical organizations, dramatic activities, ROTC classes and the armory and for a 600-seat auditorium. If funds are available, there will also be space for a cafeteria.

In number, the teaching staff of the regular schools will remain the same this school year as last. A number of new teachers have been recruited in the United States and a Director of Special Education and a speech therapist have been employed.

In the kindergarten, 10 full-time teachers will replace a number of part-time assistants as a first step in a plan to staff the kindergartens with teachers who hold college degrees. In the larger schools, kindergarten assistants will work with the full-time teachers.

There are two major changes in the supervisory staff. Miss E. Frances Fanning who has been principal at Gamboa, will replace Mrs. Gladys Light, Supervisor of Instruction, who is on a year's leave of absence in the United States. Miss Fanning, in turn, will be replaced by William Garber, who has been on the teaching staff of the Cristobal Junior-Senior High School.

A few changes are planned in school districting. Because of expected crowded conditions in the Balboa and Diablo Heights elementary schools, students from the Ancon district who attended these schools last year will be returned to the Ancon school this year. First and second grade students from Los Rios will be assigned to the Balboa school instead of to Diablo Heights. Kindergarteners from Coco Solito will continue at the

Cristobal elementary school but first through sixth graders will go to North Margarita this year.

In addition to the major construction at Balboa High School, many improvements will be made in the physical plant of the schools this year. New toilet facilities are being installed at the Balboa stadium, and the rifle ranges at the two United States high schools have been improved as a safety measure. A new covered passageway has been built at the Gatun school.

Also scheduled for this year is considerable work at the Balboa gymnasium. A concrete playing slab will be laid and the dressing rooms will be enlarged. Protective hoods will be installed to keep the rain from blowing into the gymnasium.

—Bus Behavior

A code of behavior has been drawn up for approximately 900 Canal Zone students for whom free bus service has been or will be provided this year, according to an announcement from the Division of Schools.

When the United States schools open September 4, free bus service will be provided for approximately 530 boys and girls who live in districts which do not have appropriate school facilities. Another 80 pupils living a considerable distance from the schools will also be transported without charge. Kindergarten children in areas where traffic hazards are considerable will also receive the free transportation.

In the Latin American communities, free school bus service has been provided since July 1 to 264 pupils. A majority of these are boys and girls from Santa Cruz who are attending high school at Paraiso. Other communities having the bus service are La Boca, Chiva Chiva, and Cocoli, from which students are driven back and forth to Paraiso; and Mindi, whose boys and girls attend school in Rainbow City.

A change will be necessary September 3 in the hours at the Paraiso schools, so that sufficient busses will be available for both U. S. and Latin American school service. Effective on that date the Paraiso school day will be 9 a. m. to 4 p. m. instead of 8 a. m. to 3 p. m. This will free a number of busses to aid in transporting children in the U. S. communities.

When they accept the free transportation, each student agrees to the following:

Each pupil riding the school busses will be expected to obey the bus drivers promptly and must be on time at the designated bus stops. Pupils are not to cross behind a bus when crossing a highway.

In the busses, the boys and girls must keep their hands and heads inside the vehicles, remain in their seats, and must not cause trouble by teasing, pulling hair, scuffling, or using unfit language.

Pupils who disfigure or mutilate a bus will be required to pay for the damage. Bus privileges will be denied those who do not comply with the regulations.

PROMOTIONS AND TRANSFERS

June 15 through July 15

Employees who were promoted or transferred between June 15 and July 15 are listed below. Within-grade promotions are not reported.

ADMINISTRATIVE BRANCH

Mrs. Elvera N. Breakfield, from Accounting Clerk, Commissary Branch, to Supervisory Accounting Clerk, Printing Plant.

CIVIL AFFAIRS BUREAU

J. D. Barnes, from Patrolman, Locks Security Branch, to Window Clerk, Postal Division.

Richard D. Brown, from Chauffeur and Truck Driver, Motor Transportation Division, to Substitute Window Clerk, Postal Division.

Carroll E. Kocher, from Finance Branch Superintendent to Air Mail Tour Foreman, Postal Division.

John W. Hare, from Real Property Analyst, Office of the Director, to Chief, License Section.

Mrs. Annie R. Rathgeber, Secretary (Typing), from Office of the Director to License Section.

Wordie W. Burrow, James E. Haas, from Patrolman, Locks Security Branch to Policeman, Police Division.

Mrs. Veva S. Folsom, from Substitute Teacher to Senior High School Teacher, Division of Schools.

Leslie M. Spencer, from Customs Inspector to Senior Inspector, Cristobal, Customs Division.

Bruce G. Sanders, Jr., from Senior Inspector to Chief Inspector, Cristobal, Customs Division.

Mrs. Sally R. Hudson, from Elementary School Teacher to Substitute Teacher, Division of Schools.

Mrs. Frances M. Ackerman, from Substitute Teacher to Junior High School Teacher, Division of Schools.

Mrs. Jean C. Morden, from Senior High School Teacher to Substitute Teacher, Division of Schools.

William H. Munyon, from Police Captain to Warden, Police Division.

Mrs. Marion B. Taylor, from Clerk-Typist to Clerk-Stenographer, Division of Schools.

Bertha E. Moya, Clerk-Typist, from Accounting Division to Division of Schools.

OFFICE OF THE COMPTROLLER

John E. Fisher, from Assistant Chief, Accounting Division, to Assistant Chief Accountant and Chief, Reporting and Special Analysis Staff, Office of Chief, Accounting Division.

Miguel Corco, from Chief, Reporting and Special Analysis Staff, to Staff Assistant, Office of the Comptroller.

Mrs. Mary H. Foster, Property and Supply Clerk, from Division of Storehouses to Accounting Division.

Gertrude M. Milloy, Supervisory Accounting Clerk, from Division of Storehouses to Accounting Division.

Mrs. Mary G. Livingston, Accounting Clerk, from Commissary Branch to Accounting Division.

Mrs. Lucille M. Flenniken, Mrs. Ruth E. Clement, Accounting Clerk, from Commissary Branch to Accounting Division.

Winston P. Abernathy, Voucher Examiner, from Commissary Branch to Accounting Division.

Mrs. Elizabeth S. Coleman, Accounting Clerk, from Service Center Branch to Accounting Division.

Johnny Vaucher, Accounting Supervisor, from Commissary Branch to Accounting Division.

Gilberto Young, Accountant, from Methods and Relief Staff to General Ledger and Processing Branch.

Mrs. Ruth H. Elich, from Accounting Clerk to General Accounting Clerk, Accounting Division.

Louis C. Caldwell, Preston G. Gau, Tabulating Equipment Operation Supervisor, from Administrative Branch to Accounting Division.

Alfredo Lombana, Mrs. Mercedes A. Borrell, Mrs. Helen M. Cicero, Tabulating Equipment Operator, from Administrative Branch to Accounting Division.

James McKeown, Jr., Student Assistant

(Tabulation), from Administrative Branch to Accounting Division.

George A. Black, Jr., Tabulation Project Planner, from Administrative Branch to Accounting Division.

Mrs. Margaret M. Janssen, from Clerk-Stenographer to Clerk (Stenography), Budget and Rates Division.

Mrs. Bertha E. Hayes, Clerk-Typist, from General Office Division to Accounting Division.

ENGINEERING AND CONSTRUCTION BUREAU

Mirt Bender, from Pumping Plant Operator, Maintenance Division, to Pipeline Suction Dredge Foreman, Dredging Division.

Victor D. Young, from Supervisory Electrical Equipment Inspector to Construction Representative, Power Conversion Project.

Frederick A. Ebdon, from Electrical Equipment Inspector to Construction Representative, Power Conversion Project.

Mrs. Margaret L. Elder, from Clerk-Typist to Clerk (Typing), Power Conversion Project.

George T. McLintock, from Electroplater I to Electroplater II, Electrical Division.

Edmund T. Bleakley, from Foreman to Operator, Pipeline Suction Dredge, Dredging Division.

Walter W. Woodruff, from Plant Electrician, Maintenance Division, to Wireman, Electrical Division.

Paul D. Gibbs, from Substitute Window Clerk, Postal Division, to Apprentice Power house Operator, Electrical Division.

Mrs. Kathryn S. Gregory, from Dictating Machine Transcriber to Clerk (Typing), Engineering Division.

Mrs. Rose L. Thomas, from Typist to Dictating Machine Transcriber, Engineering Division.

John R. Hammond, Jr., from Supervisory Mechanical Engineer to Chief, Electrical-Mechanical Branch, Engineering Division.

Rubelio D. Quintero, from Electrical Engineer to Supervisory Electrical Engineer, Engineering Division.

John L. Dougan, from Industrial Repair Equipment Foreman II to Maintenance Machinist II, Maintenance Division.

Rialto M. Christensen, from First Assistant Engineer to Chief Engineer, Pipeline Suction Dredge, Dredging Division.

George F. Reichel, from Engineer to First Assistant Engineer, Pipeline Suction Dredge Dredging Division.

John T. Dillon, from Engineer to Chief Engineer, Dipper Dredge, Dredging Division.

Robert E. L. Brown, from Supervisory Electrical Engineer, Engineering Division to Supervisory Construction Management Engineer, Power Conversion Project.

John P. Bidwell, from Fleet Machinist to Motor Boat Maintenance Mechanic, Dredging Division.

J. Bartley Smith, from Assistant to Project Engineer to Project Engineer, Power Conversion Project.

Leslie D. Wood, from Wireman to Lead Marine Electrical Foreman, Electrical Division.

George W. Wertz, from Lead Marine Electrical Foreman to Lead Marine Electrical Foreman II, Electrical Division.

Richard Swearingen, from Electrical Equipment Inspector (Public Works) to Construction Representative (General, Power Conversion Project).

Willard W. Huffman, from Power and Communications Cablesplinter to Automatic Telephone Communication Equipment Maintainer I, Electrical Division.

Walter E. Marek, from Pipefitter, Industrial Division to Quarters Maintenance Lead Foreman, Maintenance Division.

William J. Stevenson, from Power Plant Electrician to Wireman, Electrical Division.

OFFICE OF THE GOVERNOR-PRESIDENT

Col. Hugh M. Arnold, from Engineering and Construction Director to Lieutenant Governor-Vice President.

Warren H. Smith, from Supervising Safety Engineer to Chief, Safety Branch.

HEALTH BUREAU

Dr. Jose A. Filos-Diaz, Medical Officer,

from General Medicine and Surgery to Internal Medicine, Gorgas Hospital.

Dr. Benjamin P. Kietzman, Dr. Robert H. Baker, Dr. Clifford S. Reusch, Dr. Floyd L. Pollard, Jr., from Intern to Hospital Resident, Gorgas Hospital.

Dr. Rogelio Arosemena, Dr. Roderick L. Esquivel, from Hospital Resident to Medical Officer (Surgery, General), Gorgas Hospital.

Dr. Gabriel Kourany, from Hospital Resident to Medical Officer (General Medicine and Surgery), Gorgas Hospital.

Dr. G. Josephine Garner, from Intern to Medical Officer (General Medicine and Surgery), Gorgas Hospital.

Dr. Charles H. Glines, from Hospital Resident to Medical Officer (General Medicine and Surgery), Gorgas Hospital.

Capt. Gordon L. Verity, from Chief, Radiology Service, Coco Solo Hospital, to Assistant Chief, Radiology Service, Gorgas Hospital.

Mrs. Jacqueline C. Gilbert, from Clerk-Typist, Office of Health Director, to Clerk-Dictating Machine Transcriber, Gorgas Hospital.

Dr. Julien C. Kennedy, from Chief, Neuro-Psychiatric Section to Chief, Psychiatric Service, Gorgas Hospital.

Mrs. Marcia H. Van Horne, from Secretary (General) to Administrative Assistant, Administrative Section.

MARINE BUREAU

Donald L. Gifford, from Towing Locomotive Operator to Machinist, Locks Division.

George A. Harter, from Patrolman, Locks Security Branch to Towing Locomotive Operator, Locks Overhaul.

Hugh C. Christie, from Machinist to Machinist Foreman, Locks Division.

Millon L. Nash, from Machinist Foreman to Lockmaster, Locks Division.

Charles H. Colburn, from Motorboat Maintenance Mechanic, Dredging Division, to Machinist, Industrial Division.

Roger J. Rios, from Patrolman to Sergeant, Locks Security Branch.

William F. Mornhinweg, Jr., from General Electrical Foreman III to Chief Foreman Locks Operations, Locks Division.

Kenneth L. Middleton, from Control House Operator to Lockmaster, Pacific Locks.

William C. Keepers, from Lockmaster to General Electrical Foreman III, Pacific Locks.

Elmer J. Moolchan, from Electric Welder, Dredging Division, to Signalman, Navigation Division.

Robert G. Stern, from Apprentice to Sheetmetal Worker, Industrial Division.

Robert J. Byrne, from Commissary Supervisor, Commissary Branch, to Patrolman, Locks Security Branch.

Olin P. Strickland, from Planing Mill Lead Foreman to Lead Joiner Foreman, Industrial Division.

Joseph H. Kueter, Glenn C. Dough, John Van der Heyden, William Wirtz, Jr., from Industrial Shipwright to Shipwright, Industrial Division.

Alexander McKeown, William E. Stanford, from Planing Mill Hand to Shipwright, Industrial Division.

Vincent Canamas, Ralph H. Kirkpatrick, from Cabinetmaker to Joiner, Industrial Division.

Wiltz J. Schexnayder, from Shipjoiner to Joiner, Industrial Division.

Roland C. Casanova, from Planing Mill Hand to Joiner, Industrial Division.

PERSONNEL BUREAU

Mrs. Beatrice L. Hanlen, from Clerk-Typist to Appointment Clerk (Typing), Employment and Utilization Division.

SUPPLY AND EMPLOYEE SERVICE BUREAU
Mrs. Hilda E. Wickens, from Accounting Clerk, Accounting Division, to Checker, Commissary Branch.

Mrs. Norma E. Hamilton, from Clerk (Typing), Division of Schools, to Secretary (Stenography), Office of the Director.

Mrs. Gertrude A. Connard, from Supervisory Steward, Service Center Branch, to Commissary Supervisor, Commissary Branch.

Mrs. Margaret M. Nash, Accounting Clerk, from Accounting Division to Commissary Branch.

TRANSPORTATION AND TERMINALS BUREAU

Mrs. Glendora A. Dorsey, from Clerk-Stenographer, Commissary Branch, to Cargo Clerk, Terminals Division.

James H. Rheney, Repair Shop Foreman

from Terminals Division to Motor Transportation Division.

Harry M. Witt, Repair Shop Lead Foreman II, from Terminals Division to Motor Transportation Division.

Mrs. Mildred L. Randall, from Accounting Clerk, Division of Storehouses, to Cash Accounting Clerk, Motor Transportation Division.

James A. Dorsey, from Construction and Maintenance Superintendent to Lead Track Foreman II, Railroad Division.

OTHER PROMOTIONS

Promotions which did not involve change in title follow:

Daile D. Keigley, Accountant, Reporting and Special Analysis Staff, Accounting Division.

Donald M. Luke, Chief, General Ledger and Processing Branch, Accounting Division.

Richard M. Conover, Position Classifier, Wage and Classification Division.

Mrs. Martha W. Keller, Supervisory Steward, Service Center Branch.

Dr. Walter H. Maloney, Hospital Resident, Gorgas Hospital.

William L. Brooks, Administrative Assistant (Typing), Power Conversion Project.

Dr. Frank P. Smith, Assistant Chief, Medical Service, Gorgas Hospital.

Mrs. N. May Stokes, Supervisory Accounting Clerk, Printing Plant, Administrative Branch.

Dr. Richard Ostenson, Medical Officer, Ear, Nose, and Throat, Gorgas Hospital.

Norbert H. McCauley, Stuart Wallace, William B. Lloyd, Ralph R. Grassau, Budget Analyst, Budget and Rates Division.

Mrs. Hamner C. Cook, Accounting Clerk Commissary Branch.

Mack F. Bailey, Supervisory Sanitation Inspector, Sanitation Division.

RETIREMENTS

Retirement certificates were presented at the end of July to the following employees who are listed alphabetically, together with their birthplaces, positions, length of Canal service, and future addresses.

Hazel A. Alsing, California; (Gen.) Head Nurse, Gorgas Hospital; 30 years, 7 months, 23 days; San Francisco, Calif.

Mrs. Marione Campbell, New York; Time, Leave, and Payroll Clerk, Office of Comptroller; 31 years, 6 months, 21 days; Springfield, Ark.

Samuel J. Deavours, Georgia; Locomotive Engineer, Railroad Division; 22 years, 5 months, 24 days; Florida.

Paul M. Disharoon, Virginia; Chief Engineer (Floating Crane) Dredging Division; 33 years, 6 months, 15 days; Cape Charles, Va.

Wallace E. Gibson, Wisconsin; Supervisory Cargo Clerk, Terminals Division; 14 years, 8 months, 11 days; Port Arthur, Tex.

Francis X. Moser, Ohio, Machinist; Industrial Division; 15 years, 3 days; California.

Otis M. Ramey, Mississippi; Lead Yard Foreman, Railroad Division; 23 years, 4 months, 21 days; California.

Kathryn P. Stapf, New York; Supervisory Accounting Clerk, Terminals Division; 20 years, 6 months, 8 days; Sunland, Calif.

Dr. John M. Wilkerson, Oklahoma; Superintendent, Coco Solo Hospital; 7 years, 4 months, 23 days; St. Petersburg, Fla.

AUGUST SAILINGS

FROM CRISTOBAL

Cristobal August 10
Ancon August 17
Cristobal August 28

FROM NEW YORK

Cristobal August 2
Ancon August 9
Cristobal August 20
Ancon August 27

Southbound ships which leave New York Friday are in Haiti the following Tuesday. Those which sail from New York Tuesday spend Saturday in Haiti.

Northbound, the ships stop in Haiti two days after clearing Cristobal; Monday for those which sail from Cristobal Saturday, and Friday for those which clear Cristobal Wednesday.

Retires



Paul M. Disharoon

Over 33 of his 40 years of Government service were at the Dredging Division.

ANNIVERSARIES

To three Atlantic sidlers goes the honor of sharing the top spot on the July list of anniversaries. The trio has much in common. They share the same service date, July 1, 1927; have 30 years of Canal service and, as adults, continuous service with the unit where they still work; are native-born Isthmians; and were born the same year. They are, alphabetically: **Joseph A. Corrigan, Jr.**, Supervisory Cargo Officer, Terminals Division; **Herbert K. Peterson**, Chief of the Planning Section of the Industrial Division; and **Anastasio Sogandares**, Planner and Estimator for the Industrial Division.

Mr. Corrigan was born in what is now Gorgas Hospital, the son of Joseph A. Corrigan, who came to the Canal Zone in 1905 as a carpenter.

He was graduated from Cristobal High School in 1927, one of a class of 16. His first job was as a checker with the Receiving and Forwarding Agency, now the Terminals Division in Cristobal. He has been promoted through the ranks of foreman checker, stevedore foreman, storekeeper, traffic clerk, supervisory traffic clerk, and supervisory freight traffic officer to his present position.

Mr. Peterson is another second generation Zone employee; his father, Walter D. Peterson, was a boilermaker in the Cristobal Shops. Born in Cristobal, he attended Cristobal High School. His first job was that of a helper in the Cristobal garage of the Motor Transportation Division. A few months later he transferred to the then Mechanical Division and began an apprenticeship as a welder. He worked at this trade at the Cristobal shops until he was promoted to shipfitter. Successive promotions led to his present position which he has held since September 1953.

Mr. Sogandares was born on Taboga Island but is a naturalized United States citizen. He started his Canal career as a messenger and helper in the Mechanical Division at Balboa and in 1927 began an apprenticeship as a boilermaker. He has been assigned at times, during the past 30 years, to the Locks and Dredging Divisions and to Madden Dam, on a loan basis, but has remained on the rolls of the Mechanical Division, now the Industrial Division. In 1954, he was promoted from boilermaker leadingman to planner and estimator, the position he now holds.

Both he and Mr. Peterson have been commended for several special jobs; one commendation which they share was for work on a damaged Colombian ship, the *Ciudad de Quibdo*, in 1956.

July's remaining 30-year employees come

from all parts of the country. They are: **C. F. Bertoincini**, General Engineer, Surveys Branch, Panama; **Nolan A. Bissell**, Foreman, Mail Handling Unit, Postal Division, Mississippi; **Lyman Jackson**, Locomotive Machinist, Railroad Division, Indiana; **Jacques K. Lally**, Clerk-in-charge, City Division, Cristobal Post Office, Missouri; **Lew W. McIvaine**, Assistant Supply Officer for Housewares for the commissaries, Ohio; and **Wells D. Wright**, Assistant Designing Engineer, Engineering Division, Massachusetts.

All but Mr. Lally have continuous Canal service although in some cases the total years include government service elsewhere.

25 YEARS

One woman and four men celebrated their silver anniversaries in government service in July.

On the distaff side of the rolls is **Caroline Hunt**, who hails from North Carolina and who is the Nurse Supervisor at the E. N. T. Clinic and the E. N. T. operating room at Gorgas Hospital.

Others who completed 25 years of service last month are: **Oliver C. Culp**, a native of Mammoth Springs, Ark., Lead Plumbing Foreman II in the Maintenance Division; **Leon V. Heim**, from York, Pa., Customs Inspector in Cristobal; **Donald H. Spencer**, from Colorado Springs, Colo., Lead Foreman Painter and Diver, Pacific Locks; and **John R. Szima**, who comes from Dayton, Ohio, and is an Electrician in the Motor Transportation Division.

20 YEARS

Five of the nine employees who celebrated twentieth anniversaries last month have unbroken service with the Canal organization.

These five—the town following each name is his birthplace—are: **Errett R. Albritton**, Train Dispatcher, Railroad Division, Carterville, Mo.; **Philip T. Green**, Industrial Training Coordinator, Electrical Division, Kalamazoo, Mich.; **Teddy A. Marti**, Lock Operator, Pedro Miguel Locks, Detroit, Mich.; **William J. Stevenson**, Power Plant Electrician, Electrical Division, Harrison, N. J.; and **R. H. McConaughy**, Pipefitter, Pedro Miguel Locks, Balboa, C. Z. Mr. McConaughy is a second generation Canal employee.

Two of the other four employees, **Robert B. Grier** and **John A. McLain, Jr.**, are also second generation Canal employees. Both were born in Ancon. Mr. Grier is a Machinist at Pedro Miguel Locks. Mr. McLain, Jr., is a Marine Bunkering Steam Engineer, Terminals Division.

The other two employees are: **Oather T. Brownlee**, Lead Foreman, Heavy Labor, Maintenance Division, Calhoun, La.; and **Dorothy W. Webb**, Personnel Clerk in the Central Labor Office Division, Pasquo Tank County, N. C.

15 YEARS

Of the 23 employees who completed 15 years of government service last month, 19 have continuous service with the Canal organization.

These 19 are: **Reginald R. Colby**, Window Clerk, Civil Affairs Bureau, Postal Division; **Joel L. Cook**, Policeman; **Xenia de Bermudez**, Clerk-typist in the Railroad Division; **Cyril D. DeLapp**, Policeman; **Joseph F. Dolan**, Fire Sergeant; **William G. Dolan**, Fire Marshal; **Willard F. French**, Chief, Dental Service, Coco Solo Hospital; **James D. Herblin**, Accounting Assistant, Accounting Division; **Donald V. Horwerth**, Police Lieutenant; **Jessie O. Lindsay**, Procurement Clerk, Division of Schools; **John F. McDowell**, Police and Motorcycle Officer; **R. B. McIvaine, Jr.**, Customs Guard; **William J. Monzon**, Customs Inspector; **Horace J. Orgeron, Jr.**, Special Operator for Automotive Equipment, Motor Transportation Division; **Joseph J. Pustis**, Supervisory Steward for Service Center Division; **George J. Roth**, Police Sergeant; **John B. Spivey**, Foreman for Navigation Aids, Marine Bureau; **Herbert F. Taake**, Plant Electrician, Maintenance Division; and **Hilda C. Viglietti**, Clerk-typist, Employment and Utilization Division.

Others who completed 15 years of government service are: **Michael J. Burza**, Machinist, Industrial Division; **Gene E. Clinchard**, Lead Foreman, Grounds Maintenance, Housing and Grounds Division; **Ruth S. Dunscombe**, Position Classifier, Wage and Classification Division; and **Arthur L. Smith** Machinist, Miraflores Locks.

No Tenderfoot, He



The boa and the marmoset, above, were only part of the menagerie which accompanied Canal Zone Boy Scouts to the National Jamboree at Valley Forge.

After swapping ideas and souvenirs with 60,000 other Boy Scouts from all over the United States, the 31 Canal Zone Scouts who attended the Fourth National Jamboree in Valley Forge last month are due to return to the Isthmus the second week in August.

According to plans made before their departure last month, the boys expected that the highlight of the trip for them, anyhow, would be the construction of a native hut with materials brought from the Canal Zone and the display of several native animals and a pet boa constrictor. In addition they were to be taken on sight-seeing trips to historic spots in Philadelphia, hike into nearby mountains, and attend huge area shows.

Following the Jamboree, the members of the local troops were to make a 116-mile hike in the Appalachian Mountains where they were expected to encounter several non-tropical sit-

uations such as a cool mountain night and, perhaps, poison ivy.

Accompanied by three adult scout leaders led by William H. Taylor of Balboa, the boys will complete their trip in New York early in August and are expected to sail for the Canal Zone August 6 on a transport.

The boys making the trip are shown in the picture above. In the front row are Jay Bialkowski, Jorge Arias, David Dunlap, Peter Richard, Frank Townsend, Jan Dykhuis, Federico Fernandez, Leo Trujillo, and Vito Trujillo. In the second row are Frank McLeod, Lloyd Brown, Patrick Trujillo, Peter Denton, Dougie Major, and Walter Dryja. And in the back row are Clair Walizer, Ronald Nessler, Frank McLeod, Randy Gangle, Michael McBride, Peter Thibodeaux, Rudolph Burda, Robert Arthur, and Rusty Glazer.

Section "B" Has A Party

You don't necessarily have to have an excuse for a party, but employees of Section B of the Storehouses had an especially good reason to stage one last month. They had just completed a complete interior redecorating program for their section and a relocation of their stock in a manner unique in the Canal organization.

Today, the interior of Section B's stock-bins is a bright buff, trimmed in light green; this replaces the drab old black and white and gray color scheme. The walls are light green, instead of white, and are trimmed in a darker green. The color scheme is known to the Storehouse personnel as the Demada Color Code (for J. L. H. Demers and Robert H. Adams). The actual painting was done by Storehouse personnel, under supervision, in their spare time.

While the new colors make all the difference in the world in the appearance of the building, the stock location system is even more revolutionary.

Until a few months ago, there was no location given on the cards which list the thousands of items carried by Section B. A new stock-clerk, looking for stationery supplies or automobile parts, might have a bit of trouble finding them until he learned his way around.

Today, the cards listing the stationery supplies are stamped, in large letters, that these may be found in Massachusetts on Shettlewood's Place. The large areas, known as bays, have been named for States, and the individual rows of bins in them have been named for Storehouse personnel. This simplifies the location of any given item, to a terrific degree.

The naming of the various little alleyways has had another effect. The men for whom they are named take pride in seeing to it that their particular areas are kept spotless.

When the redecoration and location was complete, the Section B people gave a party. In addition to their own group, they invited Commissary and Service Center personnel from the building next door.

Fishing Trip

Twelve lucky Canal Zone Isaac Waltons will take part in the Fifth International Marlin and Sailfish Tournament this month aboard a Panama Canal Company boat.

The boat which is being entered by the Company in the tournament this year, is scheduled to make two trips of four days each and will carry six Company-Government employees on each trip.

The first trip will be from August 3 through August 6 and the second trip from August 10 through August 13 - with the boat returning to Balboa on the afternoon of the fourth day.

The Canal contestants were selected by the Bureau heads from among applicants on the basis of the number of employees in each unit.

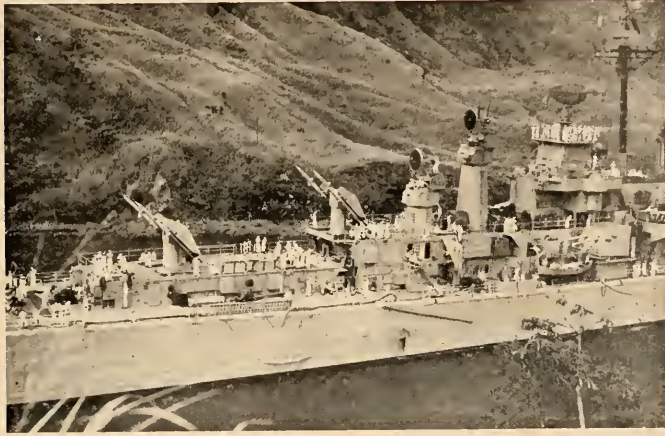
Each participant will pay \$15 which will include entrance fee and subsistence for himself and share for the crew.



To Mrs. Wilma Siler went the honor of opening the redecorated storehouse.

CANAL RECORDS FALL FOR SIXTH CONSECUTIVE YEAR

Maiden Transit



Another first for the Canal last month was the transit of the guided missile ship USS "Boston". She was part of the detachment on the midshipmen's cruise.

Cargo, Traffic, Tolls Figures Are New High In Waterway's History

With its sixth record-breaking year just concluded, the Panama Canal is now on its way into another fiscal year which will be marked by a historic event in the Canal's history.

When the past fiscal year ended, a grand total of 197,547 large commercial ships had transited the Panama Canal since August 15, 1914, when the SS *Ancon* made the first commercial ocean-to-ocean passage. Transits of all classes of ships since the Canal's opening exceeds 260,000.

Before the end of October, the 200,000th ocean-going commercial ship will have been put through the Panama Canal.

This will happen just about 18 years after the 100,000th transit—the Canal had been opened for a little over 25 years before that figure was reached—and less than eight years after the SS *Nevedan* of the American Hawaiian Line was honored, on April 26, 1951, as the 150,000th vessel to make the Canal transit.

Not only did last year's figures set new highs in traffic, tolls, and cargo but they also provided some interesting comparisons for those statistically inclined.

Cargo tonnage carried through the Panama Canal in fiscal year 1957 exceeded the 50,000,000 mark for the first time in the Canal's history. The record-breaking 50,624,373 tons were 4,355,210 tons higher than the previous year's 46,269,163 tons, over twice the tonnage carried through the Canal either in 1946 and 1947 when shipping was beginning its post-war upward swing, and 20,000,000 tons higher than the peak shipping year of 1929 and 1930 in the pre-depression period.

The fiscal year's total of 8,579 large commercial ships was not only 370 more than the total for the previous fiscal year, it was also 55 percent higher than the total for fiscal year 1938, the last normal pre-war year. It was 101 percent more than fiscal year 1947, just a decade ago.

The table below shows the steady increase of traffic in this postwar decade. In addition to the large commercial ships there are, of course, the small commercial vessels and the large and small government ships which go to make up the amazing total of ship transits each year. These figures, however, are for large commercial ships only.

1947	4,260
1948	4,678
1949	4,793
1950	5,448
1951	5,593
1952	6,524
1953	7,410
1954	7,784
1955	7,997
1956	8,209
1957	8,579

Tolls, likewise, have risen in the past decade. This year's figure of \$39,653,712

MONTHLY COMMERCIAL TRAFFIC AND TOLLS Vessels of 300 tons net or over

(Fiscal years)

Month	Transits			Tolls (In thousands of dollars)		
	1957	1956	1938	1957	1956	1938
July	669	727	457	\$3,054	\$3,247	\$2,030
August	653	676	505	2,888	2,980	2,195
September	646	686	444	2,861	3,053	1,936
October	699	709	461	3,083	3,065	1,981
November	654	627	435	2,876	2,705	1,893
December	751	658	439	3,420	2,944	1,845
January	701	664	444	3,161	2,844	1,838
February	673	681	436	3,033	3,008	1,787
March	808	712	506	3,603	3,069	2,016
April	767	692	487	3,430	3,021	1,961
May	783	703	465	3,551	3,210	1,887
June	775	674	445	3,484	3,008	1,801
Total for fiscal year	8,579	8,209	5,524	\$38,444	\$36,154	\$23,170

CANAL TRANSITS—COMMERCIAL AND U. S. GOVERNMENT

	Fiscal Year—				
	1957			1956	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial Vessels:					
Ocean-going	4,495	4,084	8,579	8,209	5,524
Small*	475	433	908	896	931
Total commercial	4,970	4,517	9,487	9,105	6,455
U. S. Government vessels, ocean-going**	151	118	269	266	441
Small*	146	235	381	337	—
Total commercial and U. S. Government	5,267	4,870	10,137	9,708	6,896

*Vessels under 300 net tons or 500 displacement tons.

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

ATLANTIC TO PACIFIC



Runner-up to the record-holding Portunus as the Canal's most frequent customer is the banana carrier, Vanda, above. She made 49 transits during FY 1957.

for tolls and tolls credits is over twice the \$17,634,361 collected in fiscal year 1947, only ten years ago, and over \$2-,200,000 more than tolls and tolls credits for the fiscal year 1956.

Figures on the leading commodities carried through the Panama Canal reveal interesting trends. Petroleum and petroleum products continued to occupy the top spot—which they have held for a number of years—in the list of the 15 leading commodities in the Atlantic to Pacific trade. In the past year, 5,242 thousands of long tons of petroleum were carried through the Canal, 68,000 long tons less than the previous fiscal year but over five times as much as was transported in the Atlantic to Pacific trade in 1938.

The largest percentage increase in the Atlantic to Pacific list was in various metals; 752 thousands of long tons went from Atlantic to Pacific last year compared with 122 thousands of long tons the previous year. Scrap metal also showed a great increase, 1,497 thousands of long tons for the past year as compared with 498 thousands of long tons for the year before.

Raw cotton shipments and shipments of various ores were almost double in fiscal 1957 the tonnage carried in fiscal 1956, and there were also increases in coal and coke, and in iron and steel manufactures. Some decline appeared in fiscal year figures for ammonia, sulphur, and soybeans.

In the Pacific to Atlantic trade, ores and lumber continued to hold the two top places in that order, although lumber shipments were down about a fifth from the previous year's figures. Ore shipments, in this trade, incidentally, were triple those of the pre-war years.

Other Pacific to Atlantic commodities showing increases from fiscal year 1956 were: Petroleum and petroleum products, wheat, sugar, canned food products, metals, refrigerated food, wool, and copra. Neither wool nor copra had appeared last year in the list of the 15 leading commodities.

In the same trade, in addition to the decrease in lumber tonnage, other commodities showing a decrease were: Nitrate of soda, barley, bananas, coffee, and raw

Commodity	Fiscal Year		
	1957	1956	1938
Petroleum and products (excludes asphalt)	5,242	5,310	907
Coal and coke	3,805	2,996	137
Iron and steel manufactures	2,835	2,131	1,859
Phosphates	1,523	1,257	328
Metal, scrap	1,497	498	999
Sugar	896	787	57
Various metals	752	122	647
Soybeans	698	746	3
Ores, various	612	317	104
Paper and paper products	463	317	423
Cotton, raw	402	212	142
Sulphur	370	469	297
Machinery	342	301	168
Ammonium compounds	322	464	71
Chemicals, unclassified	316	271	109
All others	5,355	4,972	3,438
Total	25,430	21,286	9,689

PACIFIC TO ATLANTIC

Commodity	Fiscal Year		
	1957	1956	1938
Ores, various	6,401	5,137	2,127
Lumber	2,900	3,549	2,851
Wheat	2,688	1,478	706
Sugar	1,446	1,425	1,487
Canned food products	1,311	1,301	991
Metals, various	935	742	698
Bananas	870	936	53
Nitrate of soda	867	1,167	1,401
Food products in refrigeration (except fresh fruit)	800	618	335
Petroleum and products (excludes asphalt)	752	1,875	2,875
Barley	444	1,083	237
Wool	315	234	123
Copra	302	258	164
Coffee	289	315	175
Cotton, raw	262	290	127
All others	3,690	3,425	3,347
Total	24,272	23,833	17,697

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the cargo shipments in thousands of long tons segregated into eight main trade routes:

	Fiscal Year		
	1957	1956	1938
United States Intercoastal	4,576	6,276	6,395
East Coast of U. S. and South America	7,353	6,192	2,652
East Coast South America—West Coast U. S., Canada	1,642	1,460	161
U. S., Canada East Coast and Far East	12,779	9,651	4,912
U. S., Canada East Coast and Australasia	1,216	1,279	943
Europe and West Coast of U. S., Canada	5,982	5,616	4,237
Europe and South America	3,590	3,161	2,974
Europe and Australasia	2,961	2,271	1,251
All other routes	9,603	9,213	3,861
Total traffic	49,702	45,119	27,389

cotton.

Ships flying the flags of 37 different nations, an increase of three over last year, transited the Panama Canal during the fiscal year 1957. Of the 8,579 transits made by commercial ocean-going vessels during the 12-month period, United States flag ships led all other nations with a total of 1,919 transits, and British vessels came in second with a total of 1,309 transits. This represented a decrease of 183 transits for U. S. flag ships and an increase of 267 transits for the British.

Third place was held by ships of Norwegian registry with a total of 913 transits, while Liberian and German vessels ran close behind with 690 and 689 transits respectively. Seven Canal passages were made by Soviet ships as compared to two last year, and there were five transits by Swiss-registered ships. Irish ships, the

first to appear at Canal ports since 1954, made five transits during the fiscal year.

Gas Tanker

Propane gas is being delivered to the Isthmus these days by the SS *Marian R. Billups*, the first of a fleet of new gas-tankers built especially for the transportation of this type of fuel. The vessel makes a round trip through the Canal each month on its delivery voyage between Houston, Tex., Caribbean ports, and the west coast of Central America. It stops in Balboa on the return trip from San Jose de Guatemala, and discharges a load of propane gas into the storage tank located in Balboa.

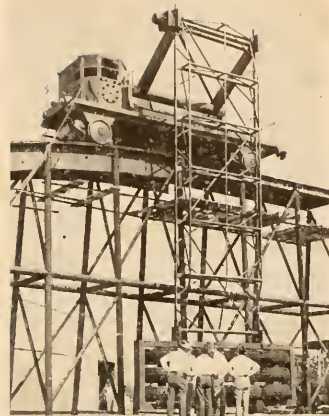
The tanker was placed in service during December and already has made eight trips through the Canal. Ford Company, Inc., are agents for the ship in the Canal Zone.

Towing Devices

A REVIEW Preview



Officials atop new towing device give it serious thought. L. to r.: Gov. Potter, R. G. LeTourneau, R. C. Stockham, R. L. LeTourneau, and Lt. Gov. H. M. Arnold. Above right: Canal officials watch operation of fender car on towing devices.



Another few months will see two strange new devices on the towing tracks of Gatun Locks.

The new machines being manufactured for the Canal by R. G. LeTourneau, Inc., of Longview, Tex., were inspected last month by a group of Canal officials headed by Governor Potter. Accompanying him were Lt. Gov. Hugh M. Arnold, R. C. Stockham, Chief of the Locks Division, and John R. Hammond, Chief of the Electrical-Mechanical Branch of the Engineering Division.

They found one of the locomotives ready for track testing and made the first, but unscheduled, trip up the steep incline which exactly duplicates the incline the locomotives must climb and descend when they go into service at Gatun. They also saw the operation of the fender-car which is fitted with big pneumatic tires to hold off ships from the lock walls.

The locomotive most nearly advanced in construction had not been fitted with the tall line-boom which will be used for passing messenger lines to connect the ship with the locomotive. At present, messenger lines are passed from the locks to ship by hand from rowboats.

The new towing plan calls for only two locomotives to be used for each normal-size ship, one fore and one aft. Each would have towing and braking power. Since they would both be on the same lock wall, the vessels would be held off the wall by a fender-car pictured on this page in a lowered position.

The Canal officials were accompanied on their inspection by R. G. LeTourneau, President, and other officers of the firm, who came to the Isthmus to make a first-hand study of the ship-towing problem before the new locomotives were designed. Both locomotives are scheduled, under the contract, for delivery early next year and their manufacture is ahead of schedule. They will be given extensive tests at the factory before being delivered.

New Grace Liners

The Grace Line, which recently started a new weekly service from New York to Canal ports, has also announced the addition of two more C-2 type freighters to their West Coast of the United States-West Coast of South America service. They are the SS *Utah* and SS *Oregon*, former States Steamship line freighters which, like other Grace Line ships on this run, will stop at Central American ports.

Canal Commercial Traffic by Nationality of Vessels

Nationality	Fiscal Year					
	1957		1956		1958	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Argentine	2	566	3	8,661		
Belgian	4	10,401	1			
Brazilian	2	86				
British	1,309	8,744,366	1,142	7,299,912	1,281	6,417,016
Chilean	78	468,514	75	452,731	9	28,787
Chinese	54	403,692	36	271,169	2	13,113
Colombian	207	281,320	242	293,191		
Costa Rican	33	230,281	26	171,869		
Cuban					2	
Danish	331	1,361,009	337	1,154,339	223	865,235
Dom. Republic	1					
Ecuadorian	51	92,526	66	79,985		
Estonian					2	4,695
Finnish	33	139,445	22	109,888	1	4,021
French	88	503,464	112	683,920	105	567,288
German	689	2,337,445	509	1,500,863	357	1,518,593
Greek	118	1,100,113	114	1,031,982	94	525,351
Honduran	394	335,118	423	372,424	22	8,478
Hungarian					5	24,411
Irish	6	51,395				
Israeli			2	20,200		
Italian	157	859,864	126	756,773	52	153,417
Japanese	553	3,924,367	476	3,516,810	300	1,877,502
Korean (South)	4	20,915	17	77,477		
Latvian					3	4,900
Liberian	690	6,184,022	496	4,252,066		
Mexican	5	7,404	8	27,624		
Netherlands	164	844,742	140	778,152	285	749,642
Nicaraguan	46	102,878	53	82,720		
Norwegian	913	5,401,478	985	4,954,149	667	3,433,571
Panamanian	443	2,230,720	431	1,959,097	182	415,561
Peruvian	42	203,768	31	165,367	5	7,151
Philippine	19	110,807	24	144,368	3	8,441
Portuguese	2					
Soviet (USSR)	7	32,224	2	1,927	5	10,419
Spanish	40	151,740	48	197,814	2	15,280
Swedish	160	784,736	163	816,059	119	763,049
Swiss	5	38,920				
Turkish	1	1,339				
United States	1,919	12,729,163	2,102	13,909,995	1,780	9,892,619
Uruguay			2	9,498		
Venezuelan	8	4,730	2	8,851	4	3,971
Yugoslavian	1	8,642	1	9,161	14	73,413
Total	8,579	49,702,200	8,209	45,119,042	5,524	27,385,924



Sights like this are seldom visible, fortunately for Canal traffic. This year's protracted drought, which dropped the level of Madden Lake to the lowest mark since it was formed, exposed hilltops and hillsides which had not been seen for years. The photograph above shows the junction of the Boqueron and Pequeni rivers, above the dam. Normally at this time of the year the entire foreground of this area would be a sheet of water.

Below, left is an aerial view of Madden Lake, looking toward the dam. The white line shows the 30 feet which the water had receded from its normal level. The picture below, right, shows the water level in Gaillard Cut before the rains came.



From his rowboat a Canal seaman can barely reach the normal water level.

TRANSITS BY OCEAN-GOING VESSELS IN JUNE

	1956	1957
Commercial	674	775
U. S. Government	21	28
Total	695	803

TOLLS*

Commercial	\$3,013,659	\$3,490,051
U. S. Government	70,817	148,053
Total	\$3,084,476	\$3,638,104

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

TOTAL CARGO TONS

Commercial	3,816,804	4,523,432
U. S. Government	56,745	76,879
Total	3,873,549	4,600,311

Cruise Preview

Although the cruise season is still almost half a year away, Isthmians who read travel magazines are already getting a preview of things to come.

According to recent issues of *Holiday*, two Swedish-American liners will be among early Isthmian visitors this season. The MS *Kungsholm* is scheduled to stop in Cristobal on a "Thanksgiving Cruise," on which she leaves New York November 16 with an itinerary of St. Thomas, Port-au-Prince, Cristobal, and Havana.

On December 21, the new 23,500-ton 631-foot MS *Gripsholm*, is scheduled to leave New York on a 14-day Christmas cruise which will take her to Port-au-Prince, Kingston, Cristobal, and Havana.

Both the *Kungsholm* and the *Gripsholm* are due for Canal transits this season, the former in January on a cruise to the South Seas and the Far East, and the *Gripsholm* about a month later on a cruise around South America.

A new Cunard liner, the *Sylvania*, is scheduled to make her maiden cruise in December arriving in Cristobal December 28. The 22,000-ton vessel recently joined four other sister ships on the Liverpool-to-Quebec run. She is partially air conditioned and on her regular runs can carry 900 passengers.

Another Cunard liner, the *Mauretania*, is also scheduled for cruises which will take her to the Canal Zone next winter. For this cruise season the big ship has been completely air conditioned.