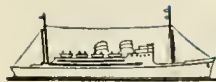




# REVIEW



Vol. 1, No. 2

BALBOA, HEIGHTS, CANAL ZONE, AUGUST 4, 1950

5 cents

## CANAL-RAILROAD ESTABLISHES ENVIABLE RECORD IN 1950 AS COMPARED WITH PRE-WAR OPERATIONS

### Work Load and Force During Past 12 Months Compared with 1938

In a world of unstable political and economic conditions, The Panama Canal on June 30th completed its 35th full fiscal year of operations with an enviable record in achievement and economical operation.

The average citizen long since accustomed himself to a critical and somewhat cynical attitude toward increasing expenditures with little apparent increase in work load and accomplishments, especially in Government operations.

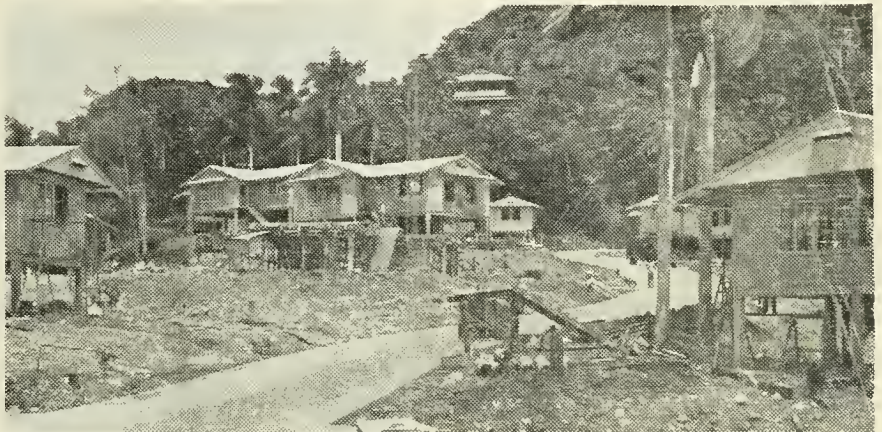
In the past 12 years the Canal expenditure of appropriated funds has more than doubled.

Since the Canal's primary purpose is to transit ocean commerce between the Atlantic and the Pacific and about the same number of ships transited the Canal in both years, it is little wonder that the average citizen asks himself why the cost of operating the waterway is more than doubled.

The answer to this rhetorical question is simple—conditions have changed. The explanation of the answer is much more complicated. In comparing Canal operations and costs for the two years without consideration of basic changes would be as illogical as a fruit grower who complains that the color, taste and quality of his oranges had decidedly changed from one year to another without considering such important

### San Juan Houses Nearing Completion

(See story on page 20)



One of the busiest places in the Canal Zone during the past six months has been the San Juan area in Ancon where the major house building program of the past fiscal year was in progress. This scene, looking up Ancon Hill from Ancon Boulevard, shows the group of one-family houses which are nearing completion. Three duplexes are on the opposite side of Ancon Boulevard. The two-family houses are to be completed and ready for assignment during August while the one-family buildings will be completed at the rate of one about every 10 days beginning the first of September.

factors as the amount of sunlight, parasitic infection, or fertility of the soil for the trees.

#### Watermarks Are Needed

For a clear explanation of the Canal's predicament of rising costs and steady income it is necessary, first of all, to establish certain definite watermarks for comparison—watermarks of money values, watermarks of force levels, and watermarks of work actually done.

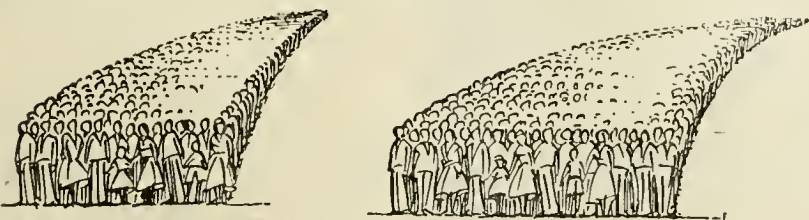
For the benefit of thousands of Canal-Railroad employees, and for others interested, who have heard and read criticisms of constantly increas-

ing costs, THE PANAMA CANAL REVIEW has undertaken in this issue to give a comparative review of the Canal's operations and expenditures in the fiscal years 1938 and 1950. The fiscal year 1938 was selected for comparative purposes since commercial traffic in the two years were more or less equal; force levels were such as to permit reasonable comparisons; and both were peacetime years. In the latter category, the past year suffers in the comparison since the dying effects of World War II were still evident in 1950 and world economic conditions by no means had the stability of 1938.

Not intended as a full-scale economic survey, this review includes consideration of some of the basic factors influencing (See page 12)

#### CANAL ZONE POPULATION

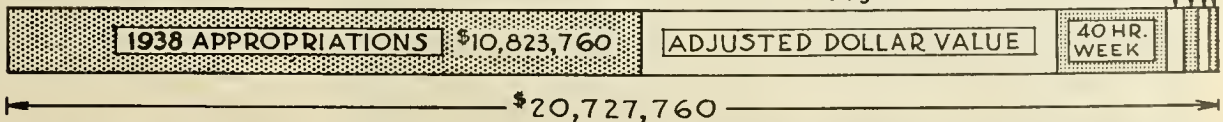
1938 ----- 42,000      1950 ----- 52,500



0.46 NEW U.S. LEAVE RATE  
0.83 PUBLIC LAW 600  
2.40 NEW LOCAL LEAVE  
2.79 CASH RELIEF

66 2/3%

18.36%



1950 APPROPRIATIONS \$21,250,000.

# Cows Accorded Tender Care By Mindi Dairy Personnel

If cleanliness is next to godliness, as the old proverb says, all the cows at Mindi Dairy are slated for heavenly pastures when they die.

Without taking the comparison further, it can be fairly stated that no debutante is more carefully scrubbed and groomed for her round of the night spots than Mrs. Moo at Mindi Dairy when she is ready on her twice-a-day schedule to furnish you with the bottle of milk you sleepily take in from the back porch the next morning.

Not only has bossy been thoroughly scrubbed from head to foot and horns to switching tail, but her milk manufacturing parts have been sterilized with chlorine solution and her attendants, milker and feeder, have bathed and changed their clothes to attend her. Even before she enters the milking barn Mrs. Moo has been given a thorough and expert inspection to see that she feels completely up to snuff.

Such tender care must be deserved and Dr. C. C. Clay, Manager of Mindi Dairy Farm, says it is.

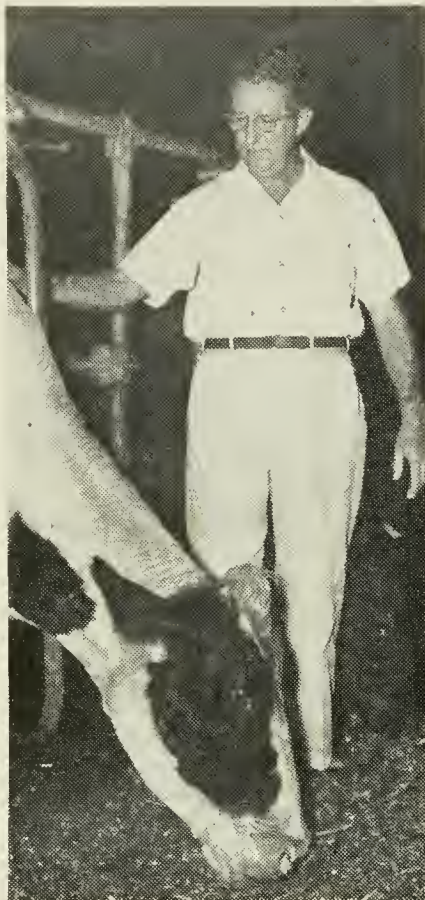
To his way of thinking, the manufacture of a bottle of milk is no less a delicate and painstaking job than the making of a fine watch. The process is different and the manufacturing machine appears clumsier but only a fine craftsman, he says, can make you a precision timepiece or deliver a bottle of fresh milk to your door every morning which is free of impurities and rich in butter fat and food value.

## A Commissary Unit

Mindi Dairy, one of the many and diversified units of the Commissary Division, with its present cattle population of 1,600 Holsteins, Guernseys, Jerseys, and Brown Swiss, has a proud 33-year record. Presently, it supplies more than a half million gallons of milk, enough for every Canal Zone man, woman, and child to have ten gallons a year.

The importance of this ready supply of fresh, pure milk was made highly apparent during World War

II when the supply lines to the Isthmus were almost severed by submarine warfare. During that precarious four-year period when ships were needed for something other



Dr. C. C. Clay, Manager of Mindi Dairy Farm, looks on the production of a bottle of milk as a delicate and painstaking job. Despite their placid appearance, cows can be as temperamental as a prima donna. The cows are scrubbed and groomed for each milking and Dr. Clay requires the men at the dairy to handle them gently

than transporting cows and milk to the Isthmus, infants, hospital patients and others needing fresh milk for health purposes were assured of a steady supply at uniform prices even though the supply was not then enough to meet the demand of the greatly increased Zone population.

The dairying industry in the Canal Zone has a much longer history than

that at Mindi. From the beginning of the Canal construction period in 1904, a herd of cattle was maintained by Ancon (now Gorgas) Hospital on the slopes of Ancon Hill. The pasture extended from where the Governor's house now stands to San Juan Place and between what is now Gorgas Road and Ancon Boulevard. The only remaining evidence of this dairy farm is a huge concrete watering tank near the intersection of Ancon Boulevard and Cascadas Road.

This herd was kept solely to supply hospital needs and was moved to Corozal after a few years. The Corozal dairy farm was abandoned not long after Mindi Dairy was established in 1917 near the old Mindi Dock with a herd of about 100 Colombian cattle. The farm was moved to its present site the following year and the herd was increased to about 2,000 Colombian cattle and 200 registered cattle imported from Michigan.

## Years of Experience

By many years of experience in handling pure bred cattle in the tropics the herd has been gradually evolved to its present size without the necessity of cross breeding with native cattle which produce less milk but have more stamina in withstanding the tropical heat and rains.

Dr. Clay says there is little difference in the health of the various breeds in the tropics and none of the pure breeds withstand the extreme heat and excessive rain too well. Mindi Dairy stocks more Holsteins because of the high volume of milk produced. The present census shows 864 Holsteins, 141 Guernseys, 30 Jerseys, and 28 Brown Swiss among the milk producers. The Brown Swiss have only recently been stocked at the farm but they are already favorites with Dr. Clay who says they are high producers of fine quality milk. They are comparable in size to the Holsteins and Guernseys. Jerseys, long a favorite among dairymen in the United States, produce less volume but milk of high butter fat content.

The extra care Dr. Clay and his assistants give to cleanliness of the cows, the barns, personnel assigned to milking and utensils used at the dairy shows in the revealing figures on bacteria count of Mindi Dairy milk. During the past year Board of Health Laboratory reports showed an annual average bacteria count of 22,000 per cubic centimeter of raw milk and 1,500 bacteria count per cubic centimeter of pasteurized milk from Mindi. Minimum standards set by the United States Public Health Service are 200,000 bacteria count for Grade A raw milk and 30,000 for pasteurized milk. The Health Department demands minimum requirements of 500,000 and 50,000 for Grade A raw and pasteurized milk. Both agencies call for not less than 3.25 percent butter fat content and Mindi Dairy milk more than meets this standard with an annual average past year of 3.6 percent.

## Solicitous Care Given

The solicitous care which the cows receive does not begin (See page 3)



The dairying industry in the Canal Zone dates back to the early Canal construction period although the dairy at Mindi was not established until soon after the first World War. More than 1,000 Holsteins, Guernseys, Jerseys, and Brown Swiss presently stand on the production line at Mindi Dairy.

## DISTINCTIVE RECORD



Clarence Elie, the only native of the Virgin Islands in the Canal-Railroad service, is the sole citizen of the United States now on the pay-rolls who entered service in 1905.

He was born in St. Thomas and came to the Isthmus in 1904, the year the Canal construction was undertaken by the United States. He is a familiar figure to patrons of The Panama Canal Library where he has been employed since 1940. Prior to that time he had been employed for more than 25 years as messenger and office helper at the Administration Building.

He had only a few years of government service during the Canal construction period, being privately employed as a tailor for about five years during this period.

### Cows Given Good Care

(Continued from page 2) and end in the milking barn. It starts when a cow or calf is first listed in the cattle census and does not end until they are dropped from the rolls. An individual history and record of every cow, bull, and calf is kept which would do justice to the personnel records of a Government agency.

When a calf is born at the farm, which occurs about ten times every week, it is given a metal check, a system long since abandoned by the Canal for its paid employees. Meanwhile, an index card is prepared showing the calf's genealogy, sex, breed, weight, and any other data of importance. This begins a running record which continues throughout the animal's stay on the farm.

Napier grass, brought to the Canal Zone from Africa about 22 years ago, forms a staple item of diet for Mindi cows, and each cow eats about 25 pounds a day. The local grass, however, merely supplements the basic diet which consists of feeds procured in the United States or other world markets and shipped to the Isthmus at full commercial transportation rates which are an important factor in keeping production costs high in relation to those in the States. These feeds include alfalfa hay, corn meal, hominy feed, malt sprouts, salt, bone meal, ground oats, mineral concen-

# To The Employees . . .

The first fundamental change generally affecting all units, and to a lesser degree all personnel, of the Canal-Railroad to be made in the 36 years of the Canal's operating history took place on July 1.

The fact that this major realignment was accomplished with no perceptible interruption or confusion in the complex activities is a high tribute to the individuals who were concerned. To me, it is a source of great satisfaction and pride in our organization and personnel to observe the facility with which this change was made and the responsive attitude of the employees.

Plans for the reorganization had been under active consideration for a period of about three years prior to July 1. The underlying reasons which prompted the change in the organization have been publicly set forth on several occasions. However, it is not amiss to call attention once more to the basic reason. The primary and long-range objective in the change is a more economical operation of the waterway and railroad, and it was recognized that this could be accomplished only through an orderly regrouping of the principal functions which would permit a more logical and definite control over those activities that naturally belong together. It was known in advance that an appreciable savings in money could not be effected immediately. However, I am confident that a step in the right direction has been taken and with the continued cooperation of our employees, not only in this matter but in other ways that affect living in the Canal Zone, there will be a heightened feeling of responsibility in the job, no matter how small, and of satisfaction in doing it well.

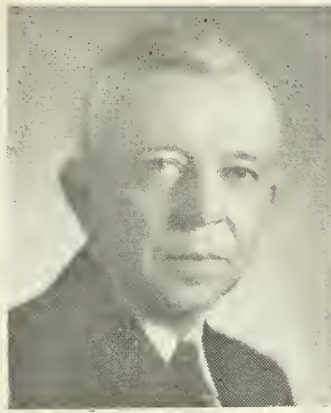
In many respects, the fiscal year 1950 was one of the most critical of the Canal operating history. An al-

trates, soybean meal, wheat bran, wheat middlings, gluten meal and feed, and linseed meal. This impressive menu is topped off with molasses and brewers grain, bought locally, as a kind of dessert, and the favorite part of the meal.

### Imported Feed High

Illustrating the costs involved in importing feed, alfalfa hay, of which 1,773 tons were purchased last year, cost an average of \$24.50 a ton in the United States. Freight costs were greater than the value of the hay, with the result that the landed cost on the Isthmus was from \$51.00 to \$54.00 a ton.

Like most men of long experience in handling animals, the Manager of Mindi Dairy has a quiet and kindly air about him. He moves without haste and speaks in modulated tones. He thinks kindly of the animals and requires the men on the farm to treat them so. They are not per-



most constant readjustment of personnel was required to accommodate the organization to changing conditions of a local and world-wide nature. Obviously, this state of affairs was not conducive to a feeling of individual security and this fact bore heavily on the minds of those administrative officers whose duties required force reductions or other similar

readjustments.

Even in the face of such obstacles, much was accomplished in the past year in which Canal-Railroad employees can take justifiable pride. To those inclined to belittle present day accomplishments or long for the "good old days," a study of the comparative statistics on Canal-Railroad operations in the fiscal years 1938 and 1950, carried in this issue of THE CANAL REVIEW, is recommended.

At this, the beginning of a new fiscal year, prospects for a brightening of world conditions or a lessening of world tensions are not encouraging. The Canal may again be called on to play a vital role in world affairs.

Under such circumstances I have every confidence in the strength of the Canal organization and the loyal cooperation of its employees of all ranks. Examples of this strength and loyalty are plentiful in the Canal's history from the beginning of its construction and through past crises in world affairs. While I am hopeful that the coming year will be one of less strain and stress to our employees individually and collectively, I urge everyone to take heart from the past and, in all circumstances, continue the great traditions established by the builders and the operating personnel of The Panama Canal for the past 46 years.

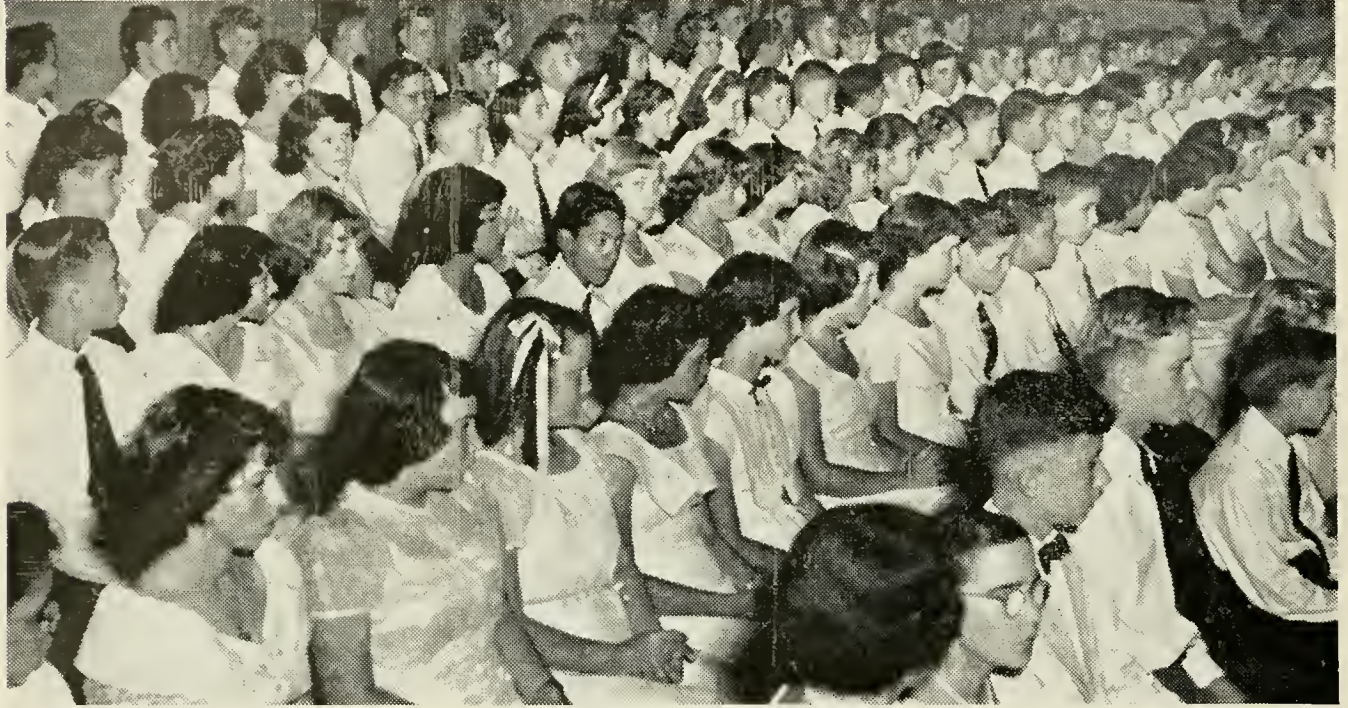
*T. C. Wimmer*  
Governor

mitte I to strike or frighten the cows at any time and non-violent methods are used to quiet a frightened or unruly cow. This pays good dividends in milk for, despite their placid appearance, many cows are high-strung and particularly nervous at milking hour.

Dr. Clay had several years experience in veterinary practice and dairying in his home state of Iowa before joining the Canal service in 1924. All of his service has been at Mindi Dairy and he became Manager of the farm four years ago after the retirement of Dr. T. L. Casserly.

Dr. Clay's chief assistants are Dr. P. H. Dowell, graduate veterinarian, Frank Fynan, Foreman of the farm, and Charles Thompson, Night Foreman. In all, Mindi Dairy provides employment for about 150 men, all but four of whom are local-rate employees.

# Record Year Expected in Zone Schools; Fort Kobbe Elementary School to Open



This bumper crop of youthfuls are now ready for their high school careers. They completed Balboa junior high school in June and are shown here at the commencement exercises, listening to an address by

Dr. Lawrence Johnson, Superintendent of Schools. The class totals 180. Seventy-six completed their junior high school training in Cristobal in June.

A large number of new students are sched-

uled to enter high school work in La Boca and Silver City this year. There were 130 pupils who completed junior high school work in these schools during the past school term.

Preparations have been made for a record enrollment of more than 5,600 pupils in the Canal Zone schools for white children during the 1950-51 school term which opens September 7, according to Dr. Lawrence Johnson, Superintendent of Schools.

This anticipated enrollment exceeds by more than 650 the February 1950 enrollment, which also was a record high. In addition, approximately 200 full-time students are expected to register for Canal Zone Junior College work.

New records in the number of students are also expected in the Canal Zone schools for colored children which open this year next Monday, August 7.

The major factor in the rising enrollments is the increased birth rate of World War II period. That this increase has been reflected in the Canal Zone schools is evidenced by the fact that 784 pupils were enrolled in the first grade of the Zone white schools last January as compared with 374 in Grade 6 and 211 in Grade 12.

## Fort Kobbe School Opens

While plans of the Division of Schools for this banner year include some minor changes in school districting, the major change will be the opening of a new 27-room elementary school at Howard Field. The new school, officially named the Fort Kobbe School, will be operated with a staff of 15 teachers under the direction of Miss Helen Starr as Principal. Children from kindergarten through the sixth grade who reside at Fort Kobbe, Howard Field, Farfan, Lacona, Rousseau, Rodman, and the Naval Ammunition Depot will be assigned there. Before the year ends, the school rolls are ex-

pected to list about 560 students.

As a result of the opening of the new school, enrollment at Cocoli, up to now the only elementary white school on the west side of the Canal, is expected to drop from a high of 473 last January to about 140 next month.

All pupils up through the sixth grade who reside at Fort Davis on the Atlantic side are to be transferred this coming school term from Gatun to Margarita, because of a large increase in enrollments expected in the first two grades at Gatun.

## Ancon Kindergarten Opens

On the Pacific side, the major changes in the assignment of pupils will include the opening of a kindergarten at the Ancon School and the transfer of all grade 6 pupils residing in Ancon to Balboa Elementary School. Transfer of sixth grade students from Ancon has been under consideration for several years and will be made possible this year with the removal of the administrative offices of the Division of Schools from the third floor of Balboa Elementary School to the Civil Affairs Building.

The change will enable the five-year-olds in Ancon to attend school much nearer their homes. Formerly, all kindergarten pupils in Ancon were transported by bus to Balboa.

New quarters are being provided for the kindergarten in Balboa this year. Alterations will soon be completed on a suite of four rooms on the south end of the building. The alterations include the cutting of open archways between the rooms, installation of asphalt tile floors of attractive patterns, and a complete interior paint job in soft, pastel colors. A considerable amount of new equipment will also be installed.

Preparations for the opening of

schools each year entail much detailed planning by the administrative staff many months before the first school bells ring in September. Such plans are materially complicated in a year like 1950 when substantial changes are expected in enrollments.

This year, as a result of the anticipated increase in enrollments, ten additional elementary teachers will be employed, including three trained kindergarten teachers. In addition, 22 teachers new to the Canal Zone schools have been employed for the coming school term as replacements caused by the resignation of six elementary, four junior high, and four senior high school teachers; the retirement of two elementary teachers; and the granting of one-year leaves of absence to six other faculty members.

## New Teachers Listed

A partial list of the new teachers, their homes in the United States, and their assignments for the coming year, has been announced by the Superintendent of Schools as follows.

Fort Kobbe School: Virginia R. Boyer, of Frostburg, Maryland; Shirley Moffett, of Long Beach, California; Katherine Brewer, of Carthage, North Carolina; Marion M. Martin, of St. Petersburg, Florida; Elizabeth L. Schlunt, of Cumberland, Maryland; Rosemary T. Spragg, of Indianapolis, Indiana; and Alice L. Marple, of Heaters, West Virginia.

Cocoli School: Vivian M. Patterson, of Santa Maria, California; and Janet Baffert, of Tucson, Arizona.

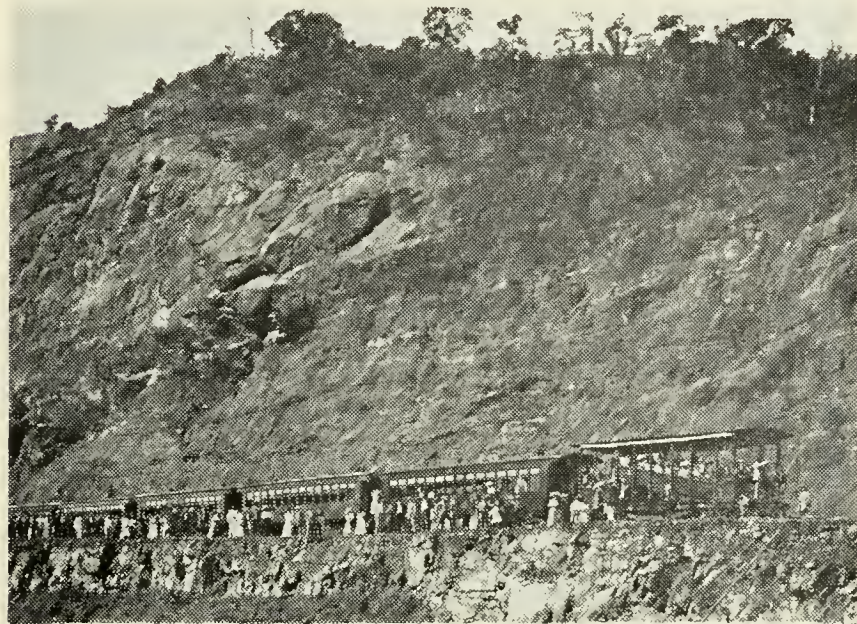
Pedro Miguel: Dolores A. Chaput, of Eau Claire, Wisconsin.

Gamboa: Frances Ferguson, of Moorhead, Mississippi. (See page 18)

# FORTY YEARS AGO

In  
April - May - June

PICTURE OF THE PERIOD



"Rubber-neck" trains were a common sight in Culebra (now Gaillard) Cut 40 years ago as tourists from all parts of the world flocked to the Isthmus to see the modern engineering wonder. The trains were run along one of the upper Canal berms, or levels, to keep the tourists from underfoot and give them a good view of the work.

Times were tough on the Isthmus 40 years ago. The Canal was far from being completed, work was hard and the hours were long; housing was poor and the bosses were short tempered. Some employees were for catching the next ship back home and others were for sticking it out a little longer.

Col. George W. Goethals had been at the helm of the Canal work for just three years in 1910. The work which began with a slow start was reaching a crescendo and the time for the first ship to go through the "Big Ditch" was already in sight.

In 1910, after six years of frustration, argument and hard work, the employee engaged in the construction of the Panama Canal could begin to see the major outlines of his work and skill. Some of the things he could see as landmarks of progress in digging the big ditch were:

*Clearing was begun during the second quarter of 1910 on the Canal channel through the Gatun Lake section.*

*The clearing of the new channel between Balboa and Corozal was completed and work of clearing of the Balboa inner harbor was initiated.*

*The flooding of Gatun Lake was begun by the closing of the west diversion, the Channel through which Chagres River was diverted at Gatun while Gatun Dam was under construction. With the flooding of the lake area, amateur orchid hunters began an extended Roman holiday.*

*The McClintic-Marshall Construction Company, of Pittsburgh, submitted the low bid of \$5,375,000 for furnishing and erecting the Canal lock-gates—46 gates of two leaves each.*

*The relocation of the Panama Railroad, which then followed the proposed Canal channel, was being pushed to conclusion. The relocated tracks between Gatun and Gamboa were completed during the quarter and the first passenger train ran over the new track on May 1, 1910.*

Meanwhile, employees of the Isth-

mian Canal Commission had other news of local or international interest to cogitate:

*The long fight involving international issues, on fortification of the Canal Zone was settled and President Taft asked Congress to appropriate slightly over \$14,000,000 to fortify the Canal. His recommendation was based on a report made by a board of Army and Navy officers which recommended the emplacement of ten 14-inch rifles, twelve 6-inch rifles, and twenty-eight 12-inch mortars for the sea coast defenses. Their report and estimate was a revision of one made in 1905 at which time the estimated cost of Canal defenses had been placed at a figure just under five million dollars.*

The Panama Canal tug, *M. E. Scully*, later to become famous for the first circumnavigation of South America and other exploits, was renamed the *Reliance*.

*The troublesome Canal slides required the removal of several buildings because of the sloughing off of banks at the west Culebra slide area.*

The memorial window in St. Luke's Episcopal Church in Ancon, for "all who die in the construction of the Panama Canal" was dedicated May 8, 1910. The window cost \$350. The design, based on a painting by Schonheer, a German religious painter of the early 19th century, was executed by the ecclesiastical firm of R. Geissler in New York.

*Commissary prices held firm during the quarter and prime rib roast was quoted at 20 cents a pound and porterhouse steaks cost 21 cents a pound.*

## 850 Electric Stoves On Order; Delivery Expected Next Month

New electric ranges will be installed in many Canal homes within a short time. The first of 850 stoves purchased from Westinghouse to replace an equal number now in use are expected to arrive during September and will be installed starting soon afterwards.

Replacements in quarters will be made solely on the basis of the age of the stoves now in use. Generally the new ranges will replace stoves that have been in service 15 years or more and are considered fully depreciated.

The new stoves will be four-burner cabinet models with automatic oven temperature control similar to the electric ranges installed in the early part of 1948 in the last major replacement program when 1,000 new stoves were put in service.

The new stoves do not have such refinements as oven timers and oven lights, omitted because the additional cost would have reduced considerably the number of stoves which could be purchased with the authorized allotment and because of the additional expense and difficulty involved in maintenance.

### No Deep-Well Cookers

The ranges also have a fourth regular burner instead of a deep-well cooker since most housewives have expressed a preference for the fourth cooking unit to the top-of-the-stove cooker, a feature of the ranges installed in 1948.

The new stoves will replace Westinghouse and Monarch four-burner stoves purchased in 1931, 1932, and 1933.

The Electrical Division has followed a policy of replacing electric ranges after 15 years of service. The regular replacement schedule was suspended during the war years when electrical equipment was unavailable. Installation of the 850 new models, plus the supply placed in service in 1948, will begin to normalize the regular replacement rate for the approximately 5,000 electric ranges in use in Canal quarters.

The new Ancon Corral was completed. The buildings erected included a carriage shed, a wagon shed, two large stables, a sick bay and dispensary for horses and mules, a blacksmith and horseshoeing shop, and a wagon repair shop.

*A circulating library was opened in Balboa with 225 books.*

Forty-six applications for liquor licenses in the Canal Zone were granted during the fiscal year 1910.

*Sleeping accommodations were opened to the traveling public at the Hotel Washington with rates at \$2.00 a day for all but two rooms which rented for \$1.00. Up until this time the hotel had been used as a "line" hotel of the I. C. C. for employees only.*

## PEOPLE YOU KNOW

Two popular veteran employees of the Atlantic side and one of less years, in age and service, of the Pacific side inaugurate a new feature of THE CANAL REVIEW—*People You Know*—in this issue. The feature will bring you regularly the pictures and brief biographical sketches of the men and women you know well—men and women who have a big part in running The Panama Canal and the Panama Railroad.

This first issue of *People You Know* brings you:

**ERNIE COTTON**, Printer, baseball fan and writer, civic and fraternal worker, homebody, and about the most affable man on the Gold Coast. In the adjoining picture you see him in one of his most typical poses, deeply engrossed in one of the knotty printing problems of the Panama Railroad Press.

Mr. Cotton was born in Columbus, Ohio, and dipped his fingers in printer's ink before he was many years old. One of the youngest old timers of the Canal-Railroad organization, he began work at the Press in February 1911 when he was employed on the "Silver" roll as a compositor at 20 cents an hour. He was promoted to Printer in December 1946.

**DOC GILDER** who has been treating the ills and ailments of Canal and Railroad employees and their families for nearly 30 years. There is no better known individual on the Atlantic side. Although officially listed on the Canal rolls as a Medical Officer, he actually is just a plain family physician—the kind people want to see when they get sick.

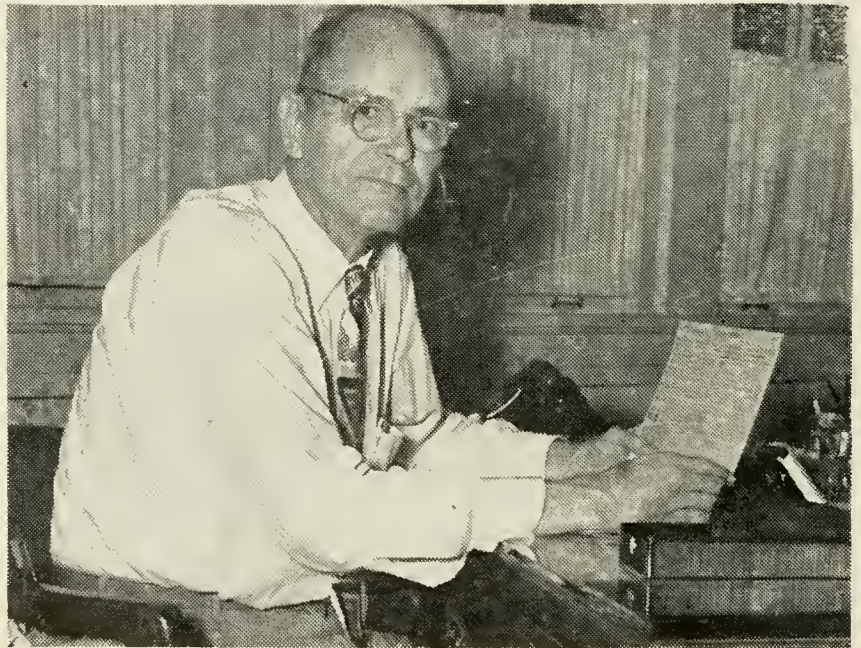
His home is in Butler, Alabama, and he was graduated in medicine from Tulane University in New Orleans. His internship was served in Colon Hospital. Although he served about five years in quarantine work, most of his time on the Isthmus has been as the District Physician in charge of the dispensary or medical clinic located in Colon Hospital.

**JIMMIE THOMPSON** who is known to one and all who want to take a trip to the States. His duties in charge of the transportation desk in the Administrative Branch brings him a steady stream of visitors, and the smiling pose of him with Miss Carolyn Magner, of the Health Bureau, is both natural and constant. Jimmie smiles even when he doesn't have such a pretty girl to advise about transportation problems.

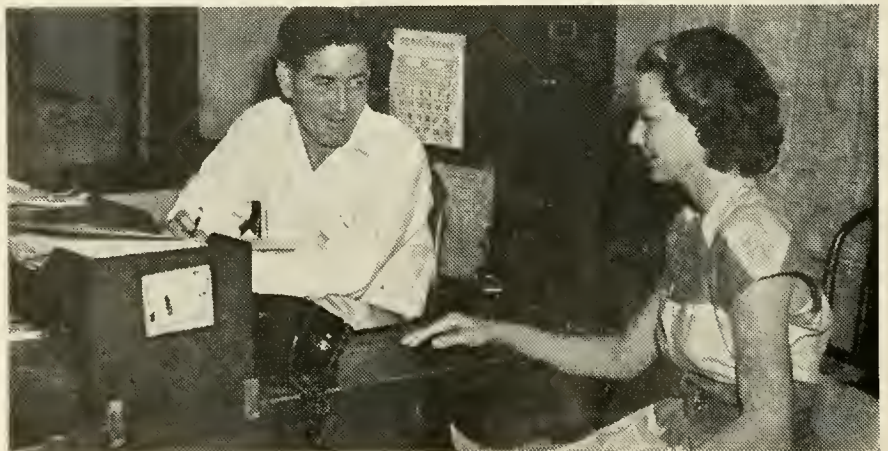
His most trying times come during early summer vacation periods when everybody wants to go to the States at once. Then it takes all the steadiness he displays on a gun club range, where he spends much of his spare time, to keep smiling and say no to irate employees. He also began work as an employee on the "Silver" roll, being first employed as a helper



Ernest C. Cotton, Printer, The Panama Railroad Press



Dr. Wayne Gilder, Colon Medical Clinic



James M. Thompson, Transportation Unit, Administrative Branch

in the Mechanical Division. Practically all of his employment has been in the Administrative Bureau of the Personnel Division. His

work was transferred last year to the Record Bureau, which is now a unit of the Administrative Branch.



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Lieutenant Governor

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Executive Secretary

J. RUFUS HARDY  
Editor

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## LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms or opinions of a general nature will be accepted. In all cases possible, letters to the Review will be answered individually. Those of sufficient general interest will be published in this paper. Letters must be authentic and be signed although signatures will not be published unless requested and names of authors will be kept confidential. Return address should be given but the Review will not undertake to return correspondence of any nature.

## Special Canal Review Envelopes on Sale

A limited supply of special envelopes for mailing THE PANAMA CANAL REVIEW is being placed on sale at the larger Panama Canal Clubhouses. The use of these attractively printed envelopes will permit the mailing of the CANAL REVIEW for three cents a copy to any address in the Postal Union. Fold your copy once, insert in the envelope with the metal fastener, and mail unsealed.

Copies of THE REVIEW mailed to your family or friends save much letter writing.

## SUBSCRIPTIONS

Mail subscriptions for four issues of "The Panama Canal Review" will be accepted at 40 cents each.

Subscriptions for five issues, including this issue, will be accepted at 50 cents each, if received not later than August 15. Subscriptions for the next four issues will be accepted up to November 15. No subscriptions will be accepted after that date until further notice because of the difficulty of maintaining irregular mailing lists for a periodical published at widely-separated intervals.

Subscriptions should be mailed to the Editor, The Panama Canal Review, Balboa Heights, Canal Zone. Money orders covering subscriptions should be made payable to The Treasurer, The Panama Canal.

# THE EDITOR'S MAIL

Overwhelming approval of THE PANAMA CANAL REVIEW was voiced after its first issue in May in letters from such a wide range of personages as former Governors of The Panama Canal, retired employees, shipping and other business interests, and men in the newspaper profession.

In most instances these letters were in response to direct invitations to criticize or suggest improvements in the new employee publication. Almost invariably the criticisms and suggestions were limited to the facts that the REVIEW is a quarterly publication and no convenient subscription plan was announced in the first issue. The latter criticism has been well received and an announcement of subscription rates are made elsewhere in this issue.

Employees on the active rolls, despite an open invitation for criticism and suggestions, confined themselves almost exclusively to oral comment. The consensus of these was for a more frequent issue of the magazine.

Only one letter of suggestion for improvement of the REVIEW or any other Canal unit or activity was received in response to an invitation issued just prior to the first publication. In that announcement, two free tickets to a Clubhouse theater were promised for those letters worthy of publication. Since this offer elicited only one reply, two free tickets are being sent to W. W. H., of Cristobal.

Letters asking information on arrangements for subscriptions were received from W. L. Hersh, President of the Panama Canal Society of Florida; Victor J. Johnson, Secretary of the Panama Canal Society of Washington, D. C.; Walter G. Gupta, Secretary-Treasurer of the New York Society of The Panama Canal; and several individual letters from former Canal and Railroad employees.

Former Governor Julian L. Schley, who now lives in Washington, sent a special message to Canal-Railroad employees in a letter to Governor Newcomer. It read:

"I congratulate you and your Canal-Railroad Administration on seeing the need of a direct, fair medium of information and communication between it and you, and on creating THE PANAMA CANAL REVIEW to fill that need.

"I feel certain that this publication, besides the many other services which it will provide, will help maintain the bond of common interest of the administration and your employees in your great undertaking: First, to serve ocean ships in world trade, and second, to maintain conditions in the Canal Zone conducive to living a full life."

Excerpts from a large number of other letters indicating the general tenor of the comments are carried below.

The letter of suggestion which won the two free movie tickets follows:

Sir: Those of us now purchasing new 25-cycle electrical equipment are becoming preoccupied with information that within the next few years the Canal Zone will change over to 60-cycle current. Will converters be available for the motors on our washing machines, refrigerators, etc? Will the Canal Zone Administration assume replacement costs? Your release of this information will be highly appreciated.

W. W. H.  
Cristobal

"W. W. H.: Two free movie tickets will be forwarded to you. A complete story on this subject will be published later. Meanwhile, buy what 25-cycle equipment you need. When 60-cycle current is adopted, your rights will be protected."

Letters from former Canal officials and others:

"I have received with appreciation and read with great pleasure Vol. 1, No. 1 of THE PANAMA CANAL REVIEW. I desire to extend my congratulations to you and to the editors upon the initiation of this publication and upon the excellence of the first issue.

"With my congratulations I send, also, my best wishes for the continued success of the project, so well begun, and my best regards to you and my other friends and associates in the splendid organization in which it is an honor to serve—The Panama Canal."

Former Governor GLEN E. EGGERTON  
Washington, D. C.

"I believe you should issue it oftener—at least once a month and perhaps twice—and I think the reader acceptance would be good. I'm quite sure you could sign up nearly all retired employees."

FRANK H. WANG  
Former Executive Secretary  
Menlo Park, Calif.



Maj. Gen. Julian L. Schley, now retired, served as Governor of The Panama Canal from 1932 until 1936. He is the only Governor, who later served as Chief of Engineers. He has maintained his high interest in the Canal and its affairs and plans to visit the Isthmus this winter with Mrs. Schley and their friends Gen. and Mrs. Frederic H. Smith who are also former Isthmian residents.

"A quick page-through observation of the content evidences the reasons for its popularity and fine reception in the Canal Zone."

Col. CHARLES G. HOLLE  
Former Engineer of Maintenance  
New Orleans, La.

"Congratulations upon the birth of THE PANAMA CANAL REVIEW. It's a lusty child and should live to a ripe old age."

DANIEL E. McGRATH  
United States District Attorney  
Ancon, C. Z.

Brief quotes from shipping interests on the Isthmus and abroad follow:

"It seems to me that this publication fills a long-felt want. The printing is excellent, as is the presentation, and the material is very well selected. It does not seem that there can be a resident of the Canal Zone who will not find something of interest in the REVIEW. Personally, I found it all of interest and read every word."

G. S. BENNETT  
General Agent, United Fruit Company  
Cristobal

"The statistical section is very well prepared and seems to cover for the time being, those items which should appear to be of principal interest to the shipping concerns engaged in traffic through the Panama Canal."

L. M. BREECE  
Surveyor, American Bureau of Shipping  
Balboa

"As a matter of fact, I like the little newspaper so well that I am wondering if we could receive each month about (10) copies which we would in turn send to our steamship companies which have the greatest number of vessels transiting the Canal."

JOHN FORNEY RUDY  
Director of Public Relations  
National Federation of American Shipping, Inc.  
Washington, D. C.

"We, as Steamship Agents, find this first issue very interesting and instructive . . ."

ROBERT J. BOYD  
Boyd Brothers, Inc.  
Balboa, C. Z.

"We have perused the first number with much interest and should like to be the first to congratulate you on its generally fine appearance—format, printing, photographs, and so on—and especially for its articles, all of which we find of much interest."

ALAN N. DODD  
Manager for Central America  
Pacific Steam Navigation Company  
Cristobal

"We intend to purchase and mail from this office about 25 copies of each edition to our shipowner friends and so we hope that the statistical section will be a regular feature."

G. MORLAND  
Manager, C. B. Fenton and Co., Inc.  
Cristobal

(See page 22)

## Recent Library Move Brings More Readers And Book Borrowers

Reading habits have changed and reading as a pastime or for pleasure among Isthmian residents has materially increased since The Panama Canal Library moved to its more comfortable and commodious quarters in the Civil Affairs Building.

More patrons come to the Library, they stay longer, and they borrow more books. According to Mrs. Eleanor Burnham, Librarian, the per capita book circulation increased nearly 20 percent in the first half of this year over a comparable period in 1949.

The Library was moved to its new location six months ago from the first floor of the Administration Building where it was cramped for room and light, and parking facilities were at a premium throughout office hours.

In its new quarters on Gaillard Highway, the convenient parking area is more than ample and many refinements have been made possible in the Library and its service to make reading, browsing, reference work, and book borrowing more comfortable and leisurely procedures. Several innovations in the Library service since moving to the new quarters have proved popular with patrons.

### Better Spacing Possible

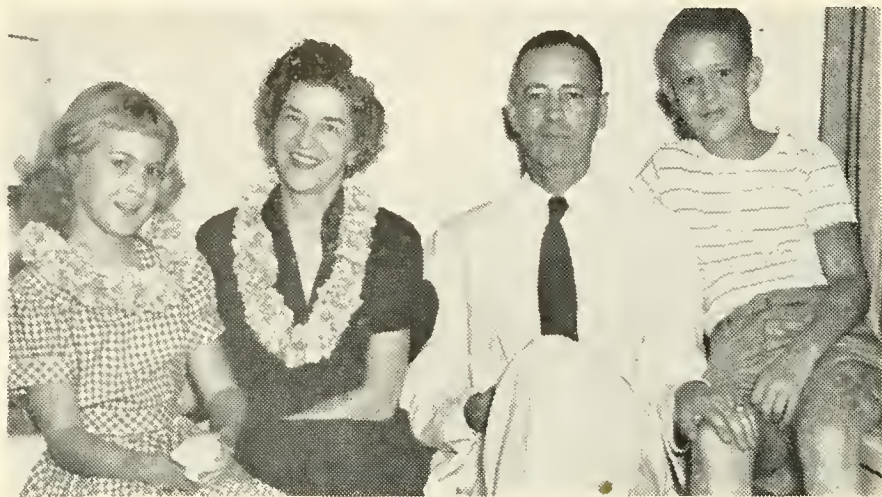
The larger quarters made possible wider and more comfortable spacing among the open book shelves with a corresponding improvement in lighting conditions. The adjoining reading area is also larger and more airy with broad tables and upholstered chairs. Two writing desks have been added to the reading area for the convenience of students and others doing light research work.

The reference section is now separated from the main Library and its location in a separate room provides quiet and solitude for the serious readers and researchers. A part of the reference room is devoted to the Library's outstanding collection of books and reference material on the Isthmus of Panama.

An innovation in the Library service which met with instantaneous approval of those engaged in research work was the "closed stack pass" policy by which patrons, on application at the Circulation Desk, may be admitted to the closed file and reference rooms on the first floor. Other improvements resulting from the transfer of the main library are technical in nature and are therefore not noticeable to the general public. Among these improvements are the larger work rooms which have greatly facilitated the library work and service generally, and especially its supply lines to the six branch libraries in the system.

In its new location, the Library staff has placed on a permanent basis the plan for exhibition of rare

## PERSONNEL CHANGES OF INTEREST



The Canal Zone gained slightly in population in the exchange of families of the Directors of the Engineering and Construction Bureau early in July.

In the top picture are shown Colonel Howard Ker and his family, Cynthia, Mrs. Ker, and Keith, aboard the Panama liner on the day they sailed for his new assignment as a faculty member of the new Army War College at Fort Leavenworth, Kansas.

Colonel and Mrs. George K. Withers and their family of four boys are shown in the bottom picture. The boys are, left to right: George, Jr., Geoffrey, William, and Peter.

Colonel Withers swapped a professor's robe for his new Canal assignment, having been on duty for the past four years on the staff and faculty of the Command and General Staff College at Fort Leavenworth.

books, maps, and other collections of an unusual nature. Three exhibits have already been displayed in the large, lighted exhibit case in the lobby of the Civil Affairs Building. Of these, one was a loan from an interested patron.

### Plans for Museum

Plans are also afoot to use the extra public space in the building for a Canal museum which will be a part of the Library. A large 25-foot relief map of the Canal and Canal Zone, constructed in the course of the Isthmian Canal Studies of 1947, is already on display in the lobby. Other similar displays, including relics and models which depict the romantic history of the Panama Canal are to be added.

Library records and personal observations of the staff indicate some changes in the makeup of book borrowers since the library was moved. The most outstanding of these has been a 34 percent increase in the circulation of children's books. This is attributed partly to the more convenient location for mothers who take their children by car to the Library, and partly to emphasis on the children's library service. A

staff member in the newly created position of Children's Librarian now devotes individual attention to the small fry book borrowers and conducts personal tours of the complete library to class groups.

The transfer of the Library to its new location has not been without disadvantages. Those accustomed to walk to the Library in its central location at Balboa Heights and those who use public transportation have been inconvenienced by the change. Employees in the Administration Building engaged in technical research work required less time and effort when it was possible to walk a few steps into the reference room, and in this connection the Reference Library reports a material increase in the number of reference questions by telephone.

Efforts are underway to mitigate some of the recognized deficiencies in the service at the new quarters. An attempt is being made to augment the bus service to the Library from the various communities and plans have been made to improve the night lighting in the book stacks which has proved a troublesome problem since the Library was changed to its new location.

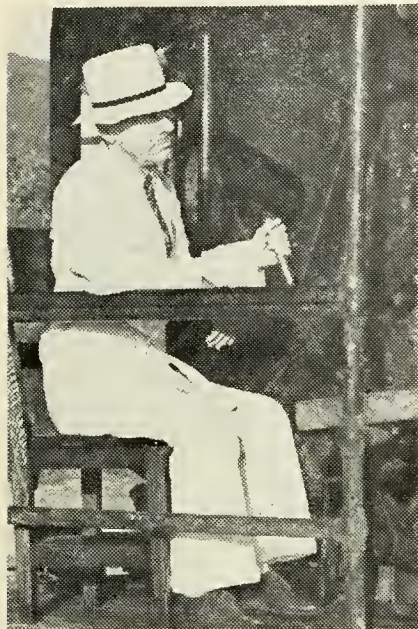
# TEN YEARS AGO

In

## April - May - June

Times were tough on the Isthmus 10 years ago. The commissaries were overcrowded and milk was scarce, as more and more SIPers moved in; war was getting closer day-by-day, and housing was scarce. Some were for catching the next ship back home and others were for sticking it out a little longer.

### PICTURE OF THE PERIOD



The \$277,000,000 Third Locks project was inaugurated just 10 years ago. Governor Glen E. Edgerton climbed to the lever-room of the dipper dredge Cascadas and handled the controls to lift out the first dipperful of mud from the entrance channel to the new Miraflores Locks, in the early morning of July 1, 1940.

Items about Isthmians 10 years ago said:

*George H. Cassell was promoted to District Quartermaster in Pedro Miguel.*

*Dr. I. Robert Berger was employed in the Health Department.*

*Walter R. Smith and J. F. Prager were promoted in the Storehouse Division to be Chief of the Purchasing Section and clerk in charge of U. S. Requisitions and Bills, respectively.*

*W. H. Dunlop, Chief of the Plans Section, began a four-month vacation and J. F. Lewis, Jr., was named acting Chief of the Section.*

*Bernard F. Burdick, Assistant Comptroller in the Washington Office, was appointed Chief of Office to fill the vacancy created by the death of H. A. A. Smith.*

*The Section of Surveys was divided into two units and George E. Matthew was made Chief of the Section of Meteorology and Hydrography while R. B. Ely was named Chief of the Section of Surveys.*

*Rear Admiral Hugh Rodman, first Marine Superintendent of The Panama Canal, died in Washington, D. C.*

*William A. Van Sieten was transferred from the Office Engineering Division to the Locks Division and was assigned to duty as a towing locomotive operator at Gatun Locks.*

*Lt. Commander (now Captain) Worthington S. Bitler completed a two-year tour of duty with the Canal as Assistant to the Marine Superintendent.*

*Phillippe Bunau-Varilla, one of the most prominent figures in the early Canal construction history, died in Paris.*

The Corral area, opened just 30 years previously, was being transformed into a residential area.

The Panama Railroad, having recently completed the reballasting of its tracks from end to end, was instituting other improvements, among them being the purchase of five new Diesel-electric and five new steam locomotives, 50 all-steel freight cars, and construction of a new railroad station in Gamboa.

An Executive Order establishing the military reservation of Fort Kobbe was issued by President Roosevelt.

*A wartime restriction of 1940 was the prohibition by Executive Order of the possession of cameras or the taking of pictures aboard vessels passing through the Panama Canal. Preliminary tests were made of the air raid sirens lately installed in all Canal Zone communities.*

A force of workers began surveys on the relocation of the Panama Railroad between Quebrancha and Mount Hope, a phase of the Third Locks project.

*The fill, intended for use as a public playground, was completed between the Panama Railroad tracks and Gaillard Highway opposite Balboa Railroad Station.*

The population of the Canal Zone was thickening rapidly with the big expansion of the Canal-Railroad force for S. I. P. and Third Locks work being one of the main contributing factors. The U. S.-rate force reached the 5,000 mark in May 1940 for the first time since the construction days. However, with the major construction and improvement program hardly underway, serious difficulties were being experienced in getting sufficient labor locally and a major recruitment program was foreseen in surrounding areas.

*The Safety Section was organized . . . Diablo Heights post office was opened and construction was begun on the main Special Engineering Division headquarters and the Diablo Heights dispensary . . . Self service was inaugurated in the grocery section at Pedro Miguel Commissary, fifth to adopt the sale plan.*

An appropriation of \$15,000,000 and contract authorizations totaling \$99,300,000 were approved for the Third Locks work in June covering the fiscal year 1941.

*The first International Business Machines were installed in the Accounting Department.*

The new fireproof Pier 64 in New York, leased by the Panama Line, was dedicated.

### PETER C. HAINS DESCENDANTS



Colonel Peter C. Hains III, Inspector General of the U. S. Army Caribbean, and his son, Peter C. Hains IV, West Point Cadet, watch with fascination the inner workings of the Panama Canal in which their ancestor played a prominent role. This scene was taken in the control tower of Miraflores Locks.

Major General Peter C. Hains, grandfather and great-grandfather of the two visitors at the locks, was a member of the original Isthmian Canal Commission appointed in 1899 to investigate the Isthmian Canal routes. He continued as a member of the Commission until 1907, three years after his retirement from the Army. Col. Hains spent much of his boyhood days at his grandfather's home in Washington, D. C. and remembers the other great names of the early Canal history as household words.

## P. C. Identification System Simplified; 10th Change Made

The so-called indestructible IC (identification card) which lasted for 14 years has gone the way of the metal check.

A new identification system, designed to cover all normal contingencies, was made effective July 1st. It is the tenth to be formally adopted for Canal employees since the Isthmian Canal Commission first instituted the system by issuing a diamond-shaped metal check to its employees.

Three different forms of the new identification-privilege cards are used. One is to be issued once a year to United States citizens employed by Government agencies in the Canal Zone who are eligible for unrestricted purchase privileges. One will be issued semiannually to those with limited purchase privileges at U. S.-rate commissaries, and the third will be issued to local-rate employees. The latter type will be issued monthly to Canal and Railroad employees while employees of the same category in other Government agencies will get new cards each quarter.

Heretofore, employees were required to have the regulation identification card and a separate card authorizing commissary purchases. These were further (See page 11)

# NEWS OF YOUR COMMISSARIES

## BACK TO SCHOOL

Long before the "small fry" students, vacationing faculty members, and proud parents suddenly awakened to the realization that another school year is about to open, the Commissary Division annually works out careful schedules of procurement and delivery on the Isthmus of the hundreds of items which will be urgently demanded in the last shopping days before classes begin.

On the basis of information as to courses and estimates of enrollment supplied by the office of the Superintendent of Schools, requisitions are placed in February for the classroom supplies needed for the opening of school the following September. These orders are placed with the suppliers by the Commissary Purchasing Agent, 24 State Street, New York City, on the basis of detailed requisitions from the General Manager's Office at Mount Hope, and all specify May and June delivery of the merchandise on the Isthmus. In July and August, when the opening of school is still merely a cloud on the distant horizon to the students, these supplies are carefully checked and assorted in the warehouse, Mount Hope, and hundreds of packages are prepared containing the prescribed assortments of art and other supplies for the various grades.

Approximately five days before the opening of school, parents are requested to place their orders at the retail commissaries for the required assortments of supplies for students in grades one through six. These orders give the name of the student, his grade, and the school attended, and make possible delivery of the supplies for each student directly to the classroom where they are available to him as required throughout the year. This arrangement saves the busy parent the necessity for making individual purchases of each of the various types, colors, and sizes of papers, work practice books, paints, crayons, pens, penpoints, pencils, rulers, etc.

On the day school opens, packaged art supplies for students in grades seven and higher are placed on sale at the retail stores, which also have the various general supplies for the upper grades on hand for sale over the counter on that day. The required supplies for each grade and course can be readily determined from charts which are on hand at each selling section.

In addition to the classroom supplies, however, there is the annual demand for new togs to greet teachers and classmates when school opens. Here again your Commissaries plan far in advance to meet the demands of the school crowd from tots to teen-agers, for clothes for school days or play days, rain or shine.

## WHAT THE LABEL MEANS—

### CANNED FRUITS AND VEGETABLES

Canned fruits and vegetables are ordinarily available in four classified grades: the fruits being "fancy," "choice," "standard," and "grade D," and the vegetables "fancy," "extra standard," "standard," and "sub-standard." For those who feel that the higher-priced items offer the best eating, we stock the top grades in many types of both fruits and vegetables. There are many, however, to whom price is an important consideration and for them we offer the "standard" grade in both fruits and vegetables. As far as nutrition is concerned, both grades will likely be found to be about equal. Purchase of both grades, and we specify both at all times, is made from a list of 11 possible "fancy" suppliers and 21 possible "standard" suppliers, with ultimate purchase being made from the firm meeting the specified grade at the lowest price. All the brands have been given a local acceptability test but thereafter, each shipment of any canned goods whatever, is tested by the U. S. Department of Agriculture prior to being shipped. In the event a "fancy" brand fails to meet that grade, and they occasionally do, the entire lot is rejected and a replacement shipment required of the supplier. There are some products which, because of growing conditions, limited number of packers, or for other reasons, are available in only a single grade and, when we have assured ourselves of the facts, we may purchase a lower-than-desired grade rather than do without. Never, however, do we permit the acceptance of any canned goods of lower than "standard" grade, which is the grade sold in greatest volume throughout the United States.

For the girls there are skirts, blouses, dresses in sub-teen and teen-size ranges. This year's dresses will be in various price ranges consisting of one and two-piece styles and sunback dresses of summer sheers, gingham plaids, pastel and printed cottons. There are also undies, slips, anklets in assorted blazer stripes, solid colors and fancy cuff styles, bathing suits, water repellent poplin jackets in assorted colors, school bags, pencil boxes, raincoats, dungarees and shirts, pedal pushers, and shorts.

For boys there are the favorite blue denim dungarees, khaki trousers, dress shirts, dress trousers, sport shirts, knitted pull-overs, Argyle socks, swim trunks, water repellent jackets, and sport coats. Gym shoes and back-to-school footwear from leading manufacturers in the shoe industry—rugged and light dressy types, popular in the schools and campuses throughout the United States, for both boys and girls, are also available for all ages from kindergarten to junior college.

So for the Commissary Division the first day of school means not the beginning of a new year of studies, but the culmination of a long process of preparation and planning which constitute an important community service.



Model DA-84

Illustrating the new Westinghouse 8.44 cubic foot refrigerators with 59-pound capacity freeze chest, arrival of which is expected in September or October. Watch for announcements of arrival in the bi-weekly trade circular.

## LAUNDROMATS

In view of the increasing difficulty in obtaining modern appliances for operation on 25-cycle, we were particularly pleased to receive a limited number of Laundromats in a recent shipment.

These machines are completely automatic. You simply place the clothes in the machine, add soap, set the dial for light, medium or full load (9 pounds dry weight), and the machine washes them, triple rinses, and spins the clothes dampdry. The triple rinse is so thorough that it is equivalent to 1,400 rinsings by hand, and the machine does not normally require cleaning, as it does that also, automatically. This model Laundromat does not require bolting down as it is vibrationless, can be installed wherever there are hot and cold water connections, a drain, and an electric plug, and is completely safe—children can play near it without danger as all moving parts are enclosed. Also the Laundromat eliminates the old fashioned wringer and its threat of painful accidents. If you failed to get one of the first shipment, it is suggested that you advise the manager of your local retail store so that he can keep you advised as to future shipments.

## THREE-SPEED RECORD PLAYER RADIOS

An item of interest for music lovers, and which is expected in the near future, is a limited number of General Electric three-speed, automatic record players with radio combination. These sets are in attractive console cabinets, are equipped with 12-inch heavy-duty speakers, and will be available in either blonde or mahogany finish. The cabinets are assembled with waterproof glues, and are hand-rubbed. Chassis is an all-wave, 5-tube, 3-band, plus an additional tube for the phonograph pre-amplifier. The 3-speed record player plays all types automatically, and the entire set is specially converted for operation on 25-cycle current.

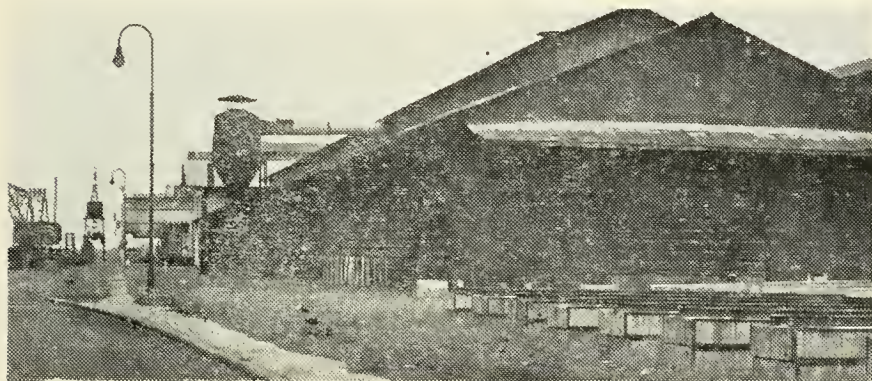
The increasingly greater number of both classical and popular recordings available on the long-playing records, combined with their greater ease of storing or transporting owing to the fact that an entire symphony may be recorded on a single disc, have resulted in an increasing demand for 3-speed players throughout the United States.

# THIS YEAR

in

## April - May - June

### PICTURE OF THE PERIOD



This desolate scene was a beehive of activity just five years ago. The steel shuttered doors and windows as well as the empty lumber racks in the foreground tell the story of the rapid decline of business in the Mechanical Division shops after the close of World War II. The transfer of the major Mechanical Division activities from Balboa to Cristobal was completed during the second quarter of 1950.

Times were tough on the Isthmus during the past three months. Force reductions, war talk, reorganization, and income taxes were uppermost in employees' minds; commissary prices were still rising and housing though plentiful was 10 years older. Some were for catching the next ship to the States and others were for sticking it out a little longer.

News was plentiful even if not all pleasant for Canal-Railroad employees during the second quarter of 1950. Top topic of local conversation during the latter part of the quarter was Income Tax, pushing into the background the subject of reorganization which held top billing for several weeks.

April was visiting month and the parade of visitors was started by a Congressional group of 40 on an Easter holiday. Other visitors of note who attracted attention were Major General George E. Armstrong, Deputy Surgeon General, and a party to inspect civilian and military medical installations in the Canal Zone; Major General M. C. Stayer, former Chief Health Officer, and Mrs. Stayer, who returned for a brief vacation; and three San Blas Chiefs who paid the first official call ever made by the principal Indian leaders at the office of the Governor.

Both the Panama Railroad and Dredging Division made transportation news during the month. The Railroad inaugurated additional passenger train service at lower fares, and the Dredging Division opened a water route to the isolated village of Tinto Vino on the shores of Gatun Lake.

A prelude to the reorganization was the transfer of the Payroll Bureau to the Department of Finance in April. Less than three months later employees were learning to say Finance Bureau and Payroll Division.

Three new masonry houses were completed in Diablo Heights late in April, these being the last of a group authorized in that area. Meanwhile, Building Division activities were shifted to the denuded and regraded San Juan area where a major residential program is presently being pushed to completion.

The end of April brought an end

to dry season 10 days shorter than the 37-year average, and with it came some of the hottest and most uncomfortable weather of recent years.

The first issue of THE PANAMA CANAL REVIEW made its appearance May 4 and a second printing was hastily ordered when the first printing was sold out the first day.

Three trawlers, the first German ships to visit Canal waters in more than 10 years, transited the Canal early in May.

F. E. Williams, Director of Admeasurement, left to attend an international conference in Stockholm on ship measurement problems.

Frank T. Mayo, Customs Inspector and Deputy Shipping Commissioner in Balboa, lost his life by drowning on May 14 when he fell from the gangway of a vessel in Balboa Harbor. It was the first fatal accident of its kind to occur among Canal personnel while on such duties.

Preliminary figures released on the decennial census showed a Canal Zone population of 52,427.

The Commissary Division announced a three-cent drop in fresh milk prices.

Governor Newcomer announced approval of the first ten main bureaus in the reorganization plans on May 22. The organization of the Supply and Service Bureau was the first to be completed and approved.

The \$1,500,000 Obstetrical and Gynecological Building at Gorgas Hospital was completed by Francisco Morales, construction contractor, and the new building was formally accepted by the Canal late in May. In cost, the building was the most expensive ever built by the Canal, exceeding in dollar and cents the construction cost of \$1,225,000 for the Administration Building completed in

1914 at Balboa Heights. The first patients were moved into the new hospital building on the first of August.

Schools, vacation plans, and ship schedules occupied much of the employees' attention during the early part of June. Canal Zone schools concluded one of their most successful years with appropriate commencement exercises and the Schools Division announced plans for the summer school program. Parents, teachers, and pupils all were busy during the period making plans for the summer vacation and Panama Line offices were busy making reservations for northbound travel.

The Mechanical Division move to Cristobal was completed the first of June and the Chief Quartermaster announced plans to transfer 60 apartments in the Type 201 buildings on High Street in Gatun for assignment to local-rate employees to relieve the serious housing shortage resulting from the transfer of the Mechanical Division activities. A few days later arrangements were completed for the use of a number of quarters at France Field by U. S.-rate employees.

After occupying space in the Administration Building for more than 35 years, the headquarters of the Police and Fire Division were moved to the Civil Affairs Building on Gaillard Highway.

The Personnel Division announced the revival of the apprentice training program and the re-employment of some apprentices who had been given force reductions.

## IDENTIFICATION SYSTEM SIMPLIFIED

(Continued from page 9) supplemented during the war period by photo-identification badges.

The identification system used up to the first of July lasted longer than any of its nine predecessors.

The diamond-shaped metal check was first issued in August 1905. It was succeeded in April 1907, when the second Isthmian Canal Commission took command, by a star-shaped metal check. A third type of ICC badge was issued in February 1909. It was circular in shape and lasted through the remainder of the Canal construction period.

The first of The Panama Canal series of identification devices was a square metal check, being first issued in June 1914. Four years later, in July 1918, a framed picture check was issued. These did not prove practicable and they were succeeded in December 1919 by the octagonal metal check which lasted until August 1938 when the identification system just discarded became effective.

It was a long time after 1938 before the old timers of that day with 25 or more years of service broke themselves of the habit of saying, "Gimme your metal check number."

The recent change will involve no habit-breaking procedures and it is still correct to say, "Gimme your IC number."

# Canal-Railroad Establishes Enviably Record In 1950

(Continued from page 1) the 100 percent increase in expenditures. Of the multiplicity of activities which are part and parcel of Canal-Railroad operations, only a few of those which are familiar signposts of work or productivity were selected. For the sake of clarity, figures are presented in round numbers. Those for 1950 are accurate to a small degree of error. A few of these are subject to slight changes and some are based on 10 or 11 months of operations.

Knowing conditions and factors of the two years, it is possible to

- 4. More liberal leave privileges for local-rate employees..... 2.40
- 5. Effects of Public Law 600..... 0.83
- 6. Changes in leave regulations for U. S.-rate employees..... 0.40

Total percentage of increase required for the 1938 appropriations. 91.51

Applying this percentage of increase to the \$10,825,000 appropriation in 1938 would have brought the budget of appropriated funds to \$20,728,000 to accomplish the same work in 1938. It is to be noted that of the six major factors requiring more money to run the Canal, only

may be well to remind many readers that the Canal-Railroad is a great "service" organization besides operating an interoceanic waterway and a transcontinental railroad.

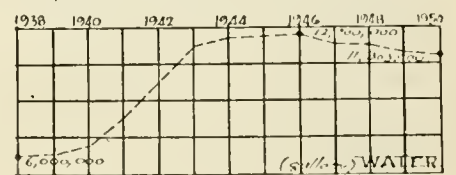
The civil government of The Panama Canal functions for the benefit of all Canal Zone residents—not just Canal-Railroad employees and their families. Water filtered by the Municipal Engineering Division is consumed by all agencies and individuals of the Canal Zone as well as the cities of Panama and Colon. The same is true of sanitation services performed by the Health Department. Power generated in Electrical Division plants is furnished to all of the four main United States Government agencies, the Canal, Army, Navy and Air Force, and their employees. Public roads in the Canal Zone are built, maintained, and policed by the Canal; its schools furnish education to all children whose parents are Government employees; and a relatively large percentage of the users of hospital, clubhouse, commissary, library, railroad, repair, and other facilities provided by the Canal and Railroad is made up of other Government agencies and their employees in the Canal Zone.

Keeping this in mind, it is not difficult to understand that factors and conditions completely divorced of the actual operation of the waterway effect in a vital way the Canal-Railroad force and the work it does, and the carelessly used terminology of "Canal operations" denotes far more than the transit of a ship between the oceans.

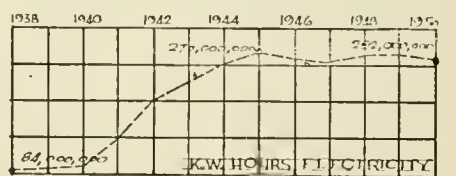
### Work Load Differences

Some of the other answers to the \$525,000 questions are:

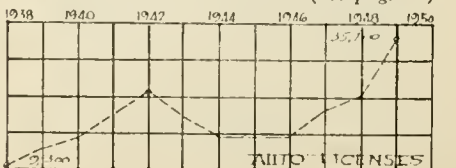
In filtered water, a fair indicator of population growth, the Municipal Engineering Division supplied 6,080,000,000 gallons in 1938 and 11,303,000,000 in 1950.



The Electrical Division produced three times as much generated power—83,500,000 kilowatt-hours in 1938 as compared with 237,500,000 kilowatt hours in 1950.



More than twice as many cars now operate in the Canal Zone. Private automobile licenses issued in the entire calendar year of 1938 totaled 9,365. Up to June 30 of this year 18,850 private cars had been licensed. (See page 13)



FILTERED WATER\*

1938.....	6,000,000,000 gallons
1950.....	11,300,000,000 gallons



\*Each pitcher represents 2,000,000,000 gallons

answer with accuracy the question of what appropriation would have been required to operate The Panama Canal in 1938 under conditions of today.

### Factors Affecting Costs

In order of their relative money value, these factors or conditions which would have altered the 1938

two, those affecting leave, were adopted administratively by The Panama Canal.

Comparing this re-evaluated figure for 1938 with the \$21,250,000 Canal appropriations for 1950 leaves a difference of only \$525,000.

Having established some basis of comparison in money values between



ELECTRIC POWER PRODUCED\*

1938.....	83,500,000 KWII
1950.....	237,800,000 KWII



\* Each electric light represents 40,000,000 KWH

appropriation figures, and the percentage of increase to the appropriation which would have been required are listed as follows:

- 1. The devalued dollar, estimated by economists to be not more than 60 cents to \$1.00..... 66 2/3 Percent
- 2. Adoption of the 40-hour work-week..... 18.36
- 3. Cash relief to local-rate employees..... 2.79

the two years, it is possible to ask and perhaps answer the question: Did the Panama Canal and the Panama Railroad Company produce \$525,000 more in actual and necessary work, products, and services?

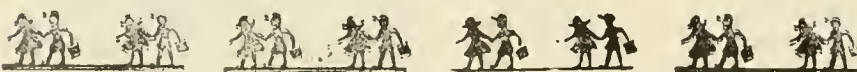
### A Service Organization

Before answering the question with actual comparative figures, it

### SCHOOL CHILDREN—GRADES 1 to 12\*



1938.....	6,000
1950.....	8,200



\* Each boy and each girl represents 500 school children

PRIVATE CARS LICENSED\* 1938..... 9,400

\* Each car represents 2,000 private licenses



1950..... 18,900

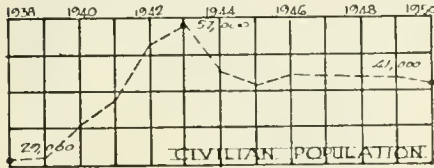


**Canal-Railroad Record**

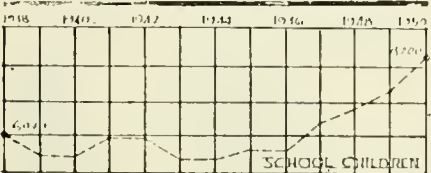
(Continued from page 12)

The number of traffic violations charged by Police almost quadrupled, increasing from 1,650 to 6,150. Other charges preferred jumped from 1,800 in 1938 to 2,950 in 1950.

Canal Zone population jumped from approximately 42,000 to over 52,000 in the 12-year period. The combined population of Panama City and Colon increased from an estimated 125,000 to 193,000 in the same period.



School enrollments in the Canal Zone in grades 1 through 12 rose from 6,043 in 1938 to 8,214 in 1950.



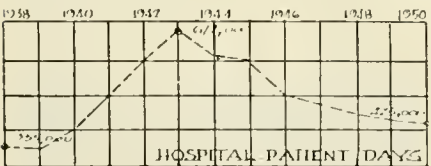
The number of Panama Canal family quarters occupied at the end of last fiscal year was 7,840, as compared with 5,230 in June 1938. Bachelor occupants of Canal quarters increased from 1,500 in 1938 to 5,500 in 1950. Most of the family quarters are occupied by Canal and Railroad employees, but many of the bachelor quarters are presently rented to employees of other Government agencies.

The maintenance of quarters increased in cost from \$475,000 in 1938 to \$966,000 last year.

Panama Canal Clubhouse revenues went up from \$922,000 twelve years ago to \$4,450,000 this year.

Postal revenues increased from \$317,000 to \$628,000.

Health Department installations reported 355,000 patient-days in hospitals for 1938 and 425,000 in 1950, while hospital and medical clinic out-patients increased from 311,000 to 497,000.

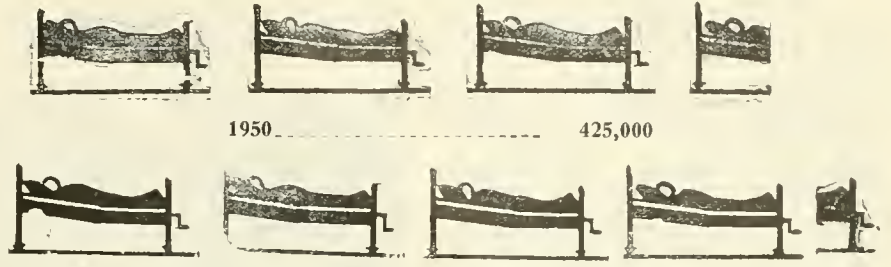


Dredging Division activities were about equal for the two years, over 8,500,000 cubic yards of dredged material being removed in both years.

**Road Work Materials**

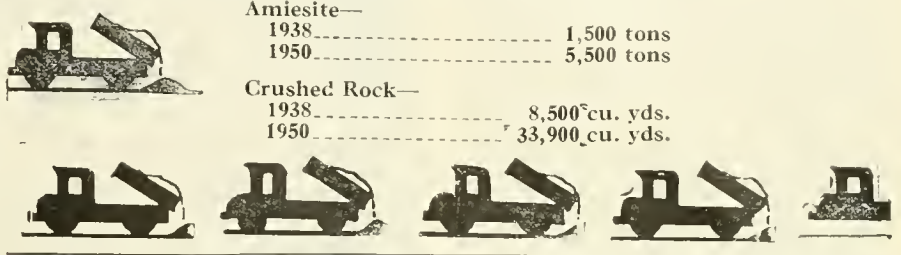
Production figures on amiesite, used primarily in road building and repair work, showed an increase from 1,500 tons in 1938 to 5,500 tons. Although crushed rock sales at the Municipal Division's Sosa Hill quarry dropped from 47,300 cubic yards in 1938 to 33,800 cubic yards in 1950, 38,700 cubic yards of crushed rock were sold in 1938 to the Panama Railroad for reballasting its tracks.

HOSPITAL PATIENT DAYS \* 1938..... 350,000  
\* Each bed represents 100,000 patient-days.



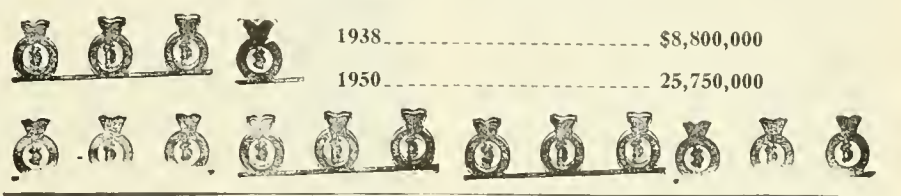
**ROAD BUILDING AND REPAIR MATERIALS \***

\* Each truck represents 10,000 cubic yards of crushed rock and/or tons of a miesite



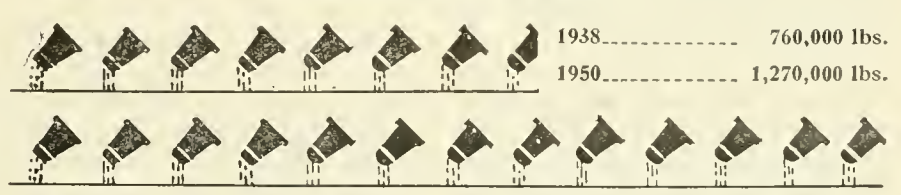
**COMMISSARY NET SALES AT RETAIL VALUE \***

\* Each money-bag represents \$2,000,000



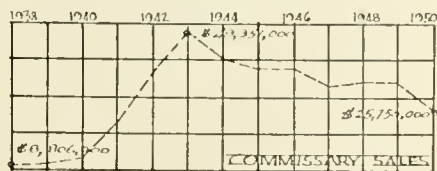
**POUNDS OF SALT SOLD \***

\* Each saltcellar represents 100,000 pounds

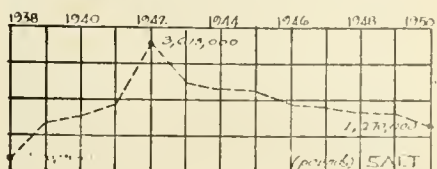


Panama Railroad passenger and freight handled by rail both decreased. Passenger miles dropped from 15,350,000 in 1938 to 14,386,000 last year, while a more marked decrease was shown in freight with 319,000 tons moved by rail in 1938 and 206,000 tons last year.

Commissary Division net sales at retail values more than tripled in



value, rising from \$8,806,000 to \$25,750,000, and while this great increase was primarily due to rising commodity prices, sales volume also boomed. The sale of salt, a handy barometer for measuring volume in retail sales, increased approximately 60 percent from 760,000 pounds in 1938 to 1,270,000 pounds in 1950.



The Commissary Division bought 530,000 pounds of coffee last year, as compared with 340,000 pounds 12 years ago, and baked 6,000,000

loaves of bread in 1950 as compared with 4,450,000 loaves in 1938.

The sale of sugar decreased slightly and a marked reduction was noted in rice sales. These decreases were attributed to price increases of nearly 250 percent and to the increased production of fine quality rice and sugar in Panama.

Only a detailed study could produce a fair estimate of the money value of these increased products and services of the Canal and Railroad. Certainly the sum of \$525,000, even doubled, tripled or quadrupled, is not the full answer to tripling power production, doubling filtered water sales, increasing the number of telephones and private automobiles by 100 percent, and increases ranging up to 100 percent in such services as schools, housing, medical attention, police protection, and other Governmental functions.

**Canal Force Increases**

The answer is to be found partly in increased manpower—the Canal-Railroad force was 13,800 in 1938 while the force report of June 1950 showed 18,790 full-time employees, a 37 percent increase. Some other parts to the answer lie in more efficient management and operations, improved machinery and techniques, and to a large degree, on the loyal and efficient service on the part of the thousands who (See page 15)

# Veteran Seafarers Compose Officer Group on S. S. Panama Headed by Capt. Kirchner

## Panama Liners Provide Several Days of Lazy Travel for Employees

The first post-war sailing of the S. S. *Panama*, the first of the three Panama Line ships returned to civilian service, probably involved more untoward incidents than any trips before or since, and looked for awhile as if it wouldn't come off at all.

While the *Ancon* and *Cristobal* were still at Fore River "donning civvies," the *Panama* was rushed to reconversion to help lighten a large backlog of traffic between New York and Cristobal.

Passengers and cargo came aboard for the first trip in September 1946. Half an hour before sailing time, a maritime strike was called and the *Panama* was held in port. For 14 days the passengers lived aboard the ship, courtesy of the Panama Line.

Out of that incident arose another—the only occasion of record on which passengers failed to display proper enthusiasm for Panama Line food. In this case the hunger strike was restricted to the under-12 crowd.

The youngsters' failure to eat was a subject of considerable comment but there was no explanation for several days. Then someone discovered that during their wait in New York the children had found a considerable cache of chocolate and malted milk tablets left on Pier 64, North River, and intended for use on lifeboats. Pier 64 had been returned to the Panama Line a short time earlier after use as a docking area for Liberty ships and war transports.

### Officers Have Long Service

All of the present officers of the *Panama*, with the exception of the purser, were on that first post-war sailing for the Panama Line. Captain J. W. Kirchner has been with the company since 1930; First Officer F. Gorman began his Panama Line service in 1936; Chief Steward George McKnight joined the line in 1938; and J. Petersen, Chief Engineer, has been with the Company since



Capt. J. W. Kirchner, left, and First Officer F. Gorman pictured on the bridge of the S. S. *Panama*.

1927. W. F. Kristen, Purser, is a relative newcomer, having come to the Panama Line in 1948 after about a year's service with the New York freight department of the Panama Railroad Company.

Captain Kirchner's seafaring days go back to 1910 when he was graduated from the New York Nautical Schoolship *Newport*. Looking back on his sea service on vessels of several lines, he explains the smooth operation of the *Panama* and her sister ships partly on the basis of their short, pleasant, and regular runs. Compared to round-the-world cruises on which he has served in the past, the five days at sea between New York and Cristobal are "like a ferry boat run" and provide little time for so-called incidents, he says.

His seafaring was not always so calm. He recalls one ship he skippered in 1922 that took on some of the aspects of Noah's Ark in the course of a trip around the world. Noah in this case was his third officer who acquired a different kind of animal at every stop and was parted from each pet at the following port. Among the animals were monkeys from Java, parrots from Singapore, and a Chinese pony from Shanghai.

In Colombo, Ceylon, the captain went ashore to find his third officer arguing with a Hindu bumboatman. The point of contention was a 300-pound baby elephant which the third officer wanted taken aboard and which the other insisted he could not carry in his boat. Captain Kirchner eased the officer aboard ship with the assurance that the elephant problem would be disposed of, then tied the animal to the rail and informed the boatman that he had

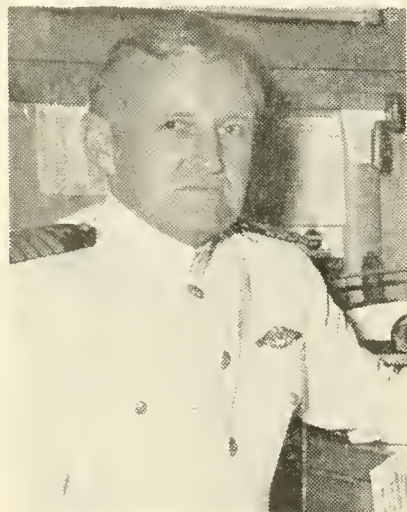
just acquired a fine \$25 elephant—for free.

### Menagerie Is Reduced

Two monkeys and two parrots remained on board. One of the former disposed of himself by falling into the funnel when he skittered away from the captain who surprised him carrying on in his own style a painting job deserted temporarily by deck hands. Another monkey was given as a playmate to one of like kind owned by a salvage tug captain in the Azores.

Then there were two. The remaining parrots assisted the captain and first officer in docking the ship by responding in unmentionable phrases to each of the captain's commands. Then came the last stop, New York, where the captain rid himself of both the parrots and the animal-loving third officer.

Captain Kirchner first (See page 19)



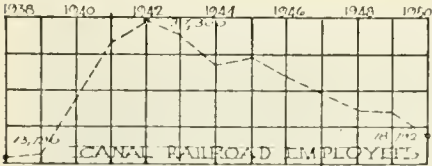
J. Petersen, Chief Engineer



W. F. Kristen, Purser

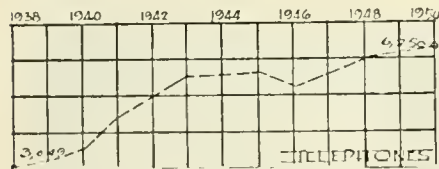
**Canal-Railroad Record**

(Continued from page 13) work for the Canal and Railroad and consider that work their lifetime career.



Two factors affected force levels of 1950 when compared with working conditions in 1938. These were the 40-hour work week and the new leave regulations for local-rate employees. The former is estimated to have required an approximate 16 percent increase to the overall force and the second to have required an additional five percent increase to the local-rate force. Together, these would have required 2,900 more employees in 1938, three-fifths of the difference in the two force levels.

Neither Canal-Railroad activities nor force levels for the fiscal years 1938 and 1950 show an even trend among the various units. This is attributable to many factors which vitally affect special activities. An example is shown in a comparison of increases in the use of filtered water and electric power. While water consumption doubled in the 12-year period under consideration, the number of kilowatt hours tripled. This apparent disparity was caused primarily by a greatly increased use of electrical appliances in the homes and the use of more and heavier industrial equipment.



The volume of merchandise sold in the commissaries shows wide fluctuations caused chiefly by price factors and changes in customer habits.

**New Towns in 1950**

Nevertheless, it is possible to correlate certain facts and figures in the comparison between 1938 and 1950. Three large civilian communities and three sizable military establishments are new in the Canal Zone since 1938. Many miles of roads, power lines, sewers, pipe lines, and telephone wires have been added. These require added construction and maintenance forces. The sale of staple commodities has shown a comparable rise with population increase in the Canal Zone. Shorter work hours per week and added medical techniques and services have required more doctors and nurses. Panama Canal quarters, in the main, are 12 years older than in 1938 and therefore require much more maintenance. More pupils and improved curricula require more teachers. The increased personnel for the increased work is slight in most cases and certainly is not in proportion to the increased productivity.

Hardest hit by the economic factors which have brought such a disparity between Canal income and outgo in the 12-year period have

been those low or non-income producing units. These include civil government and health units, and such operating divisions as the Marine, Locks, and Dredging Division. Together, these comprise approximately half of the Canal-Railroad organization and in the main these units have had to depend on increases in appropriated funds for their operations to meet the constantly rising barometer of the dollar values and other factors out of their control.

To the average Canal and Railroad employee, the rising tide of world wide commodity prices has brought a much fatter pay envelope every month to overcome or partially offset the higher living costs of 1950. The average annual pay for local-rate workers in 1938 was \$465.00. The average in 1950 was \$1,000, more than 110 percent higher. Annual pay for U. S.-rate employees increased nearly 75 percent, from an average \$2,521 a year in 1938 to \$4,265.00 in 1950.

**Wartime Increases**

Following an unprecedented rise and subsequent decline in activities and business operations during World War II, the outstanding record of the Canal-Railroad organization for the fiscal year 1950, although compared in this article with the 1938, would compare favorably in all aspects with any year in the 35 years of the Canal's operating history. The 1950 record is all the more remarkable in that it was scored under uncertain and at times unfavorable conditions. Not the least important of these was the continued reduction of force and the constant decline in work load and services which required frequent and sometimes drastic adjustments or curtailments.

Not a single major unit escaped some force reductions and several, notably the Health Department and the Mechanical and Commissary Division, were materially cut. These reductions and the consequent shifting or reassignment of personnel and duties were serious impediments to orderly and efficient administration while these and other extraneous factors served as dampers on the morale of the rank and file of the employees.

In many respects, the single development of the fiscal year 1950 which will undoubtedly have the most far-reaching effects ultimately was the major reorganization of the Canal-Railroad. The reorganization plans were announced early in the beginning of the fiscal year and the change, affecting to a greater or lesser extent every unit, was made at the close of the fiscal year without a ripple of interference to the normal operations of the Canal and Railroad. This achievement alone will serve to mark 1950 as one of the outstanding years in the Canal's history as does 1914, the year when the Canal organization was transformed from a construction unit into one for operation and maintenance of the great international waterway.

**First Half of 1950 Shows Malaria Rate Is Lowest on Record**

Cumulative results of an Isthmian-wide drive by all health agencies of the past few years in combatting malaria, scourge of the Isthmus throughout its known history, will bring the rate of incidence this year to less than half of last year's record-breaking low rate unless all signs fail during the last six months of 1950.

Health Bureau statistics on malaria for the first half of 1950 show that only 13 cases were reported for the six-month period among all Canal and Railroad employees, bringing the rate of incidence to 1.3 per thousand.

This will make the third successive year in which the malaria rate has been practically halved during the first half of each year. The rate at the end of June 1947 was reported at 13.9 per thousand employees. The rate dropped to 5.5 the following year, to 3.5 in 1949, and to 1.3 this year.

This year's rate of incidence is lower than the death rate from malaria among Canal-Railroad employees of any year up to 1910. The death rate among employees ranged from 8.78 among employees in 1906, the first year of accurate record, to 1.1 in 1910. The rate of incidence during this period ranged from 821 per thousand in 1906 to 187 per thousand in 1910. It was not until 1916 that the rate of incidence dropped below 50 per thousand.

**Dramatic Drop in 3 Years**

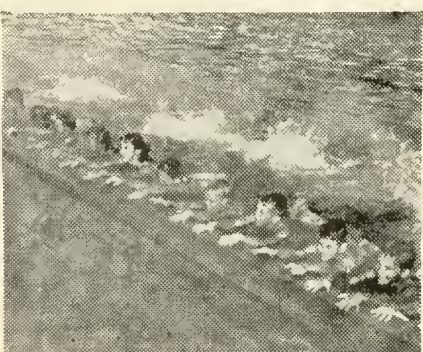
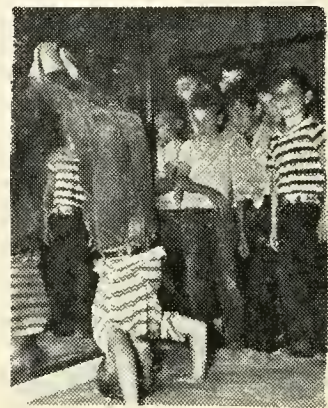
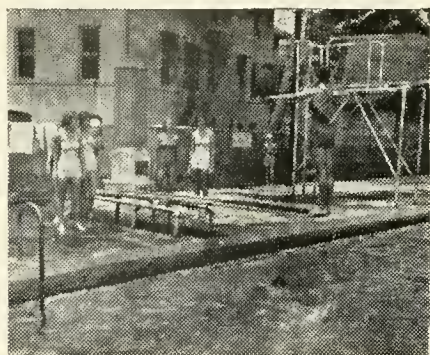
The constant and dramatic drop in the malaria rate in the Canal Zone for the past three years has gone far beyond the old rule-of-thumb of health authorities who pointed to statistical charts which showed there were "good" and "bad" malaria years. The rate of incidence this year is less than one-tenth of the rate three years ago. The law of probabilities and the known habits of the malaria-bearing Anopheles mosquito rule out the theory of three "good" malaria years in succession.

Health officials recognize that this year's rate up to now may be abnormally low but they believe the year-by-year rate from now on will show that results have been attained which are as startling in many respects as those of Col. William Crawford Gorgas and his staff of sanitary experts during the early Canal construction period. The permanency of these dramatic results, they caution, will only be possible through the continued and unremitting fight by all health agencies on the Isthmus against malaria and malaria-bearing mosquitoes and the cooperation of the general public.

The fight against malaria on the Isthmus was greatly intensified during the early part of World War II when thousands of young American men were stationed in lonely jungle outposts.

(See page 24)

## ROUND-THE-CLOCK RECREATION FOR ALL AGE GROUPS



Few places of its size in the United States can boast so many outstanding athletes in national and international sports in the past 25 years as the Canal Zone. The reason is simple — outdoor play in abundance under competent supervision and coaches.

The summer recreation and sports program offered this year was one of the most varied ever attempted. The varied program of the Physical Education and Recreation

Section of the Schools Division, under the direction of G. C. Lockridge, has been supplemented by the past two summers in most Canal Zone communities by many special activities provided by the Summer Recreation Council, of which Mrs. Dorris B. Caldwell is Coordinator.

The old Canal Zone favorite sport — swimming — has lost none of its favor among the young set as shown by the center picture

taken at the Gamboa Swimming Pool. From this group, or one of the young girls at the Balboa Pool, shown at the upper right, may come an international star.

Free bowling was offered this year to the school-age groups and some barely as large as the bowling balls turned out with a vim. One requirement was that they set their own pins and the heavyweight at the upper center is doing her stint at the business end of the alley.

# Operations of the Clubhouse Division

JULY 1, 1949 TO MAY 31, 1950

We believe that everyone who resides in the Canal Zone makes use of our facilities in the course of a year. We therefore wish to acquaint our patrons with the financial side of Clubhouse operations, as set forth below:



52.66 percent, cost of restaurant sales, merchandise purchases, and film rental.

\$2,009,052



33.58 percent for wages to U. S. and local-rate employees.

\$1,280,942



3.99 percent for gas, water, electricity, ice, telephones, freight and transportation advertising and printing.

\$152,373



3.32 percent for cost of cleanliness — uniforms, laundry, cleaning and paper supplies, garbage disposal, cleaning and chlorinating swimming pools.

\$126,578



3.0 percent for cost of building repair, new equipment purchased, repaired, or replaced.

\$187,266



1.54 percent left for surplus, which is added to our reserve for building replacement or alterations and new projects.

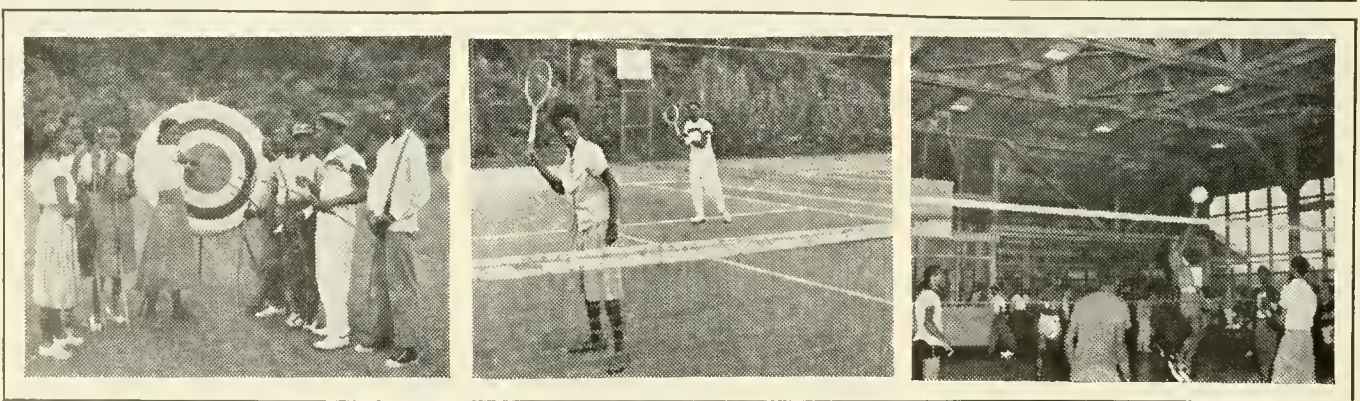
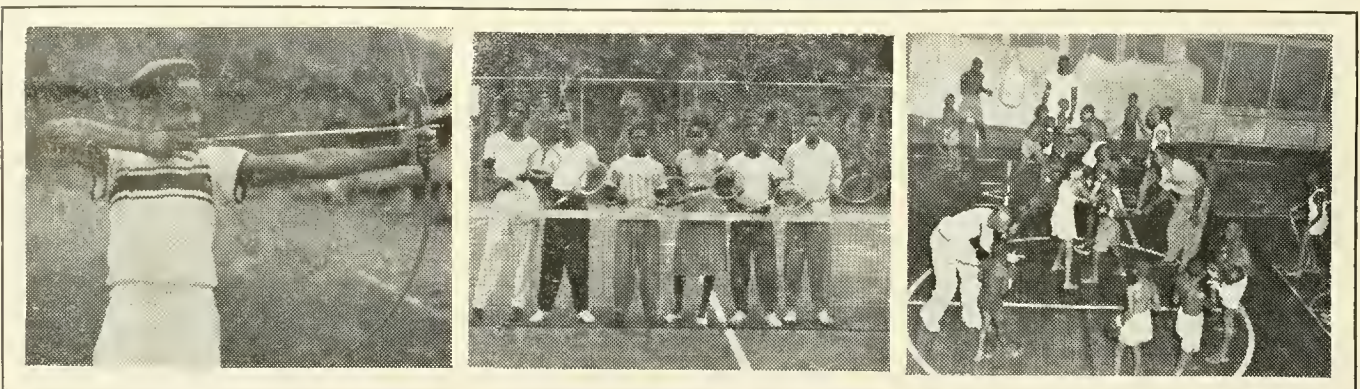
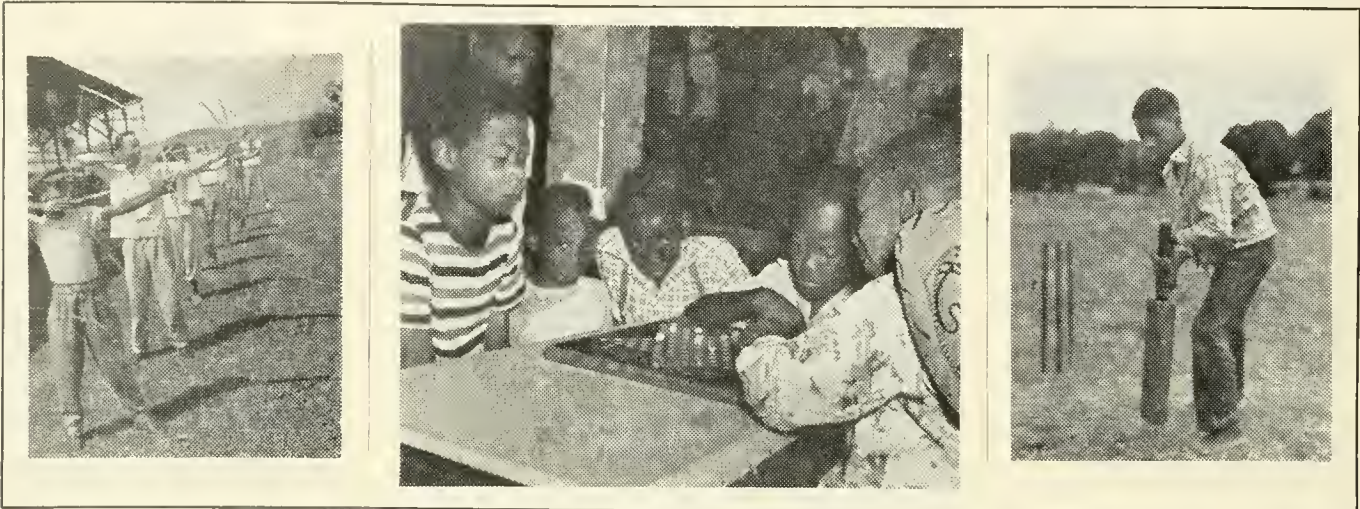
\$58,675

**Total Receipts = \$3,814,886**

During the period July 1, 1949, to May 31, 1950, inclusive, the Clubhouse restaurants, motion picture theaters and certain other recreational facilities were operated at a loss. It is anticipated that by the end of the fiscal year, these losses will be overcome by the revenue derived from other activities and a small surplus will result.

This page is devoted exclusively to news of the Clubhouses and Theaters prepared by the Panama Canal Clubhouses

# 1,000,000 HOURS OF FUN AND SUPERVISED PLAY



The intentness with which these young folks enter into their games and supervised sports gives ample demonstration of the value of the round-the-clock program during the summer school vacation planned for their benefit.

Games, sports, tournaments, and handicrafts provide fun and recreation for all age

groups. Chinese checkers was one of the favorites in the colored communities this summer and most games drew a group of interested kibitzers. The players shown in the center picture are being offered good advice on their moves.

Indoor and outdoor sports are offered in all communities and interest is kept high by

tournaments among various groups and communities. Special attention is given to art and handicraft. Folk dancing, boxing, gymnastics, basketball, and volley ball are some of the indoor activities, while cricket, tennis, track, and archery found many adherents outdoors during this summer.

(Continued from page 4)

Balboa Junior High School: Victor A. Herr, of Everett, Washington; and Louis A. Mays, of Downey, California.

Balboa High School: Kenneth G. Krogh, of Blair, Nebraska; and

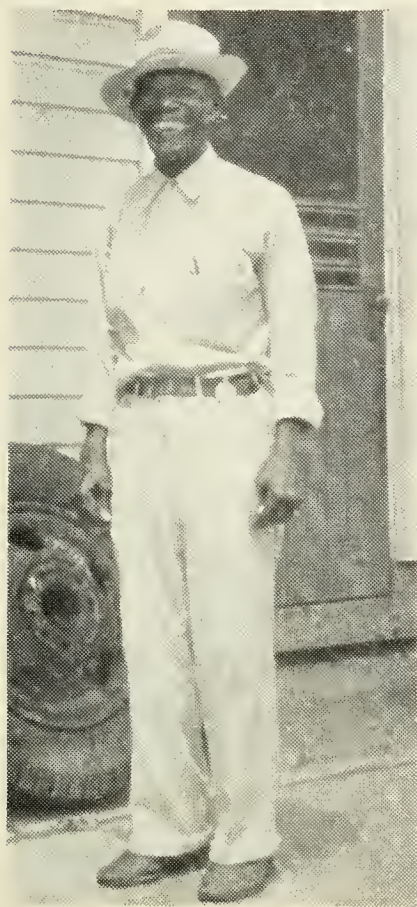
Frank A. Sawyer, of Torrington, Wyoming.

Canal Zone Junior College: Gilbert A. Nyerges, of Cleveland, Ohio; and Thomas S. McKibbin, of Fresno, California.

Cristobal Junior High School: Kenneth G. Miller, of Lyons, Nebraska; and Mary J. Wiesen, of Duluth, Minnesota.

Cristobal High School: Robert F. Woychick, of Mankato, Minnesota.

# Coachman For Col. Goethals Recalls Construction Years



Frederick E. Williams, former coachman for Colonel Goethals.

One miserable night stands out in the memory of Frederick E. Williams, foreman at the Gatun Garage before his retirement in June after 44 years of service, above all other events great or small of the Canal construction period.

That was a sleepless period of about 16 hours which he spent contemplating the prospect of being fired the next morning.

The incident which occasioned his distress occurred just after 3 o'clock one afternoon when he was scheduled to bring around Col. George W. Goethals' span of black horses and coach to take him to the train.

The engagement slipped Williams' mind until too late to arrive on schedule. He was five minutes late. Expecting to be fired summarily, he offered as explanation what was in effect a half truth—that his watch had stopped, which was false, and that there was no clock at the stables, which was true.

#### Time Clock Installed

The Colonel's only comment was, "When I say 3 o'clock, I mean 3 o'clock." They drove on to the station, without further conversation, and Williams settled down to a long worry session that did not end until the following morning.

When he reported to work, he did not find the expected dismissal slip, but he did find that a large clock was being placed in the stable area!

"I was 15 minutes early to every engagement to drive the Colonel after that," Williams concludes.

No man is prouder of his service with the I. C. C. than Williams who

was assigned as coachman for Colonel Goethals at Culebra from 1908 until the Canal was completed. It was a time when distinguished visitors from all parts of the world were flocking to see the great engineering feat in process of accomplishment.

Williams remembers best of all the two visits of the portly and jovial William Howard Taft, as Secretary of War, in 1909 and 1910, and later President. Another visitor he remembers well was President Pedro Montt, of Chile, who spent a few days on the Isthmus in 1910. He recalls that visit so well because President Montt offered him a tip when he left and was overseen by Colonel Goethals who said, "No, no, none of that—it isn't necessary."

"He gave me a tip anyway, enough to buy a cigar," Williams recalls.

On such state occasions or when one of the Presidents of Panama came out to Culebra to go with Colonel Goethals for one of his inspection trips "along the line," Williams spent many an hour grooming the two black horses and polishing the two-seated carriage which the Colonel used.

About such trips, Williams recalls an invariable custom of Colonel Goethals in which he seemed to take secret delight. He would bid farewell to his guest at his home, high on the crest of a hill overlooking the town and Culebra Cut. Then, taking a short cut to the railroad station he would appear and be waiting for his guests to see them on the train or motor car as they drove up in the coach.

#### Born in Black River, Jamaica

Williams was born in Black River, in St. Elizabeth's Province of Jamaica. He came to the Isthmus in May 1906 and after working as a teamster at the Folks River Stables for two years he was transferred to Culebra as Colonel Goethals' coachman. After the construction period ended and the Canal Zone capital was moved to Balboa Heights, he transferred to Pedro Miguel and then to Paraiso as foreman, working under District Quartermasters John King and Claude Peters.

He transferred to Gatun Garage as foreman in 1920 where he worked until the time of his retirement on June 24. Williams owns a small place in the community of New Providence, about 20 miles from Colon, where he plans to spend the rest of his life.

He is one of three old timers of the Motor Transportation Division who retired during the past quarter, after about 45 years of service. The others were Joseph Thennard, of Martinique, who started work for the I. C. C. in September 1905, and John Ramsey, a native of Barbados, who was first employed in 1906.

Thennard, who retired May 23, worked during most of the construction period as a tinner at Culebra, Empire, and Cristobal. He trans-

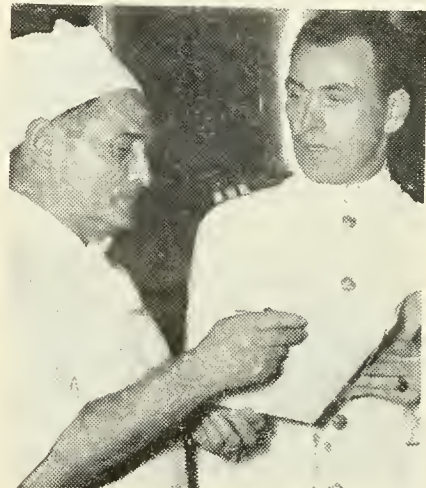
#### Veteran Seafarers

(Continued from page 14) went to sea as third officer for American-Hawaiian Steamship Line and took command of the *Nevedan* soon after. Following World War I service as lieutenant commander in the Navy, he commanded vessels of the Independent Steamship Company and its predecessor, United American, until 1927, when he was employed as stevedore supervisor for the Steamship Terminal Operating Company of New York.

Nine years after joining the Panama Line, he assumed command of the old *Ancon* and took that vessel through the Canal when it transited with 600 guests aboard August 15, 1939 to mark the 25th anniversary of the opening of the waterway. He served in the Army Transport Service during World War II, in command of the hospital ship *Acadia*, and later, the *Louis A. Milne*. He has been on the *Panama* since the war.

#### Missed Early Canal Trip

First Officer Gorman just missed a trip through the Canal at the age of five when he was on a cruise with



George McKnight, Chief Steward (right), consults with Manuel Romero, Chef, about a menu for the S. S. *Panama*.

his parents on the *Prinz Sigismund* which later became the Panama Line ship *General W. C. Gorgas*. On that occasion, he became ill in Jamaica and was taken back to New York, but finally made his first trip through the Canal in 1922 as third mate on the Isthmian Line's *Memphis City*.

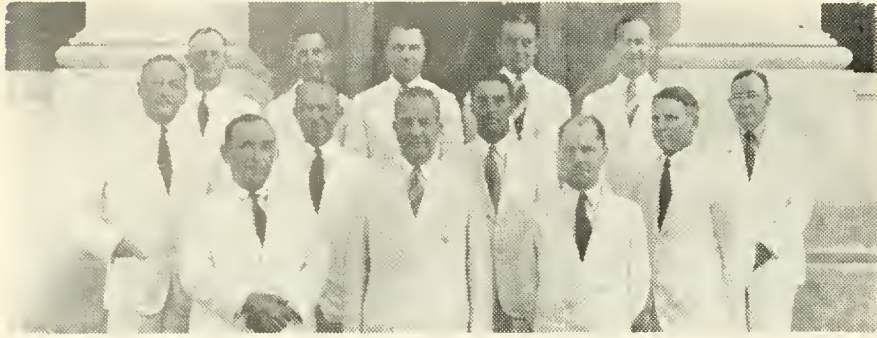
Now known to his shipmates for the mean brand of chess which he plays whenever time permits, First Officer Gorman counts among his competitors many *Panama* passengers. The other ships officers cling more to checkers, canasta, or cribbage and offer an open challenge to all comers in those departments.

First Officer Gorman (See page 20)

ferred to the Animal and Motor Transportation Division as an artisan in 1915 and continued in that capacity for 35 years.

Ramsey was first employed as a blacksmith and worked in the Constructing Quartermaster Division until 1916 in various Pacific side towns. He transferred to the Animal and Motor Transportation Division in 1916 and all of his service until his retirement on April 27 was with that division.

## GOVERNOR'S STAFF OF TEN YEARS AGO



Only those employees who have been in service four or five years will recognize many of the faces of the men who made up the Governor's staff just ten years ago. They are:

Front row, C. A. McIlvaine, Executive Secretary; Governor Clarence S. Ridley, and Col. Glen E. Edgerton, Engineer of Maintenance.

Middle row, Frank H. Wang, Executive Secretary; Col. M. C. Stayer, Chief Health Officer; Capt. Thomas A. Symington, Marine Superintendent; Roy R. Watson, Chief Quartermaster; and C. T. Lindsay, General Manager of the Panama Railroad.

Back row, John G. Claybourn, Superintendent of the Dredging Division; E. A. Erbe, Administrative Assistant to the Governor; Arnold Bruckner, Comptroller; Col. Douglas L. Weart, Assistant Engineer of Maintenance; and Capt. E. R. Norton, Superintendent of the Mechanical Division.

Only two of these, Mr. Erbe and Mr. Bruckner, are still in service. Two, Mr. McIlvaine and Mr. Watson, have since died. Colonel (now Major General) Edgerton is retired from the Army but is now serving as Executive Director of the Commission in charge of the renovation of the White House. Colonel (now Major General) Weart is still on active duty and is the commanding officer of Fort Belvoir, Virginia.

All the others have retired from active work. Governor Ridley retired as a Major General and now lives in Carmel, California.

This picture of the Governor and his staff was taken a short time before Governor Ridley completed his term as Governor and was succeeded by General Edgerton.

## San Juan Buildings Nearing Completion

The first six living units of the housing development in the San Juan area of Ancon will be ready for assignment this month. Actual completion date for the three duplexes, first of 16 structures in the same area to be occupied in the next few months, will depend on the delivery of material from the United States.

The remaining 13 one-family cottages in the development are now scheduled for completion about the first of September and will be turned over to the Community Services Bureau for assignment at the rate of about one a week after that date.

Construction of these new quarters, which started about the first of March, marks the beginning of a proposed long-term housing program which has as its ultimate objective the provision of permanent-type housing for all Canal-Railroad employees. The Bureau of the Budget has approved Canal plans for the housing program, to cost \$70,000,000 and extend over a period of eight to ten years, and a request for a supplemental appropriation of \$4,000,000 has been made to launch the program in the 1951 fiscal year.

The first quarters to be completed in the San Juan area will be two-bedroom duplexes. The other buildings in the development include 7 two-bedroom cottages and 6 three-bedroom cottages. All have concrete and masonry columns, beams, and basement facilities, wooden first floors, exterior walls and interior partitions of heavy plywood, celotex ceilings, and aluminum roofs.

Ancon Boulevard was relocated slightly in the development of sites for the new houses and San Juan Place has also been relocated and provided with a turn-around to provide easy access to the homes.

One of the innovations adopted in the construction of these houses was the use of prefabrication processes which have been extended steadily in Canal building during the last few years.

Most of the houses have pullman-type kitchens and sliding closet doors in the bedrooms. There are breezeways through the living and dining rooms or windows on three sides of these rooms and the bedrooms also have cross ventilation.

Four slightly different plans were used in the construction of the cottages. The two-bedroom houses, of two different sizes, are L-shaped buildings with combination living-dining rooms. The larger of the two types has dinette space in the kitchen and a half bath in addition to the regular bathroom.

The two plans used for the three-bedroom houses also differ primarily in size. The smaller of the two has double doors between the living-room and one bedroom which could be utilized to make one large unit of the two rooms.

One feature which has caused some comment is the use of two-color combinations in painting the interior of the houses. Generally, the lighter shade of the two colors used in the same room has been used on the walls with rows of windows and the darker shades on the interior walls of the room.

## Veteran Seafarers

(Continued from page 19) has served on the ships of several lines since his graduation from the New York State Nautical School in 1920. He spent two years in command of Navy ships in the Pacific in World War II. He has served on the old *Ancon* and the *Cristobal* and has been on the *Panama* since September 1946. His favorite decoration on the ship is a picture of his six children, ranging from Frank, 21, chemist technician at Farmingdale, New York, to 10-year-old Peggy at home in Hempstead, Long Island.

*Panama* passengers are playing new games these days, Stop the Music and quiz contests, started by the purser. Mr. Kristen explains before each contest that one record stumps them all. He is not publicizing the name but offers the disc itself as proof that his answer is the right answer.

The purser was a salesman before the war and joined the U. S. Maritime Service in 1942.

The Chief steward has been going to sea for 25 years and joined the Panama Line in 1938 as steward on the old *Cristobal*. He and the chef, Manuel Romeró, say there are no "specialties of the house" on the *Panama* but do note that Mr. Romero, a native of Puerto Rico, has a fine way with arroz-con-pollo and other dishes with a Latin-American flavor. Other personnel under the jurisdiction of the chief steward who play an important part in helping *Panama* passengers enjoy their travels are Irving Memeroff, deck steward, generally known as "Nick," who serves as general mother of the flock on deck and has a special way with children, and Harry Bradshaw, bartender.

Chief Engineer Julius Peterson served his apprenticeship as a machinist in the Lackawana Railroad from 1913 to 1917. In 1917 he joined the Navy and served throughout the World War I. In 1919 he joined the Luckenbach Line and remained there until 1927 when he joined the Panama Line. He served on the *Panama* during World War II.

The earliest service amongst the old timers now serving on the *Panama* is proudly claimed by Francis Taboda, a waiter, who was Captain's boy on the S.S. *Allianca* under Captain Skillings in 1897.

The man with longest continuous service on board the three ships is at present serving in the engine department of the *Panama*. He is Antonio Vilar, a watertender who has had unbroken service since 1914.

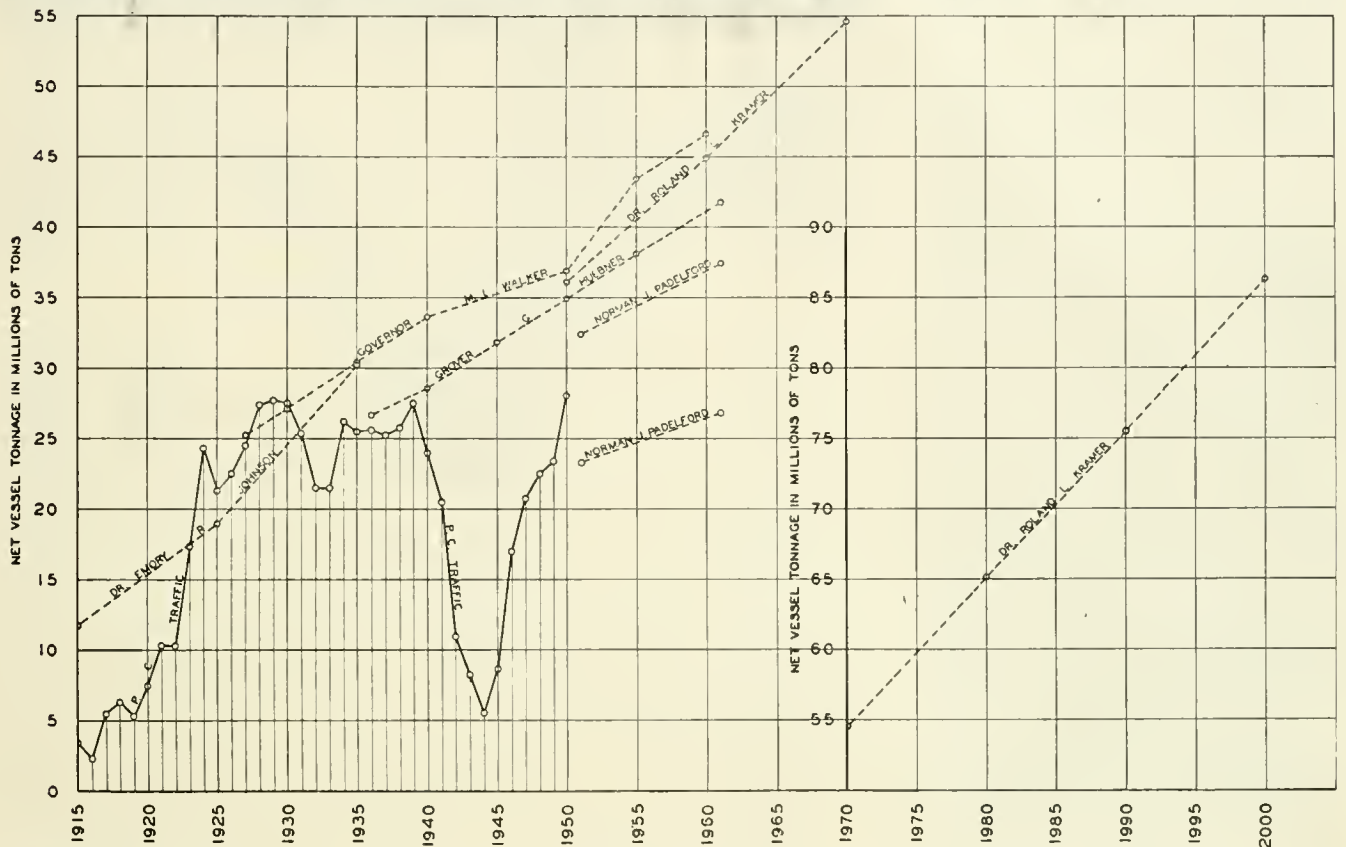
Other old timers who are well known on the Isthmus and who are now serving on the *Panama* are: Louis Pavlicek, Chief Radio Officer, 1931; Dudley Anderson, Second Radio Officer, 1922; and Jose Carisma, Oiler, 1912.

This is the second of a series of three articles on the Panama Line ships. The next and last will deal with the personnel of the S. S. CRISTOBAL.

STATISTICS ON CANAL TRAFFIC

For the purpose of comparison between pre-war and post-war traffic through the Panama Canal, statistics for the fiscal year 1938 are used in this section, as being more nearly normal for peacetime than those for 1939.

# Highly Variable World Trade Thru Canal Makes Accurate Traffic Forecast Difficult



World trade which flows through the Panama Canal is well nigh unpredictable.

The story is told that one prognosticator, observing the rapid rise in traffic between 1920 and 1924, simply used a ruler and a graph sheet and predicted such astronomical ship traffic by 1950 that only a natural strait, many miles wide, could have accommodated the ships plying between the two oceans.

The more careful observers have predicted a gradual increase but most of these predictions have come a cropper because of world-wide depressions or wars since the Canal was opened to traffic in 1914.

In one respect—net tonnage of vessels—Panama Canal commercial traffic reached a new high-water mark in the fiscal year 1950, ended June 30. In number of transits—the factor uppermost in calculating when added Canal facilities will be required—the traffic in the past fiscal year fell 12½ percent short of the record traffic in the fiscal year 1929. Much larger ships, including cargo vessels, tankers, and cargo-passenger ships, were responsible for the new all-time record in total tonnage.

The following figures show a comparison between the ocean-going commercial traffic of the fiscal years 1929 and 1950 and the percentage of increase or decrease in each of the categories:

- Number of transits:
  - 1929—6,289
  - 1950—5,488 — 12½% decrease
- Panama Canal net tonnage:
  - 1929—27,585,000\*
  - 1950—28,013,236 —1.75% increase
- \* Estimated as based on present rules of measurement.
- Tolls:
  - 1929—\$27,111,000
  - 1950—24,430,000 —10% decrease
- Tons of cargo:
  - 1929—30,647,768
  - 1950—28,872,293 —6% decrease

These figures clearly indicate the growth in the size of ships within the past two decades. As announced in the previous issue of THE CANAL REVIEW, tankers using the Canal have increased approximately 18

percent within this period and cargo-passenger vessels are now 12 percent larger than in 1929.

Despite this growth in the size of ships, the consensus of observers is that the number of transits rather than the size of vessels will be the governing factor in deciding when added Canal facilities will be required for commercial traffic.

### Alterations Needed by 1970

The present outlook, based on normal peacetime conditions, is that some alterations will be required by 1970 to accommodate commercial traffic alone.

This date is some 10 years later than that predicted three years ago when a careful analysis was made by Dr. Roland L. Kramer in the course of the Isthmian Canal Studies of 1947.

Governor Newcomer has expressed the opinion that added facilities will be required by 1970 and in a recent statement he said:

"It seems reasonable to assume that existing Canal facilities will be taxed to capacity by the year 1970 by commercial shipping alone, necessitating by that time some improvements to avoid costly delays during peak operating periods.

"The revival of world trade during the past five years since the close of World War II has brought a constantly increasing flow of traffic through the Canal. This resurgence of international commerce will, if it continues, require serious consideration within the next few years of means of increasing the Canal facilities to accommodate this commerce. General plans to meet this expansion by increasing Canal facilities have already been made and could be initiated and accomplished at an economical rate within a period of about 10 years."

The accompanying graph shows the relation of Canal commercial traffic of the past 35 years to the predictions of several expert analysts. The dates of these predictions range from the one made in 1912 by Dr. Emory R. Johnson on commercial traffic between 1915 and 1935, to the 1947 prediction of Dr. Kramer. Dates of the other predictions, shown on the charts, were:

Governor M. L. Walker, 1927; Grover G. Huebner, 1936; and Norman J. Padelford 1944.

The forecast of Dr. Johnson was made prior to the outbreak of the first World War and it seems reasonable to suppose that his prediction for the first 20 years of Canal traffic would have been remarkably accurate except for the war and the depression of the early 1930's. His forecast was based on the increase of potential Canal traffic during the 11-year period between 1899 and 1910 as indicated by records kept by the Second French Canal Company of ship movements over trade routes likely to use the Panama Canal.

### Forecast of Governor Walker

Governor M. L. Walker prepared his estimate in 1927 and based his prediction on the growth in the movement of shipping through the Suez Canal, since he felt the 13 years of Panama Canal operational data obtainable, plus traffic disruptions caused by the first World War, did not form an adequate base on which to predicate such an estimate. He concluded that the annual increase in traffic up to 1960 would be 700,000 net vessel tons, including commercial and tolls-free vessels.

A committee appointed by the President in 1936 to make a study and prepare a report on Panama Canal tolls and rules of measurement selected Dr. Huebner, Professor of Commerce and Transportation of Wharton School of Finance and Commerce at the University of Pennsylvania, to make a forecast of probable Canal traffic up to 1961. He had been associated with Dr. Johnson in the 1912 study and Dr. Johnson was a member of the committee which requested Dr. Huebner to make the study on future traffic.

He prepared four estimates, three based on Panama Canal data and the fourth on Suez Canal traffic figures. His final estimate shown on the accompanying chart, was based on composite figures of Panama Canal general cargo net vessel tonnage between 1923 and 1936, and the Suez Canal traffic trend.

Dr. Padelford's (Continued on page 22)

## World Trade Thru Canal is Variable

study, made in 1944, (Continued from page 21) was based on Dr. Huebner's forecast, in which he attempted to evaluate the net effect of World War II, air traffic, and other adjustments on the Huebner predictions. He made five separate forecasts based on the various analyses, the most conservative and the most optimistic of which are shown on the chart. The top line indicates his prediction on traffic based on the effects of World War II without consideration of other factors which might affect Panama Canal traffic. The bottom line was based on the effects of the war plus various other influencing factors.

Under normal conditions, Panama Canal traffic for the next fiscal year will fall somewhere between his two extreme forecasts and not far short of his most optimistic.

### Estimates of Dr. Kramer

The Isthmian Canal Studies of 1947 required a long-range traffic forecast and Dr. Kramer, Professor of Commerce and Transportation at the Wharton School of Finance and Commerce, was selected as a traffic consultant because of his high reputation in the field of international commerce and his long association with both Dr. Johnson and Dr. Huebner.

His prediction was based on three basic assumptions: (a) That there will be no widespread wars or serious political revolutions up to the year 2000; (b) That freer and less restrictive trade relations will develop as the United Nations organization achieves stature; and (c) that the United States will maintain a substantial merchant marine for domestic and foreign trade.

He made several statistical projections and the one shown here was used for computation on the expected date when commercial traffic would outgrow present Canal facilities. Actual Panama Canal statistics on traffic for the fiscal year 1950 fall more than 9,000,000 net vessel tons short of the figure he had expected.

Actual figures on commercial traffic for the past fiscal year also fell far short of the number of large, ocean-going vessels estimated in Dr. Kramer's forecast. Total transits for the year of tolls-paying vessels of more than 300 net tons were 5,448, as compared with the predicted 6,959.

Assuming that the rate of increase predicted by Dr. Kramer for the two decades in commercial traffic prove to be correct—1,240 ships between 1950 and 1960, and 1,287 ships between 1960 and 1970—commercial traffic in 1970 will be 7,915 vessels, based on actual transits in 1950. This number plus the tolls-free traffic, approximately 15 percent of the total in peacetime including Canal equipment would bring the total Canal traffic in 1970 well up to what is considered a maximum which can be handled under existing operating conditions.

The recommendation of Governor Joseph C. Mehauffey as contained in his report on the Isthmian Canal Studies of 1947 was, in fact, two-pronged in response to the request from Congress: To determine the best means to meet the future needs of national defense and future requirements of interoceanic commerce. His recommendation for a sea-level canal, therefore, was not based solely on the expected future requirements of commercial traffic and the final report made it abundantly clear that a less expensive plan could be adopted for this purpose alone.

(Continued from page 7)

"We have read this publication with the greatest of interest and feel that it will accomplish a purpose hitherto unachieved on the Isthmus.

S. KIDD, Manager, C. Fernie and Co.  
Cristobal

Opinions of the newspaper profession:

"Congratulations on Volume I, Number 1, of THE PANAMA CANAL REVIEW. This is a superb job from the standpoint of content, printing, and wide range of subject matter."

CARL ACKERMAN  
Dean, Graduate School of Journalism  
Columbia University

"I read with interest your first issue of the employee magazine, and think it is a fine job."

MAURICE HALE  
Chief, Information Section  
Tennessee Valley Authority

Since it appeals to me, an outsider, I'm sure that it is highly interesting to members of the organization and to private businesses having dealings with the establishments in the Zone."

CLARK H. GALLOWAY  
Inter-American Editor, United States News and World Reports

## SUPER-TANKER VISITS CANAL WATERS



An opportunity to inspect the "super-tanker" *Esso Cristobal* was provided for local officials July 12 when the vessel paid its first call at the Port of Cristobal to deliver fuel oil into the marine storage tanks of the Standard Oil (Canal Zone) Company and The Panama Canal.

A formal visit to the super-tanker was made by a large group of Canal Zone and Colon officials, including Lt. Gen. William H. H. Morris, Jr., Commander-in-Chief of the Caribbean Defense Command, Lieutenant Governor Herbert D. Vogel, and Mayor José Dominador Bazan, of Colon.

The *Esso Cristobal* is one of 12 new super-tankers built since the war with a capacity of 230,000 gallons, almost 70 percent more than the T-2 tanker built during World War II.

### CARGO HANDLED OVER PIERS (In short tons)

	Second Quarter Calendar Year 1950			Average quarter, 1949	Average quarter, 1938
	Cristobal	Balboa	Total	All piers	All piers
Local cargo received .....	57,435	29,052	86,487	104,205	87,968
Local cargo forwarded .....	15,547	15,792	31,339	26,608	9,388
Transfer cargo received .....	75,632	2,325	77,957	72,250	138,386
Total incoming cargo handled .....	148,614	47,169	195,783	205,053	235,742
Rehandled cargo .....	1,950	130	2,080	3,435	1,584
Transfer cargo forwarded .....	71,351	1,958	73,309	73,245	136,127
Total cargo handled and transferred .....	221,915	49,257	271,172	281,733	373,453

### TRAFFIC MOVEMENTS OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into eight main trade routes:

	April—May—June		
	1950	1949	1938
United States Intercoastal .....	254	146	248
East coast of U. S. and South America .....	331	252	120
East coast of U. S. and Central America .....	96	86	19
East coast of U. S. and Far East .....	145	200	200
U. S./Canada east coast and Australasia .....	37	43	40
Europe and west coast of U. S./Canada .....	120	143	270
Europe and South America .....	88	83	136
Europe and Australasia .....	74	75	68
All other routes .....	255	243	120
Total Traffic .....	1,400	1,271	1,221

### JOINT EFFORTS MADE IN MARITIME SAFETY

A cooperative effort on behalf of maritime safety has been inaugurated by the local Propeller Club, representing shipping interests on the Isthmus, and representatives of Canal units concerned with marine matters.

D. J. McKeown serves as chairman of a joint safety committee organized to deal with common safety problems and Captain Robert M. Peacher, Marine Director of the Panama Canal, serves as co-ordinator for the Canal-Railroad organization. Committee members representing the Propeller Club include D. P. Darling, L. M. Brece, President, R. W. Chandler, G. S. Bennett, E. S. Baker, and Mr. McKeown.

The committee has met monthly since May 10.

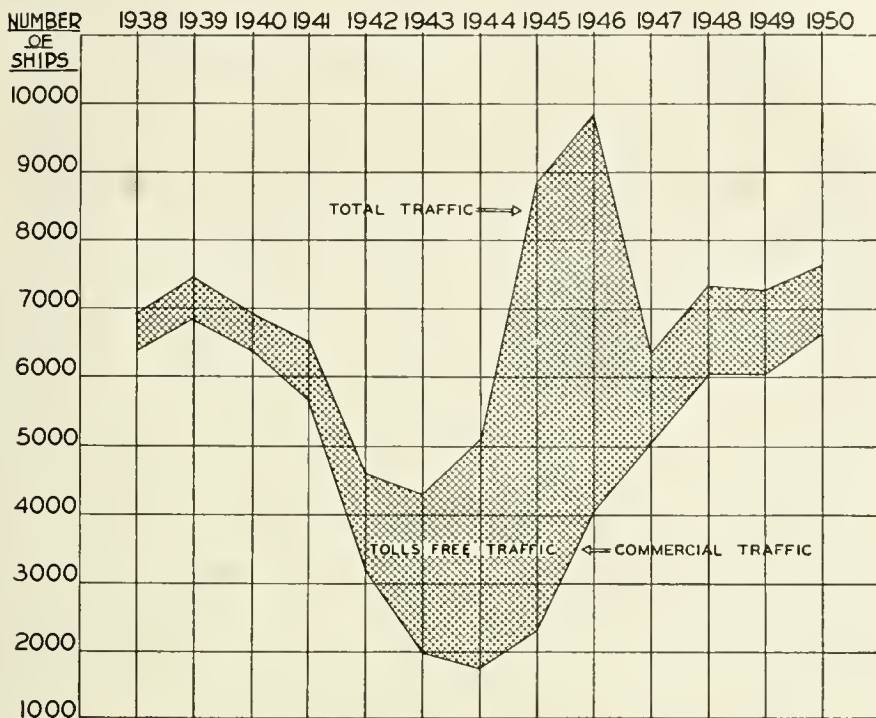
Recommendations made to the Canal organization and to shipping companies,

through their local representatives, concern improvement of safety features of sea ladders, companionway gangways, machinery for handling lines between ships, locks and piers, and boarding and docking equipment on Panama Railroad and Panama Canal piers.

The committee has also recommended adoption of the regulations set forth by the International Conference on Safety of Life at Sea under the auspices of United Nations.

The safety work of the local Propeller Club, Port 93 of The Panama Canal, follows a policy similar to that of other units of the organization in all major United States ports. The national headquarters of the Club in New York City cooperates with the Marine Section of the National Safety Council, the United States Coast Guard, the Federal Interdepartmental Safety Council, the American Bureau of Shipping, and Lloyds Register of Shipping to provide guidance to local groups in safety matters.

# 1950 Canal Traffic Nears Peacetime Aspect



CANAL TRANSITS—TOLLS PAYING AND FREE

	April—May—June				
	1950			1949	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Tolls-paying vessels:					
Ocean-going .....	681	719	1,400	1,271	1,397
*Small .....	157	149	306	367	265
Total, tolls-paying .....	838	868	1,706	1,638	1,662
**Free transits .....	104	118	222	343	112
Total, tolls-paying and free .....	942	986	1,928	1,981	1,774

\* Vessels under 300 net tons or 500 displacement tons.  
 \*\* Exclusive of Panama Canal equipment.

## MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over  
 By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1950	1949	1938	1950	1949	1938
July .....	430	399	457	\$1,891	\$1,673	\$2,030
August .....	388	399	505	1,733	1,737	2,195
September .....	401	415	444	1,795	1,741	1,936
October .....	440	372	461	1,985	1,495	1,981
November .....	439	353	435	1,964	1,455	1,893
December .....	488	357	439	2,185	1,506	1,845
January .....	483	407	444	2,207	1,772	1,838
February .....	457	373	436	2,121	1,573	1,787
March .....	522	447	506	2,327	1,959	2,016
April .....	459	433	487	1,959	1,887	1,961
May .....	488	421	465	2,170	1,880	1,887
June .....	453	417	445	2,093	1,863	1,801
Totals for each fiscal year .....	5,448	4,793	5,524	\$24,430	\$20,541	\$23,170

Panama Canal traffic assumed a near normal peacetime aspect during the fiscal year 1950 which closed June 30.

The amount of tolls, \$24,230,000, was the highest collected in any fiscal year since 1931, this amount having been exceeded in only four years of the Canal's operating history.

Transits by commercial vessels of more than 300 net tons totaled 5,418 last year, the highest number since the fiscal year 1940 and the only year in that 10-year period when these transits exceeded 5,000.

A new record was set by commercial shipping in Panama Canal net tonnage last year with a total of 28,013,236 net tons. The old record of 27,716,000 tons was established in the fiscal year 1930, even though record figures on the number of transits and tolls were set in 1929.

Aside from the volume of commercial traffic, the ratio of tolls-free shipping to commercial traffic also resumed a near-normal, peacetime aspect. Before the outbreak of World War II the amount of tolls-free traffic was generally reckoned at 8 percent of the total commercial traffic of all categories. During the war this percentage rose to an all-time high in 1945 of nearly 75 percent. This wide gap was rapidly closed in the fiscal year 1947 after the Government released most of the commercial vessels and last year tolls-free shipping was only 12 percent of the total traffic.

The accompanying chart gives a clear picture of the wide variation between tolls-free and tolls-paying traffic since 1938. The top line represents the total traffic during this period, with the exception of Panama Canal equipment, and the bottom line represents total commercial traffic of all categories including vessels under 300 net tons. Prior to 1938 the percentage of tolls-free shipping varied only slightly from the 8 percent average of all traffic.

### Rate of Increase is High

Commercial traffic during the past fiscal year rose at one of the highest rates of any year in the Canal's history, being roughly parallel with those in the fiscal years 1923, 1924, and 1934.

The most significant factor in the 1950 traffic figures was the heavy shipments of oil from the west coast through the Canal. This movement which began in September 1949 and continued throughout the remainder of the fiscal year, reached a peak in February.

Despite a notable decrease in this tanker trade in March, an increase in shipping in practically all other trade routes through the Canal brought March commercial transits to 522, the highest of any month since March 1937. Ship movements through the Canal during the last quarter of the fiscal year 1950 were consistently higher than those of the same period in 1949.

Comparative statistics on commodity shipments during the last quarters of 1949 and 1950, generally indicative of trends for both years, show many significant changes in world trade. The shipments of mineral oils from the Pacific to the Atlantic were nearly 12 times as high in 1950. Other outstanding changes in commodity shipments in this direction included increases in the amount of fresh and dried fruits which rose from 20th and 22d places, respectively, to 14th and 15th places in the 1950 list.

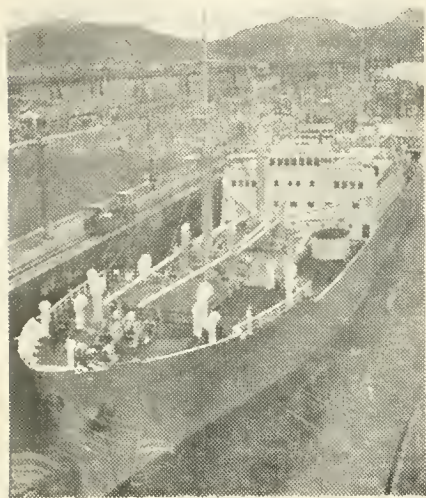
### Phosphate Shipments Heavy

The outstanding variation in the lists of commodity shipments from the Atlantic to the Pacific was phosphates. During the second quarter of 1949, these shipments totaled only 8,564 long tons and were in 30th place. This year, phosphates were in third place in the commodity list with 244,715 tons.

Comparative figures carried in this edition of THE CANAL REVIEW on the movement of traffic over the main trade routes during the last quarter of 1950 and 1938 are also generally indicative of the trends for those two full years. The major increases were shown in the trade moving between the east coast of the United States and Central and South America, while significant decreases were shown in all European trade on the main routes through the Canal except that to Australasia.

The noticeable variation between the net tonnage of commercial vessels (See page 24)

## HISTORY MAKING TRIP



A history-making transit of the Panama Canal for the Intercean Steamship Company was made June 19 by the M. S. *Brandanger* en route on the 400th voyage of the Intercean Line from the Pacific coast to Europe.

The *Brandanger*, shown above just after entering Miraflores Locks, is one of a fleet of six fast, modern motorships of post war vintage which are now on this run or will soon be in service. A seventh vessel, the M. S. *Trondanger*, recently transited the Canal bound for the West coast after complete modernization in Europe.

By coincident, the original *Brandanger*, which was lost during the war, made voyage No. 1 in the Intercean Line service.

Master of the new *Brandanger* on the 400th voyage was Captain Anfin Olsen, who started with the Intercean Steamship Company as mate on the original *Brandanger* in 1934.

## 1950 Canal Traffic

(Continued from page 23) using the Canal in the fiscal years 1929 and 1950 and the amounts of cargo transported is due in part to the tanker traffic from the west coast. These vessels during the past fiscal year moved through the Canal last year fully loaded and returned to the west coast in ballast.

This also accounted partly for the fact that even though the net tonnage of vessels in 1950 was the highest on record, the amount of tolls collected was appreciably lower than the all-time high in 1929. The principal factor, however, in this variation of tolls was the changes in the rules of measurement and rate of tolls in 1938. Under the same rules of measurements and rates of tolls as applied in 1929, the 1950 commercial traffic through the Panama Canal would have increased last year's tolls by about 3.5 percent, or some \$850,000.

(Continued from page 15)

In this effort, Zone health authorities had the full cooperation of Government officials in the Republic of Panama and the low rate announced for the first half of this year is the cumulative result of that joint effort over a period of some 10 years. This year's malaria rate, long believed by competent medical authorities to be unattainable under conditions such as exist on the Isthmus, has been, in part, due to improved insecticides and preventive and curative medicines.

These three factors—cooperation by all health authorities and the general public, more and better insecticides, and improved medicines—have had a cumulative effect. This accumulative formula works on the basis of fewer anopheles mosquitoes, less malaria; fewer malaria cases, less possibility for *Miss Anophles* to bite malaria patients and transmit the disease; and thus, so Isthmian doctors hope, *ad infinitum*.

Principal Commodities Shipped Through the Canal  
(All figures in long tons)

Figures in parentheses in 1938 and 1949 columns indicate relative positions in those years

## ATLANTIC TO PACIFIC

Commodity	Second Quarter, Calendar Year		
	1950	1949	1938
Manufactures of iron and steel	348,596	383,212 (3)	370,925 (2)
Mineral oils	263,850	589,861 (1)	204,624 (3)
Phosphates	244,715	8,564 (30)	77,382 (7)
Ammonium compounds	149,788	101,691 (4)	10,320 (27)
Paper and paper products	100,976	100,500 (5)	105,902 (5)
Sulphur	75,317	80,112 (8)	67,125 (8)
Sugar	75,202	38,710 (13)	20,176 (19)
Raw cotton	71,208	84,310 (6)	43,766 (10)
Automobiles and parts	61,952	47,487 (11)	57,368 (9)
Tinplate	59,937	82,537 (7)	70,203 (6)
Machinery	57,066	56,657 (9)	40,109 (11)
Cement	47,499	22,882 (15)	39,024 (12)
Ores, various	32,244	9,164 (27)	27,099 (14)
Wood pulp	30,811	19,903 (8)	21,648 (17)
Coal and coke	27,377	562,651 (2)	25,352 (15)
All others	723,133	743,966	1,182,474
Total	2,369,671	2,932,207	2,363,497

## PACIFIC TO ATLANTIC

Commodity	Second Quarter, Calendar Year		
	1950	1949	1938
Mineral oils	962,860	82,679 (10)	732,510 (5)
Ores, various	811,072	960,081 (1)	517,845 (2)
Lumber	776,365	690,125 (2)	668,505 (1)
Wheat	402,852	452,126 (3)	179,065 (7)
Nitrate	361,946	388,375 (4)	340,496 (4)
Sugar	295,739	272,403 (5)	445,366 (3)
Canned food products	294,872	166,057 (6)	161,496 (8)
Refrigerated food products (except fresh fruit)	163,774	108,144 (8)	118,555 (9)
Metals, various	159,698	157,140 (7)	179,380 (6)
Bananas	124,949	98,796 (9)	17,900 (26)
Wool	88,902	76,665 (11)	54,547 (14)
Copra	55,974	42,509 (16)	41,275 (18)
Raw cotton	54,060	43,799 (15)	20,232 (24)
Fresh fruit (except bananas)	51,855	31,193 (20)	110,339 (10)
Dried fruit	42,147	28,270 (22)	56,171 (13)
All others	516,210	1,267,598	703,616
Total	5,163,275	4,865,960	4,347,298

## Canal Commercial Traffic by Nationality of Vessels

Nationality	April—May—June					
	1950		1949		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
British	225	1,400,835	244	1,619,536	344	1,674,876
Chilean	13	57,364	19	87,613	3	2,552
Chinese			5	45,198		
Colombian	20	19,056	19	25,552		
Danish	50	176,053	34	186,964	56	227,960
Ecuadorian	29	12,199	11	10,976		
Egyptian	1	1,088	1	3,400		
Finnish			1	9,000		
French	26	144,353	30	140,240	23	118,232
German					97	370,814
Greek	20	147,948	39	339,745	25	164,506
Honduran	122	176,244	84	179,619	2	844
Italian	16	87,718	16	97,686	14	35,530
Japanese					76	441,353
Latvian					2	4,900
Mexican	2	11,707	10	47,428		
Netherlands	26	119,510	29	74,558	74	147,118
Nicaraguan	1	224				
Norwegian	115	383,068	118	512,937	187	933,990
Panamanian	47	243,812	47	279,500	45	110,150
Peruvian	14	40,753	8	24,575	1	1,995
Philippine	3	17,731	7	45,325	1	8,441
Portuguese	1	9,201	2	8,415		
Soviet					1	1,054
Spanish	16	67,301	6	8,366		
Swedish	38	151,047	37	172,875	33	189,181
Swiss			1	7,882		
Turkish	1	9,800				
United States	607	4,246,161	492	3,339,075	408	2,253,371
Venezuelan	7	9,773	11	14,260	2	2,018
Yugoslavian					3	21,910
Total	1,400	7,532,946	1,271	7,280,725	1,397	6,710,795

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