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PANAMA CANAL
REVIEW



NOVEMBER 1967

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W. P. LEBER, Governor-President
H. R. PARFITT, Lieutenant Governor
FRANK A. BALDWIN
Panama Canal Information Officer



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Editorial Offices are located in the Administration Building, Balboa Heights, C.Z.

ROBERT D. KERR, Press Officer
Publications Editors
MORGAN E. GOODWIN and TOMAS A. CUPAS
Editorial Assistants
EUNICE RICHARD, TOBI BITTEL, FANNIE P. HERNANDEZ, and JOSE T. TUÑON

About Our Cover

MOLAS MADE by the Cuna Indians of the San Blas Islands adorn the cover of this issue of THE PANAMA CANAL REVIEW.

Artistically designed in bright colors and intricately sewn, they represent a small but purely Panamanian industry. The molas themselves occasionally reach the smart shops of New Orleans and New York where they fetch good prices. They are seen with greater frequency in Panama.

When framed, they make handsome wall decorations for the home—the most common use for them. They also are used to cover pillows and stitched together to form jackets, blouses or skirts.

The mola consists basically of four pieces of cotton cloth, usually 14 by 20 inches, of different colors, with green, red, orange and black dominating. These are placed in layers, one over the other, and sewn together. At first glance, they seem to be appliqued, but this is not the case. The Indian seamstress cuts into the layers of material until she finds the color she wants; by cutting

away and by sewing the edges, she creates the design she wishes.

These designs have no religious significance, contrary to what many believe, and the variety of designs is limited only by the rich imagination of the Cuna women who have an extraordinary artistic sense.

It is believed that the mola came into existence in the middle of the last century when the Cunas established themselves on the islands in search of a climate more hospitable than that of the jungle. The women wore white blouses of cotton with shells and pieces of mirrors and beads used as trimmings on the borders of the blouse.

The appearance of colored cloth and the sewing machine on the islands permitted the women to change the beads on their blouses for trimmings of colored material, beginning with simple designs. These evolved into more complicated designs and soon covered the entire blouse. Thus the mola was born.

Now, a prospective bride of San Blas would not think of getting married if she did not have a dozen new molas in her trousseau.

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What's the crowd waiting for? Turn to page 17 and find out.



Freshly cut bananas, still bearing their protective polyethylene sacks, are taken from the field to the packing house. Each stem of this very delicate fruit is carefully placed into a cradlelike section of the vehicle as further protection against bruising.

Is Vital to Panama

Banana Industry

SOMETIMES THEY call it green gold.

But it's familiar to most people as the banana—plump, tasty and a hardworking contributor to Panama's economy.

The consumer in the United States or Europe may think this nickname odd because he knows bananas are yellow, not green. But they are green when the big, 75-pound stalks are harvested and still green when shipped out to customers abroad.

The banana grows wild throughout much of Panama, but it is the commercial cultivation of bananas that means much to the country. The banana in this case is the sweet banana, not the plantain or cooking banana which is starchy rather than sweet. The plantain is used widely as a key ingredient in many dishes, and eaten as a vegetable in Latin America. However, it rarely appears in the markets of the Temperate Zone.

More than 11,000 Panamanians are employed in the banana industry which

exported almost 14 million bunches in 1966, according to Panama Government figures. This represented nearly \$35 million, and was 44 percent of the country's total exports. Besides salaries, the banana means tax money for schools, roads, hospitals and services every citizen expects from his government.

This remarkable plant is one of the world's most important fruits for three fundamental reasons—its food value, pleasing flavor and year-round availability. Less obvious characteristics enhance its value as a crop that lends itself to profitable large scale cultivation.

Production is more or less constant throughout the year, so management doesn't have to hire great numbers of workers for brief periods, particularly during harvest time. This built-in advantage also gives the field hand a steady paycheck as opposed to a seasonal one.

Another tremendous benefit is comparative freedom from constant replant-

ings. The seed, composed of suckers and divisions of the pseudostem, produces a new plant every 10 to 15 months for as long as 40 years.

After fruiting, the 10 to 12-foot stem or false trunk dies. A sweep of the machete cuts it down and other suckers soon shoot up from the underground rhizome (stem).

Thanks to the rapid growth and the fact that the first crop is obtained in about a year, financial returns are quick; the planter doesn't have a lot of cash tied up for a long time in a slow-growing crop.

The entire operation sounds unbelievably simple, but it really isn't. There are hazards and pitfalls that must be avoided if banana cultivation on a commercial basis is to succeed. Highly efficient and knowledgeable management is a must. Effective organization and flexibility must guide every phase

(See p. 4)

Wind, Cold Are Enemies Of Bananas

(Continued from p. 3)

of the operation—growing, harvesting, packing, distributing and sales.

Irrigation is required to guarantee continuous production during the dry season. Spraying with DDT and other chemicals is imperative to keep bananas coming and free of disease.

A highly perishable commodity, the banana has to be handled carefully. The time to cut the green fruit is selected through careful observation and by people with considerable experience. The degree of maturity the fruit is allowed to attain before harvesting depends upon the distance it must travel to market and the type of transportation. Bananas going from Panama to the United States ripen 8 to 10 days after cutting time. For those going to Europe, it takes longer.

Refrigerated ships, in which they travel to consumers, are cooled to about 56 degrees, slowing to some extent the ripening process.

Bananas, like virtually all crops, are vulnerable to disease. The most lethal is called Panama disease, which also is prevalent in other countries. It is a fungus that destroys the roots, then the rest of the plant.

Blowdowns are another menace to bananas. Even light winds can lay waste to acre after acre of bananas. Of less importance to Panama but of great consequence to other regions of the world is the danger of a cold snap. When the mercury drops to below 54 degrees, the grower can expect to find some damage to the fruit.

The leader of Panama's banana industry is the Chiriqui Land Company, a subsidiary of the United Fruit Company. The firm's first investment in Panama was at the Caribbean settlement of Almirante in 1898. By 1914, the production from the region's Changuinola



A workman unloads the stems at the packing plant. Here they are hung individually on overhead hooks that carry them to the processing areas where they are first cut from the stem.

Valley became famous for high quality bananas which brought good prices in the United States and Canada.

At the end of World War I, an infestation of Panama disease destroyed great numbers of banana plants and almost forced the company to close down its operations here. But it survived and

gradually recovered. In 1927, it set up a new branch on the Pacific coast in Chiriqui, calling it the Armuelles Division—presently the largest banana producing enterprise in the country. This region was called Rabo de Puerco (pig-tail) at the time and is now the city of Puerto Armuelles.



Intent youth cuts "hands" of bananas from the stems with hooked knife, then places them into the washing tubs behind him. Women separate them into smaller hands, cull out those not meeting quality standards and put the others on conveyor belts for weighing and packing.

It was a swampy, malaria and insect-ridden area but gradually that was changed. Under terms of a contract with the Government, the company built a large wharf on the bay, laid several miles of railroad track linking it with the main track of Panama's Ferrocarril Nacional de Chiriqui and made other improvements not covered by the contract.

A mosquito control program helped to convert the former pesthole into a healthy community. A company-built and operated hospital serves the more than 5,000 employees and their families. Needed skills are learned at the modern machine shop. Schools put up by the company for workers' families were turned over to the Panama Government, which now administers them. Recreational facilities and athletic teams for both adults and children were established. A scholarship program for children, a retirement plan and housing are some of the other benefits the company provides for employees.

The Armuelles Division of the Chiriqui Land Company has an annual payroll of more than \$7 million and contributes heavily to the local economy by purchasing cement, paint, lumber, food and innumerable other commodities.

It also pays rent to the railroad for use of the main line, export tax, income and other miscellaneous taxes. Together these payments come to more than \$3 million a year. A few years ago after the company began shipping bananas by pasteboard box instead of by stem, the Armuelles Division built a \$2 million factory where Chiricanos are employed to turn out these containers.

Each one holds 42 pounds of bananas, allowing for shrinkage to a guaranteed 40 pounds, and last year the division exported 12 million boxes, mostly to the United States. The divisional manager, Clyde E. DeLawder, points out that 30 percent of this comes from 14 independent producers who profit by the large company's marketing and other facilities. "We buy all they produce," he explained.

The Gros Michel specie of banana, the most popular grown for many years in this area, is being replaced by the Valery. "The Gros Michel banana is susceptible to Panama disease which ruins the soil for bananas in the future," DeLawder noted. "We began to box bananas in 1961. This opened the way to the Valery, a thin-skinned banana that bruises easily but resists Panama disease." The Gros Michel is being phased out at Puerto Armuelles and eventually



Properly-weighed quantity of fruit, 42 pounds, goes into open trays and is inspected before being placed into plastic-lined box. Spool near the girl's head contains United Fruit Company's "Chiquita" trademark seal for bananas going to the United States and Europe.

only Valery bananas will be produced.

The word Valery is a registered trademark of the United Fruit Co.

Bananas take a lot of nitrogen from the soil. Fertilizers are used in great quantities to replace it. Aerial spraying lays down fertilizers, fungicides and insecticides. Polyethylene sacks are placed over every stalk of maturing bananas to offer further protection against insects. This gives the illusion that the sacks are almost part of the plant.

Every 6 to 10 years land is left fallow to starve out the nematodes in that

area. Another important measure is the use of guy lines to give each plant greater support and protection against blowdown.

Mechanization is used where practical, but many of these tasks must be done by hand labor. At the packing plant, stalks suspended from overhead hooks move on a conveyor to large washing pools. Workmen use short curved knives to cut "hands" of bananas from the stalks and place them into the water for washing.

Women discard those that don't meet the quality standards. The rest are carried on to where the brand name seal, "Chiquita" if bound for the United States or Europe, is placed on each one. Finally, they are placed in cartons, which are checked for weight. The bananas are covered with a layer of polyethylene and the box closed.

The banana yields few byproducts though one company does produce mashed banana, or puree.

Demand for high quality fruit in temperate markets is great, fluctuating only slightly according to the availability of other fruits. This delicious food, which provides the livelihood for thousands of persons in Panama and other nations of Latin America, Asia and Africa, seems to be almost perfect.

But for the chubby consumer, at least, it isn't. Bananas contain about 460 calories per pound.



Two-fisted eater of bananas, William E. Lebrun, Jr., is obviously an enthusiastic supporter of the Panama banana industry.

IAGS Mapping Experts Aid The Americas

THE INTER American Geodetic Survey (IAGS) is one of the largest U.S. mapping organizations but it does not produce a single map.

Its task is to assist the mapping agencies in Central and South America in producing the maps themselves. Maps can be used as valuable tools for implementing economic development programs.

Mapping in the Americas had its beginning near the end of World War II, in 1945 when President Harry S. Truman directed the U.S. War Department to establish long-range mapping and charting projects in the Antilles, Central and South America. To carry out this mission, the Caribbean Defense Command was assigned the responsibility and was issued an initial directive April 5, 1946, forming the Inter American Geodetic Survey.

The directive designated its plan as "Mapping Plans Caribbean Defense Command," abbreviated MAPPLAN, CDC. Now it is simply MAPPLAN.

From 1946 to 1957, a few maps were produced. During those years, the geodetic networks were being established and photographs were being taken. Some 170,000 square miles of Latin America have been mapped since the inauguration of the plan.

IAGS projects are at work in Bolivia, Brazil, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Nicaragua, Panama, Paraguay, Peru and Venezuela.

The IAGS carries out the U.S. Army's portion of the MAPPLAN directive to collect existing data; to obtain new data through aerial photography and in the field; to establish a geodetic tie between North and South America; to standardize maps; to develop cartographic agencies; and to promote international good will.

When IAGS personnel speak of mapping Latin America, they refer to a total area of more than 8 million square miles. Brazil alone is 250,000 square miles larger than the continental United States.

IAGS has loaned more than \$5



They're not admiring the scenery, although that would be easy to do. The group above is engaged in leveling while standing atop a dam in Brazil.

millions worth of equipment to the collaborating agencies of Latin American nations. Each of these agencies receive continuous technical assistance from qualified, bilingual U.S. technicians either permanently assigned to the country or on temporary duty assignments from the Canal Zone. Technical training is provided in the Canal Zone Cartographic School. U.S. bilingual personnel perform certain operations beyond the capability of the collaborating agency and bilingual engineers in the field give on-the-job training, assisting in the preparation of the annual mapping program of the country.



Col. Edward C. Bruce, the new director of the U.S. Army Inter American Geodetic Survey, is on his second assignment in Latin America. He served as MAPPLAN officer for the United States Southern Command from September 1961 to July 1964.

More than 550 rugged military-type vehicles—needed because of inadequate roads or extreme weather conditions—are on loan to collaborating nations.

In the Canal Zone, IAGS has an instrument branch where repairs are made to instruments for collaborating agencies as well as those of IAGS. Every two years, each piece of technical equipment is rotated for complete inspection, adjustment and overhaul, if necessary. And no charge is made to the collaborating country.

The IAGS Cartographic School at Fort Clayton was established in 1952 to train people in all phases of mapmaking and geodesy, a specialized form of mathematics related to the science of mapmaking. To date, more than 2,200 students from 21 Latin American countries have graduated from the school.

This institution has two four-month semesters a year and the student body is made up of male and female, civilians and military, enlisted personnel and officers. All courses are taught in Spanish by bilingual instructors.

The training is of a practical nature, with about 70 percent of the time being devoted to field and office exercises designed to develop the technical talents of students. In 1965, a college level program in advanced photogrammetry (using aerial photos to make accurate measurements in mapmaking) was introduced and training now is given at that level.

About 75 percent of the photography in South America has been accomplished by the U.S. Air Force. The balance has been taken by the U.S. Navy

and planes privately contracted within the countries.

The Canal Zone-based 937th Engineer Company provides the Army aviation support to the Inter American Geodetic Survey, by transporting personnel and equipment to station sites.

The aviators assigned to this unit are among the most highly qualified and experienced in the Army. For some of the most hazardous flying conditions in the world, outside of actual combat, are encountered in supporting the IAGS mapping program. Types of terrain vary from the lofty Peruvian Andes with elevations reaching 20,000 feet to the Central American jungles and to the vast llanos of Colombia and Venezuela.

The 937th Engineer Company headquarters element exists solely to support field operations of aircraft and personnel from Guatemala to Chile and Brazil. Thousands of miles are traveled throughout Central and South America monthly in this support operation and a high frequency radio network is constantly alert to pass on the routine or unexpected requirements of mapping operations.

The IAGS has a Natural Resources Division, composed of geologists, hydrologists, foresters and other scientists, to assist the Latin American countries in their economic development programs. The professional development programs are provided by this division at the request of USAID (United States Agency for International Development) missions. Since its inception, in June 1963, the division has answered 35 requests for advice and assistance in 11 nations.

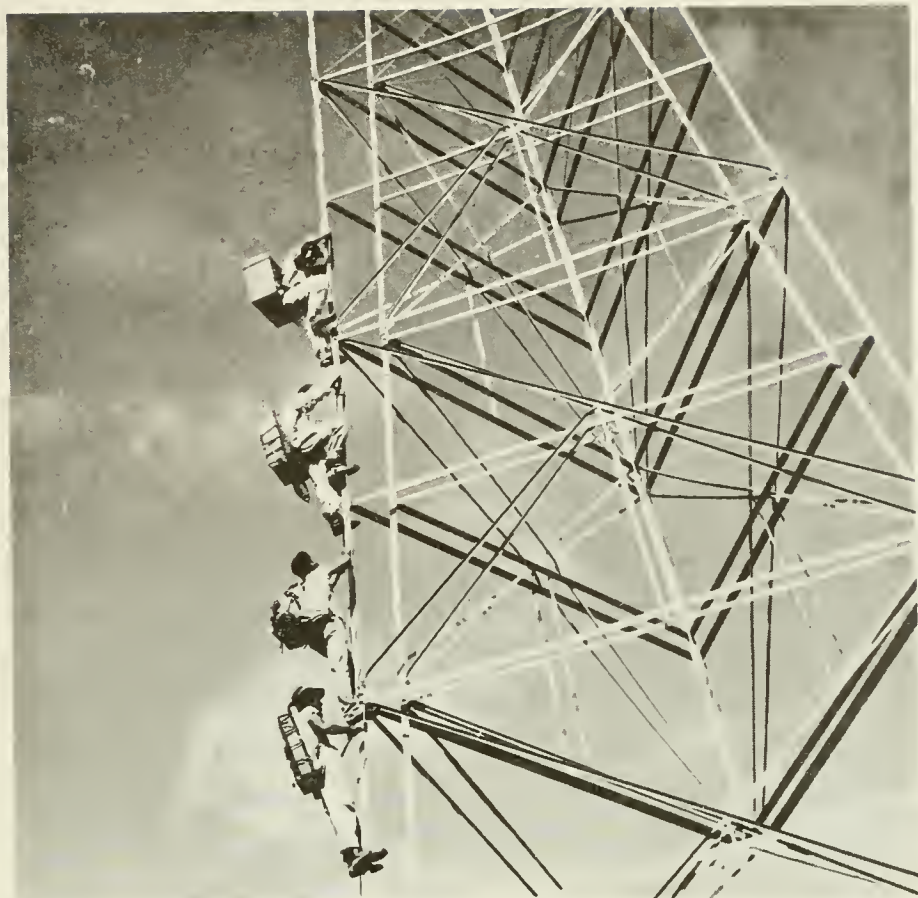
The development programs involve the inventory and better utilization of natural resources such as soils, water, vegetation, climate, physiography and minerals in such fields as agriculture, forestry, mining and in the installation of various types of water and land resources projects.

In Latin America there are about 4,000 persons involved in the mapping program; this figure includes 700 from IAGS.

As each agency becomes more and more proficient, the production of that country's maps goes up and the product will be available to the United States and to the nation itself for economic planning or military activities.

Mapping operations in Panama under the direction of the IAGS started in 1946. The Republic of Panama, with no national cartographic agency at that time, formed a provisional Division of

(See p. 8)



Climbing a 103-foot bilby tower to get a line of sight of sufficient length for the geodetic control is all part of a day's work for the men of the Inter American Geodetic Survey. This photo was taken in Venezuela.



Major David D. Dross, new operations officer with the 937th Engineer Company (Aviation) is on a second tour of duty in the Canal Zone. He departed from the Canal Zone in 1964 and his last assignment before returning was in Vietnam. The aviators assigned to the 937th are among the most highly qualified and experienced in the Army.

Aerial Photos Essential to Mapmaking

(Continued from p. 7)

Cartography under the Ministry of Public Works as a part of the Pan American Highway office to collaborate with the IAGS in the early mapping operations.

At the beginning, the 660th Topographic Survey Battalion assisted in the basic geodetic network of levels and triangulation. The 660th left in 1949 and in 1955 the 551st Engineer Company (Survey) was assigned to IAGS. Its principal duties were to perform supplemental map control and field classification.

The later members of this organization participated in the field editing of large scale topographic map sheets until it was transferred back to Fort Belvoir, Virginia, in 1966. Since then, members of the Panama government mapping agency have continued mapping activities where photography has been obtained.

Large scale maps are more detailed than small scale. Extreme examples are a one sheet map of the world (small scale) in comparison with a one sheet map of a town or city (large scale).

Panama's new cartographic building, the Instituto Cartografico Tommy Guardia, was inaugurated by Panama President Marco A. Robles the past Febru-



The instrument is a tellurometer and using it is Julio Mock, a student from Panama in the Field Surveys Branch of the IAGS school. Seated, from left: Jose Whittingham, assistant instructor, also from Panama; Nelson Rada of Venezuela; and Victor Villatoro of Guatemala.

ary. At that time, President Robles signed the first map sheet to be run off a new press and he pressed the button to start the presses rolling.

The institute was named in honor of the late Tomas Guardia, Jr., who was director of the Panama mapping agency until his death in 1965. He was an instructor of the Inter American Geodetic Survey Cartographic School during its early years and served as Chief of the Office Engineering Branch of the school from 1952 to 1954.

When the cartographic agency moved into its new building, IAGS technicians assisted in installing and calibrating the cameras and printing press. All branches of the IAGS Cartographic section have responded to requests for tech-

nical advice and other assistance since the building has been opened.

The officer in charge of the Panama Project is Major Jack L. Duncan; the project engineer is George E. Richardson. The chief of the Instituto Cartografico Tommy Guardia is Arq. Edwin Fabrega.

One of the essential factors in mapmaking today is the acquisition of aerial photography. In Panama, the U.S. Air Force, Navy and civilian contractors for the Army Map Service have obtained about 70 percent of the necessary photo coverage. The difficulties in getting the final 30 percent are constant cloud coverage in the wet season and smoke haze in the dry season. Recently, experiments have been made with radar photography in the Darien area from which topographic maps will be completed later this year.

Of the total of 216 large scale map sheets needed to cover the entire Republic, 104 have been published. The two gap areas are the Darien east of Chepo and the Golfo de los Mosquitos. Ten more map sheets were readied for publication last year when a precise definition of the border between Panama and Costa Rica was agreed to by the mapping agencies of both countries.

Utilizing information from the large scale map sheets and source data for areas not yet mapped, the Instituto Cartografico Tommy Guardia produced a small scale map of the entire Republic.

This is the way IAGS operates in all countries of Latin America. It helps the nation build up its own mapping agency so that most of the work can be accomplished by that country.



A surveying party in Peru, using IAGS equipment, is a focus of interest in the town.

60th Birthday For Cristobal Woman's Club

THE CRISTOBAL Woman's Club, celebrating its 60th anniversary this year, came into being in days that tried men's souls, and even more so tried their women's souls.

Col. William C. Gorgas had exterminated the danger of yellow fever on the Isthmus through mosquito control. By 1905, towns were growing up like mushrooms along the route of the proposed Panama Canal and, little by little, these towns were peopled by women and children, the families of Canal construction men.

But for the women who came to the Canal Zone in those days there was little of beauty, except for the tropical verdure. There were few comforts in the Canal Zone in those early days; there were many privations, and almost no diversions. In some cases, families lived in freight cars on sidings and many families were housed in the most primitive shacks. Housekeeping conveniences were rare, food was of such poor quality that even good cooks had their ingenuity taxed to set a nourishing and appetizing table. The women became discontented and added to the low morale of the men, with the result that every boat saw an exodus of the Canal diggers and their families.

The U.S. Government, concerned with the problems of the building of the Panama Canal, still was not too busy to consider the problem of the women in the Canal Zone. A directive was issued by the Government "to provide an object in life for the wives of the employees and relieve monotony," and Miss Helen Varick Boswell was sent from Washington's National Civic Foundation to look into conditions. Women's clubs appeared to her to be the answer.

The Cristobal Woman's Club was organized September 27, 1907, and was the first of a group of seven Isthmian clubs formed 2 weeks later under the name of the Canal Zone Federation of Women's Club. These clubs were landmarks of the early construction days of the Panama Canal, and the



Tuesday morning workshop with members busy in Bazaar preparations.



The Cristobal Woman's Club has been in its own building in Margarita since August 1959.

names on the club rosters are familiar to students of Canal history.

Mrs. George W. Goethals, wife of Colonel Goethals whose engineering skill completed the mammoth task of the Canal building, was the first president of the Canal Zone Federation. The first four vice presidents were Mrs. Lorin C. Collins, who later became president; Mrs. Gorgas, to whose husband

the Canal Zone owes its present-day sanitation; Mrs. William L. Sibert, wife of the colonel of engineers in charge of construction on the Atlantic side for many years, and Mrs. Chester Harding, whose husband later became a Governor.

Then, just as the towns were deserted upon completion of the Canal and, in
(See p. 21)

SHIPPING

Ever Larger Tankers

THE RAPID growth in the size of the oil tanker has manifested itself in the past year by the delivery of the first vessel of over 200,000 tons deadweight, the *Idemitsu Maru*, and by the ordering of six tankers each of 276,000 tons deadweight for the Gulf Oil Company. These projected vessels will be used to transport crude oil from the Persian Gulf to a storage depot in Bantry Bay, Ireland, for trans-shipment to the European oil refineries in smaller vessels.

This system of trans-shipment is the economic solution to transportation of crude oil in large "Cape route only" vessels. If sufficient depth of water is provided at the loading and storage terminals, the growth in size may continue with a possibility that there will be 500,000 tonners and 1 million ton deadweight tankers.

Giant Bulk Carrier

THE SHOBU MARU, one of the largest bulk carriers now in service in Japan, made her maiden voyage through the Panama Canal in mid-August with a cargo of 55,000 long tons of coal from Norfolk to Japan. The big ship is 815 feet in length and has a beam of 104.49 feet which put her in a class with some of the Canal's biggest customers. Her summer deadweight was given as 62,418 tons. Her agent at the Canal is Boyd Brothers.

PANAMA CANAL TRAFFIC STATISTICS FOR FIRST QUARTER FISCAL YEAR 1968

TRANSITS (Oceangoing Vessels)		
	1968	1967
Commercial.....	3,316	3,035
U.S. Government.....	350	189
Free.....	19	28
Total.....	3,685	3,252
TOLLS*		
Commercial.....	\$20,527,815	\$18,666,255
U.S. Government.....	2,284,978	1,168,509
Total.....	\$22,812,793	\$19,834,764
CARGO**		
Commercial.....	23,399,819	21,331,067
U.S. Government.....	2,331,390	1,151,816
Free.....	134,260	153,481
Total.....	25,865,469	22,636,364

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

According to a recent article in the *Marine Digest*, the *Shobu Maru* has a revolutionary bow design which enabled her to exceed design specifications in test runs. Her new contour combines the best features of both cylindrical and bulbous bows. It was developed by Nippon Kokan K.K., builders of the vessel, for operation of large ships on engines of lower power without sacrificing speed. The *Shobu Maru* established top speed of 17.38 knots and service speed of 15.25 knots with one-third cargo load during her sea trials.

New Italian Visitor

THE 30,000-TON Italian liner *Eugenio C.* will make her first visit to the Isthmus January 3 when she docks at Cristobal during a 31-day Caribbean cruise, according to her local agents, C. B. Fenton & Company, Inc.

Built in 1966, this luxury liner is considered the largest and fastest vessel of the non-governmental Italian fleet. She is equipped with a double set of finned stabilizers which eliminate rolling and she holds the speed record (27 knots) on the Mediterranean-South America run.

The *Eugenio C.* is scheduled to visit St. Thomas, Fort de France, Bridgetown, Port of Spain, La Guaira, then Cristobal, Montego Bay, Port Everglades and finally Nassau before heading home to Genoa.

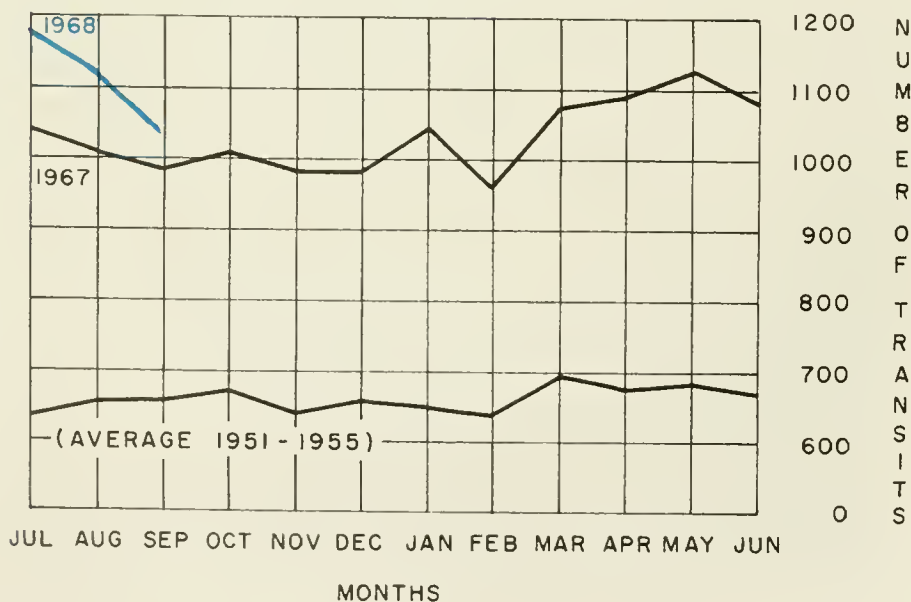
New Cargo Vessels

LYKES BROS. Steamship Co. Inc., of New Orleans, which is one of the Panama Canal's biggest customers, has invited bids for the construction of 3 new all-purpose cargo ships it plans to add to its fleet, according to an article in *Brandon's Shipper & Forwarder*.

These ships, to be the largest of common-carrier cargoliners ever built, will be 875 feet in length and 106 feet in beam. They are to be named the Seabee Class, in honor of the U.S. Navy construction battalions observing their 25th anniversary this year.

Each driven by a powerplant of 36,000 shaft horsepower, the largest ever installed in any cargo vessel, the Seabees will cross the ocean at 20 knots or faster. The company plans to place them in service between the U.S. Gulf ports and Continental Europe early in 1970.

Lykes president Frank A. Nemec was reported as stating that the new ships will offer unprecedented flexibility in carrying various types of commercial and military cargo. "This is not just another new ship but is a whole new method of ocean transportation based on a new method of handling shipboard cargo," Nemec was quoted in the article.



Summit Gardens: Fun For Adults, Children

AS DRY season approaches, Isthmian residents begin planning more outdoor activities, particularly those the entire family can enjoy together.

Picnics with the accompanying cook-outs or barbecues are high on the list of dry season activities. And one of the favorite locations to take the family for a day outdoors is Summit Gardens, the sprawling, 300-acre natural wonderland on Gaillard Highway, not far from Gamboa.

Picturesque vegetation, shade trees, lily ponds, picnic tables, fireplaces, winding flowered lanes, gently rolling hills and uncluttered lawns where the kiddies can romp while adults relax in the afternoon somnolence. These are a few of the attractions.

Parents who take their youngsters for a day at Summit Gardens are almost sure to be asked to take them for a ride on one of the two burritos, Mancha or Gato. Presented as a gift from former Canal Zone Gov. Robert J. Fleming, Jr., the sturdy burritos mean free rides to the children visiting Summit. The pair also serve as ambassadors of good will at various fairs throughout

the Republic of Panama. They are usually seen by the Panama Canal pavilion at the fairs where local kiddies are given rides.

Another fascination for the children and parents, alike, is the Summit Gardens Zoo. Though small compared with metropolitan zoos in the United States and other nations, this zoo, the only public one on the Isthmus, houses a large number of the animals found in Panama. In fact, almost all of the animals and birds on display at the zoo are natives of this area.

A few rabbits, chickens and geese have found their way into some of the cages, to the surprise of first time visitors. But by and large, the animals are not the type found in northern climes. From time to time, new species are acquired through donations or by being captured by zoo officials.

Roy Sharp, who as Southern District Grounds Supervisor has responsibility for Summit Gardens, says birds are frequently netted and added to the collection of fowl.

(See p. 12)



Curious jaguar peers out as photographer snaps this picture. This animal was purchased as a cub from an elderly Indian woman who had killed the mother. But that was 3 years ago and the former baby jaguar has since grown into an adult weighing some 200 pounds. The jaguar is the largest member of the cat family in the Americas.



View of an undisturbed lily pond from under one of the bridges at Summit Gardens. Beautiful landscaped paths and walkways help to make this area inviting for a lazy day stroll. More energetic children may prefer to frolic.

Truly A Miraculous Plant

(Continued from p. 11)

One of the most looked at animals in the Summit Gardens cages is a three-year-old jaguar, the only one in the zoo. The jaguar is the largest member of the cat family in this hemisphere. This animal was purchased as a cuddly, weeks-old cub from an elderly Indian woman who had shot its mother and retrieved the baby. L. A. Ferguson, Director of the Supply and Community Services Bureau under which Summit Gardens is administered, set up a special cub purchase fund contributed to by friends and associates. Today the jaguar is a lithe adult weighing perhaps 200 pounds.

Another ferocious member of the cat family found at Summit is the puma, an animal that ranges from the United States to South America. Smaller than the jaguar, it is known as the mountain lion in parts of the United States. Two still smaller felines are the jaguarundi, which some Isthmians erroneously call a black panther, and the ocelot or tigrillo. Near the cages housing these are the gatos negros, members of the weasel family.

Favorites of the young set are the spider monkeys that use arms, legs and tail to swing about, showing off their agility. The imploring faces of the little capuchin monkeys, the type used by the old organ grinders, rarely fail to capture the sympathetic attention of visitors.

Red, white and black vultures with great wingspreads are among the larger Panamanian and migratory birds on display. There is also a spindly legged stork. Loud squawking but brilliantly feathered macaws glare out at visitors.

Dozens of varieties of smaller birds are housed together in a miniature jungle of plantlife that provides natural and roomy environment. The birds inside range from the toucans with their large, multicolored beaks and the tiny blue honey creepers with red legs, to the bright red "sangre de toro" or tanager and orange billed sparrow. Frequently the birds with less spectacular physical features possess curious habits. For example, the cowbird lays eggs in the nests of other birds and lets them hatch them and feed and care for the young.

A stroll through the zoo grounds takes you past cages with crab eating raccoons, wild turkey, native deer, capybara (the world's largest rodent),

the kinkajou or honey bear, pools with turtles and caimans and myriad other creatures.

But it is the vegetation—trees and plants from many tropical nations—that draws thousands to the Gardens every year. Set up in 1923 to introduce, propagate and disseminate plants for the Isthmus, the Gardens have thousands of economic, fruit and flowering trees, ornamental shrubs, and vines. These grace virtually every townsite within

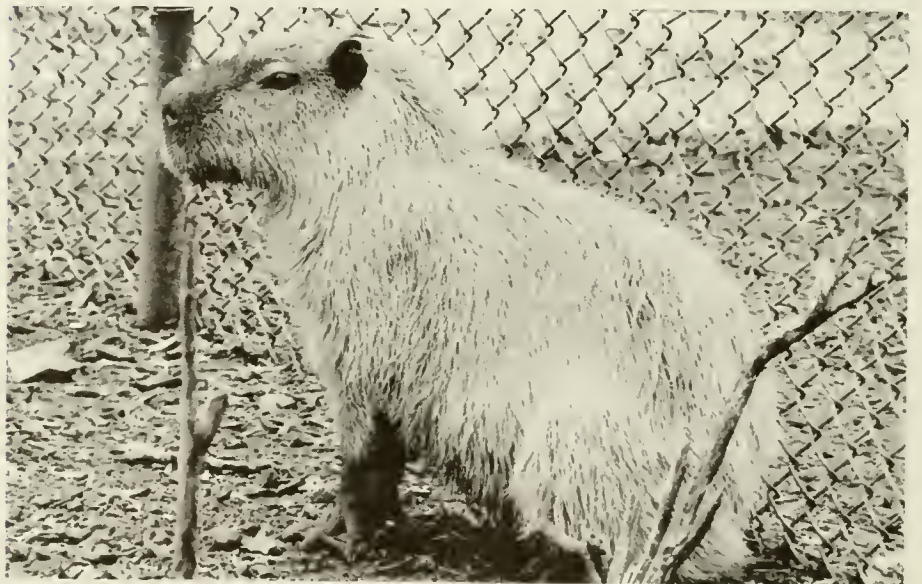
the Canal Zone plus Panama City and Colon.

Some experimental work is done on such things as grasses for grazing and for lawns. Seeds from many plants nurtured in Summit Gardens have been sent to other countries in the hemisphere.

Plants now flourishing at Summit Gardens came from Madagascar, the Philippines, Australia, New Zealand, Hawaii, China, Burma, the West Indies,



Huge, tangled banyan tree chokes out most other trees that happen to be in the way. There is no limit to the number of aerial roots that descend from above the ground and implant themselves into the soil, creating a huge tangle of what appears to be additional trunks.



Stoic looking capybara may not be the most beautiful resident of Summit Gardens but he is surely one of the most interesting. The capybara is the world's largest rodent.



A group of children stroll under an archway of bamboo, which is a member of the grass family. Bamboo grows several inches in a day but grows in height only, and not in diameter. Sometimes it grows to a height of 50 feet and is frequently confused with rattan, a palm commonly used in the manufacture of furniture.



A feminine visitor examines this miraculous plant, the only one at Summit Gardens. As the name implies, this member of the plant world has an extraordinary characteristic. It produces red berries which, when eaten, cause everything eaten for 2 hours or longer afterwards to taste almost sickening sweet.

the East Indies, Central and South America, and the Mediterranean area.

The best way for a layman nature lover or avid horticulturist to see Summit Gardens is the dry season tours conducted by Sharp who plans to resume the tours again this year. The newcomer to the tropics finds these tours of special interest. Sharp points out the rarer plants, describes their uses, physical qualities and more notable characteristics. Many of these are indeed worthy of notation.

Several beautiful stands of bamboo are found throughout the Gardens. The bamboo shoot, which is covered with a prickly sheath, never grows in diameter but makes up for it by rapid vertical growth. It rises as much as 1 foot in 24 hours and eventually reaches a height of up to 50 feet. "Bamboo" furniture found in many households is actually not bamboo but rattan, a climbing palm.

Scattered throughout the Gardens are teak trees, a native of Burma that was first introduced here in 1926. It is one of the most highly valued woods because of its beautiful grain, hardness, resistance to termites and, to some extent, even to fire. It is commonly used for decking on sleek yachts and for

elegant furniture. In Panama City, shoppers find handsome wooden chests from India made of teak.

The banyan is a strange tree from India which is found in Summit Gardens also. It has a main trunk and an unlimited number of aerial roots that descend from limbs and implant themselves into the ground, producing a vast entanglement that strangles other trees. One of the few it does not kill is the palm which has an internal cell structure allowing it to receive nourishment directly from the ground up through the trunk.

One of the largest palms in the world, the talipot palm of Ceylon is found near the entrance to Summit Gardens. It flowers only once every 30 to 35 years, then dies. The talipot is also the home of bats which cut partially through the large leaves to make them droop, providing a cave-like hiding place on the underside.

The nispero, or sapodilla, an extremely hardwood tree, produces a small edible fruit. While still green, the fruit gives a milky sap originally used for the manufacture of chewing gum. Mistletoe, a parasitic vine, is seen clinging to mango and other trees in the Gardens.

Growing in great profusion at the Gardens are various species of orchids, large and small, which festoon tree trunks where they have been nailed. Despite their apparently clinging tendency, the orchids are not parasites; they receive nutrition through the air and rain rather than from a host. Vanilla, a vine that was the original source of vanilla extract, is a flowering orchid, also seen at Summit.

African coffee plants, rubber plants from Brazil, espave or wild cashew and the cola tree, originally used for popular cola drinks, are a few of other thousands of plant species.

The properties of the miraculous plant seems almost incredible to some visitors to the Gardens. This tropical African plant produces red berries which, when eaten, cause everything consumed for 2 or 3 hours thereafter to have a sugary sweet taste.

Sharp says the true test of this is to taste a sour lemon before eating one of the berries; next taste the same lemon and notice the striking difference. The before and after are important, Sharp says, because otherwise the taster will think he is being given a sweet lemon.

These are but a few of the delights of Summit Gardens—and admission is free.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	First quarter, fiscal year—					
	1968		1967		1961-65	
	No. of transits	Tons of cargo	No. of transits	Tons of cargo	Avg. No. transits	Avg. tons of cargo
Belgian	28	70,367	17	69,371	12	37,985
British	359	2,966,604	329	2,389,969	310	2,047,775
Chilean	29	161,043	28	165,545	31	212,446
Chinese (Natl.)	25	200,338	26	208,041	20	141,456
Colombian	61	104,221	57	111,549	64	107,839
Cypriot	10	35,842	3	32,050	—	—
Danish	122	581,532	104	566,499	78	359,386
Ecuadorean	34	32,174	12	20,884	12	14,195
Finnish	11	64,505	16	71,151	6	21,478
French	57	279,679	57	162,077	35	198,935
German	331	1,335,386	285	951,609	278	849,505
Greek	100	1,090,789	143	1,195,989	164	1,612,077
Honduran	46	24,091	29	13,933	49	37,823
Indian	12	141,676	7	185,338	—	—
Israeli	33	147,991	24	142,960	14	60,334
Italian	69	538,727	49	371,267	51	300,464
Japanese	252	1,754,164	220	1,783,601	221	1,266,483
Liberian	376	4,740,073	343	4,597,731	225	2,186,987
Mexican	17	42,846	11	44,282	7	16,402
Netherlands	92	376,851	124	442,033	147	701,987
Nicaraguan	20	32,594	18	30,060	15	25,293
Norwegian	410	4,166,718	382	3,584,161	347	2,520,866
Panamanian	116	576,246	121	467,118	112	468,194
Peruvian	38	158,897	35	164,713	30	145,532
Philippine	23	100,058	25	142,036	15	58,712
Polish	10	93,320	—	—	—	—
Soviet	18	111,120	6	52,095	2	16,602
Swedish	107	787,315	100	775,931	91	529,290
Swiss	23	36,266	5	20,701	10	20,413
United States	430	2,211,600	422	2,344,131	439	2,623,810
Yugoslavian	11	153,669	4	57,013	—	—
All Others	46	283,117	33	181,737	32	187,790
Total	3,316	23,399,819	3,035	21,345,575	2,817	16,770,059

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over—(Fiscal years)

Month	Transits			Gross tolls* (Thousands of dollars)		
	1968	1967	Avg. No. Transits 1961-65	1968	1967	Average Tolls 1961-65
July	1,177	1,039	960	7,400	6,205	4,929
August	1,117	1,008	949	6,751	6,392	4,920
September	1,022	988	908	6,366	6,057	4,697
October	—	1,005	946	—	6,157	4,838
November	—	985	922	—	6,028	4,748
December	—	987	946	—	6,084	4,955
January	—	1,043	903	—	6,318	4,635
February	—	968	868	—	6,049	4,506
March	—	1,079	1,014	—	6,831	5,325
April	—	1,094	966	—	6,823	5,067
May	—	1,128	999	—	7,005	5,232
June	—	1,088	954	—	6,820	5,013
Totals for fiscal year	—	12,412	11,335	—	76,769	58,865

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into 8 main trade routes:

Trade routes	First quarter, fiscal year—		
	1968	1967	Avg. No. Transits 1961-65
United States Intercoastal	99	127	116
East coast United States and South America	392	465	590
East coast United States and Central America	159	120	124
East coast United States and Far East	730	684	566
East coast United States/Canada and Australasia	103	118	87
Europe and West coast United States/Canada	227	237	215
Europe and South America	361	235	303
Europe and Australasia	115	92	85
All other routes	1,130	958	731
Total traffic	3,316	3,036	2,817

Cruise Season To Bring Wave Of Tourists

THIRTY OR more cruise ships, flying the flag of the United States and many other nations and carrying 15,000 to 20,000 tourists, will call at Canal ports during the 1967-68 cruise season.

Shipping agents who have received the winter cruise schedule from the companies they represent here point out that all of the vessels listed are usually on the North Atlantic or European service during the summer months and do not visit the Canal as part of a regular run.

In addition to the big luxury liners on special cruises, many thousands more tourists will arrive here on passenger ships which are regular Canal customers. These include the Grace Line and New Zealand Shipping Company ships as well as the P & O Lines, the American President Lines and the Shaw Savill round-the-world liners.

According to the advance schedule, most of the ships due to touch at Canal ports during the winter have been here before. One exception is the French Line's *Renaissance*, due at Cristobal March 9. Formerly on the European-Mediterranean cruise run, she is making her first trip to the Canal on a Caribbean cruise. Another exception is the Italian liner *Eugenio C.* which will make a stop at Cristobal January 3 during a Caribbean cruise also.

Some of the larger liners, which visited Cristobal last year, are the French Line's *Franco*, due to call February 19 and 29; the *United States* is due December 27 and February 7; and the *Queen Elizabeth*, January 29. All but *United States* are too large to pass through the Canal.

The parade of cruise ships began September 21 when the Holland America Line *Statendam* arrived at Cristobal and transited the Canal en route to the U.S. west coast. She is to make a series of cruises from California to the Pacific during the winter and will return to Balboa April 2 on her way back to New York.

The Norwegian America Line *Bergensfjord* went through the Canal Oc-

tober 3 en route to South America with a special visit to Easter Island. After leaving Cristobal the ship also called at Callao, Valparaiso, Montevideo, Buenos Aires, Santos, Recife and Curacao. The *Brasil* will transit southbound and depart Balboa November 9 for an around South America cruise.

December will bring the *United States* into Cristobal on a Caribbean cruise, the Moore McCormack Line *Argentina* on a Cristobal cruise from New York and the Holland America Line *Maasdam* from the west coast with the Chapman College students aboard. The *Queen Mary* will stop in Balboa December 1 during her final voyage.

January and February are the busy cruise months. The *Queen Elizabeth*, the *Empress of Canada* and the *Federico C* will dock in Cristobal on West Indies cruises. The *Kungsholm* will arrive at Cristobal January 12 on a 93 day "Cruise of a Lifetime" to the South Sea islands, the Far East and the Pacific. The *Bergensfjord* will transit January 24 on a cruise around South America. The *Europa* will visit Cristobal January 14 and February 10 as part of Caribbean cruises.

Due in February are the *Leonardo da Vinci*, of the Italian Line from New York and Port Everglades on a Caribbean cruise, the *Franconia* and the *Carmania* of the Cunard Line, the *Empress of Canada*, the *United States*, the *France*, *Hanseatic* and the *Federico C* all on Caribbean cruises. The *Argentina* will transit February 8 on a round South America cruise.

The Home Lines' ultramodern passenger liner *Oceanic* is to make a stop in February as part of a Caribbean cruise with a visit at the San Blas Islands.

The *Renaissance* will stop in Cristobal March 9 and the *Federico C* will make two calls at Cristobal that month. Both the *Hanseatic* and *Bremen* will stop at Cristobal in March during Caribbean cruises.

The *Caronia*, the Cunard Line cruise vessel, will arrive in Balboa April 25 on the last leg of a round-the-world cruise. The *Statendam* and the *Kungsholm*, the *Rotterdam* and the *Bergensfjord* all are to dock in Balboa during March or April on the return trip to New York following cruises to South America and the Pacific.

Scheduled to make a southbound transit of the Canal early in December is the new cruise ship *Princess Italia* operated by the Princess Cruises of Los Angeles. The \$20 million, 12,000 ton liner constructed in Trieste has been designed expressly as a cruise liner.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	First quarter, fiscal year—		
	1968	1967	5-Yr. Avg. 1961-65
Ores, various	1,037,172	1,541,587	282,514
Sugar	832,038	874,014	693,908
Lumber, miscellaneous	824,496	N.A.	N.A.
Petroleum and petroleum products	618,861	174,887	490,599
Miscellaneous iron and steel manufactures	580,635	N.A.	N.A.
Fishmeal	360,526	294,364	N.A.
Metals, various	354,308	336,364	274,741
Bananas	319,838	319,000	274,753
Food in refrigeration (excluding bananas)	300,276	235,650	196,404
Pulpwood	238,167	152,313	130,271
Canned food products	210,355	223,041	253,387
Iron and steel plates and sheets	156,297	N.A.	N.A.
Boards and planks	150,127	N.A.	N.A.
Salt	131,587	22	N.A.
Wheat	128,839	111,011	152,080
All others	2,248,017	4,156,940	4,594,774
Total	8,491,539	8,419,193	7,343,431

Atlantic to Pacific

Commodity	First quarter, fiscal year—		
	1968	1967	5-Yr. Avg. 1961-65
Petroleum and products (excluding asphalt)	3,594,632	4,039,479	2,848,139
Coal and coke	2,504,584	1,617,581	1,521,383
Metal, scrap	1,260,135	549,348	812,008
Metal, iron	969,036	41,285	48,694
Phosphate	931,022	745,854	497,992
Corn	607,078	1,006,719	299,197
Soybeans	554,388	436,813	279,937
Ores, various	431,630	445,065	70,671
Sorghum	365,211	160,197	N.A.
Sugar	297,063	240,674	367,986
Wheat	296,723	559,826	179,668
Chemicals, unclassified	252,706	246,430	161,332
Paper and paper products	167,788	173,949	108,532
Sulphur	137,198	130,205	114,002
Fertilizers, unclassified	135,992	105,473	103,381
All others	2,403,094	2,427,484	2,013,706
Total	14,908,280	12,926,382	9,426,628

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	First quarter, fiscal year—				
	1968			1967	Avg. No. Transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,656	1,660	3,316	2,953	2,817
Small	87	83	170	115	146
Total commercial	1,743	1,743	3,486	3,068	2,963
U.S. Government vessels: **					
Oceangoing	212	138	350	149	57
Small	15	21	36	40	38
Total, commercial and U.S. Government	1,970	1,902	3,872	3,257	3,058

* Vessels under 300 net tons or 500 displacement tons.

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

CANAL HISTORY

50 Years Ago

IN THE autumn of 1917, the Canal organization announced plans for experimental cattle breeding in the Zone, following success with an original program of fattening young cattle brought in from outside. Canal authorities announced their desire for purchase of 30 bulls in Louisiana or southern Texas, with Holsteins preferred for dairy purposes and Herefords for beef cattle.

Two roads now essential to Pacific side auto traffic came under construction 50 years ago. One was the highway between Corozal and Miraflores, engineered in 1917 to shorten by 3,840 feet the old road which ran parallel to the Panama Railroad bed.

A second road then being built connected Balboa with the old pier at La Boca, running along the base of Sosa Hill and through the bed of the old Sosa Hill quarry.

25 Years Ago

CANAL ZONE residents were feeling a unique side effect of World War II in September 1942 when they were warned not to carry on private correspondence with unknown persons

through clubs such as "Lonely Hearts" and "Pen Pals." Authorities cautioned against any persons representing themselves as collectors of unusual postmarks, signatures and postcards as well. It was a time of realization that solicitations for information on the Panama Canal might come from Axis agents.

Twenty-five years ago, the new Balboa High School building was used to house senior high classes, previously held in the Balboa Elementary School, and most junior high classes. In mid-October, students and schools personnel learned they were soon to be inoculated against typhoid in a separate phase of the Canal Zone's first typhoid inoculation program.

Use and possession of marijuana became a crime in the Canal Zone on October 1, 1942, when the 77th Congress passed an amendment to the Canal Zone Code making this a criminal offense.

10 Years Ago

THE U.S. BUREAU of Public Roads announced, in September 1957, that the Interamerican Highway would be completed within 2 years. Officials expected the new road to be open for

motor travel from Laredo, Texas, to the Panama Canal before 1959.

Pacific side teenagers received a boost from the Canal organization September 11 when Gov. W. E. Potter formally presented them the keys to Building 9A in Balboa for establishment of the Balboa Teen Club, still operating today.

Bids opened in the fall of 1957 for alterations and additions to convert the former Ancon Commissary into a new office building for the Panama Canal Personnel Bureau.

One Year Ago

NOVEMBER 1966 saw the arrival of Sing-Out '66, an exciting youth program which earned acclaim throughout Panama and the Canal Zone. This was the first visit to the Isthmus for the 160-member globetrotting cast. The Sing-Out theme song, "Up With People," was to become a familiar sound in both English and Spanish.

The last of the original Panama Canal "mules" was slated for disassembling in November 1966. This marked the 68th "mule" to end up on the scrap heap since the old models were gradually replaced by new towing locomotives in 1964.



Campaigning was spirited at the Culebra Post Office in 1912 during mock elections. Because U.S.-citizen residents of the Canal Zone could not vote in national elections at that time, mock elections were held a few weeks before elections in the United States as "manifestations of political desire for expression," according to the "Canal Record." The tickets usually bore nominations for national and municipal offices and at least one village included on its ticket a nomination for the position of "town grouch."

What Dreams Are Made of: Winning Lottery Numbers

A \$50 MILLION business that thrives on dreams and hunches?

That's the National Lottery of Panama, which twice a week can turn the timely dream or the right hunch into a fortune.

It's just a matter of converting a mental image conceived during sleep or an intuition into the numbers that'll show up on the Lottery's prize board. And because people keep having dreams and getting hunches, they continue playing the lottery.

In Panama, they have been playing it for 84 years now, first when it was a privately owned business and later when it became a government operation. So heavily in fact—approximately \$1,250,000 weekly—that the National Lottery ranks as the largest independent agency of the Panamanian Government from the standpoint of generating revenue for the treasury.

The Panama Lottery runs two drawings weekly, on Sundays and Wednesdays. For each drawing, it issues tickets numbered from 0000 to 9999 and from 00 to 99. The Sunday 4-digit tickets consist of 75 pieces each;

the Wednesday tickets, of 30 pieces each—10,000 tickets for each drawing. Each piece costs 55 cents and can win prizes ranging from \$1 to \$1,000. There are three main prizes in every drawing. For the complete ticket on Sundays, these prizes are \$75,000, \$22,500 and \$11,250; on Wednesdays, \$30,000, \$9,000 and \$4,500. Lesser prizes or "approximations" are derived from the main numbers. Eleven hundred of the 2-digit tickets containing 20 pieces of the same number are issued for Sundays; 925 2-digit tickets, also of 20 pieces each, for Wednesdays. Each piece costs 20 cents and stands to win \$11 for first prize, \$3 for second, and \$2 for third. The Panamanian government levies no taxes on lottery prizes.

There are two special or extraordinary drawings in the year. One, on the first Wednesday in July, has a first prize of \$100,000 (50 pieces in the ticket); the other, on the Wednesday before Christmas, offers a \$250,000 first prize (125 pieces in the ticket). The price doubles for the special drawings.

To sell this huge quantity of tickets

(sales are averaging 90 percent of the total weekly issue worth \$1,400,500) the Lottery employs an army of approximately 2,500 vendors in Panama City and Colon, which account for 80 percent of the sales, and about 50 contractors in the rest of the country who in turn employ an estimated 500 vendors. Regular vendors earn 6 percent commission; contractors get 9 percent, but have to pay their own vendors and cannot turn in unsold tickets as vendors in Panama City and Colon are allowed to do.

Lottery vendors can play an important part in the lives of their customers. Win the friendship of one and you're assured of your favorite number every week; fall into bad grace and you may find that a fortune slipped out of your grasp.

One of the most widely-known vendors in Panama City is Mrs. Adelina A. de Icaza, a great grandmother who in 30 years has set an amazing record of good luck for her customers.

She has sold the first prize 28 times;

(See p. 18)



Hundreds of hopeful players gather in Lottery Plaza every Wednesday and Sunday to see the lottery drawings held in kiosk at right. Thousands of others in every city, town and province of the country see and hear the drawings over television and radio.

Luck Stories Are Bizarre, Commonplace

(Continued from p. 17)

the second prize, 16 times; the third prize, 23 times. Her phenomenal record of selling prize-winning tickets began in 1942, when 3757 played on October 18. (Incidentally, when 3757 played again for first prize 13 years later, on September 5, 1965, Mrs. Icaza was still selling it.) The last time she sold the big prize—6180—was August 20 of this year.

Once she sold the first prize two Sundays in a row (3757 on September 5, 1965, and 7091 on September 12, 1965). She tells a typical lottery luck story in this connection:

A friend came to her stand to buy a complete 75-piece ticket. He asked Mrs. Icaza to choose the number for him.

"I was playing 1 that week," she recalls, "so I gave him 7091. A short time later, he ran into a friend and offered to sell him half the ticket. The friend inquired where the number had been bought. When he was told it came from me, his reply was: 'Oh, no; she sold the first prize last week.'"

Well, 7091 played and Mrs. Icaza's friend was richer by \$75,000 and the other fellow was out the \$37,500 he would have won if he had bought half the ticket.

More than her lucky hand, however, it's her exceptional honesty that has made Mrs. Icaza outstanding.

Three times in 30 years she has returned prize-winning tickets to customers who had reserved numbers but failed to pay for them. The sums involved were \$2,000, \$19,000 and \$42,000. To appreciate the generosity and unselfishness of her action, it must be remembered that prize-winning lottery tickets are payable to the bearer.

Mrs. Icaza tells about these incidents modestly.

When 6400 played on January 6, 1952, she had reserved 42 pieces of that number for a long-time customer. As a matter of fact, that was the second successive week she had saved, unpaid, the 42 pieces of 6400 for this customer.



The orphan girl in center has just drawn an ivory ball from the revolving cage operated by lottery employee in white shirt. Everyone's eyes are on the young lady.



She has given it to the Governor of the Province who unscrews it open and shows the number in each half to the spectators and to the television cameras. The crowd roars.

When the number played, she immediately went to her customer's home to turn in the winning pieces. The customer refused to accept them, pointing out they were unpaid.

The following day, Mrs. Icaza went to the lottery office, cashed the pieces and then deposited the \$42,000 in the Banco Nacional in her customer's name. "You can draw against your \$42,000," Mrs. Icaza told the customer by phone, "the money has been deposited in your name."

Mrs. Icaza admits she was suitably rewarded.

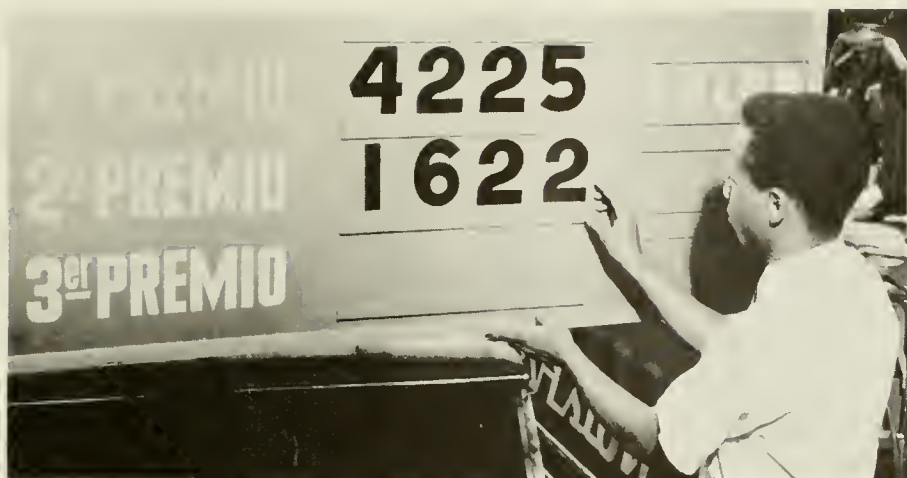
On the two other occasions, her fortunate customers also had failed to pay for their reserved tickets.

"But I knew they would pay, even if they didn't hit," is Mrs. Icaza's simple explanation.

Has she hit the lottery herself?

Yes, once. By mistake.

A customer who went on vacation paid up his 26 pieces of 3757 for 6 weeks. The number won first prize on the third week after his departure. When Mrs. Icaza went to the Lottery Office to have the prize-winning pieces kept in the safe until her customer's



The winning numbers are posted on the lottery's prize board as each is drawn. The board also shows the province where each winning ticket is sold.

return, she discovered she had put aside 28 instead of 26 pieces. The mistake was worth \$2,000 to her.

Like other vendors, Mrs. Icaza finds that dreams and hunches motivate many of her customers. People will go after a particular number because they had a dream which "meant" that number.

Dreams fall into two classes: Those in which specific numbers come up and those which involve persons, animals, objects, or situations which require translation into numbers. Even number dreams, unless they are the 4-digit variety, will require some interpretation if the dreamer wants to go after the big money. Here's the way one man interpreted a 1-number dream to hit the big 4-digit first prize: His deceased brother told him in a dream: "Buy 7." He bought 7777, 10 pieces—and collected \$10,000 the following Sunday.

The official Lottery magazine once told of the consistent good luck of a Canal Zone employee, now deceased. He had won \$6,000 on 9313 and hit for \$10,000 with the same number 3 years later.

Why did he start to play that number? Here's the Lottery magazine's version: "A friend died, owing him \$9. Then the friend appeared in a dream and handed him \$3. The friend reappeared and handed him \$1 and showed up a third time to pay \$3."

Non-number dreams are subject to various interpretations, depending on what dream book or interpreter is consulted. Of course, if the resulting number doesn't play, the fault is neither with the book nor the interpreter, but with the dreamer himself. Either it was a "bad" dream or some important detail was not remembered at the time of the consultation.

Hunches may be individual or col-

lective. A person will feel strongly one week on the number of his paycheck, or his identification card, or his telephone, or his postal box, or his license plate, or his birth date, or his age, or a family anniversary (particularly a death anniversary), or the grave of a deceased relative or friend, or a pawnshop ticket, or any one of a myriad of such number-bearing objects or situations.

Often the whole community of lottery players will pursue a particular number 1 week because of some attention-attracting event—the death of a national figure (date, age, grave number), or an unusual accident (the number of victims or the license plate

number of the vehicle involved), or a significant anniversary. The age of Christ, 33, is very popular around Easter Week.

On such stuff the lottery business thrives. And how it has thrived in Panama!

In the past 10 years, the Panama Lottery's gross revenue and net earnings have nearly doubled. In 1966, gross income was approximately \$50 million and net earnings topped \$10 million. The estimate of the gross take this year is \$70 million with net earnings exceeding \$12 million.

The Lottery's operations provide the National Government with about 10 percent of its revenue. Lottery funds support hospitals, health units, nurseries, asylums, orphanages, and disaster relief operations. For example, the recently inaugurated center for the Panamanian Institute of Special Education, which treats exceptional children, was built with lottery money. By law, 10 percent of all unsold prizes is set aside for the Institute. Unsold tickets turned in to the Lottery prior to each drawing are held for 1 year if they win prizes. Then they are destroyed.

It is often said that if there is any one institution in which Panamanians have blind faith that institution is the National Lottery. This reflects the outstanding record of integrity of the organization since its beginning.

Take the drawings. They are con-

(See p. 20)



Language is no barrier for playing the Panama Lottery. An American customer points to the number he wants. Maybe it's his license plate number or postal box.

Duque Founded Lottery

(Continued from p. 19)

ducted in public and are open to inspection by anyone.

Forty identical ivory balls, numbered from 0 to 9 (four to each number), are used in the drawings. Each ball unscrews in two halves, each bearing the number inside. The halves are placed on public display 1 hour before each drawing in the triangular kiosk behind the Lottery Office where the numbers are drawn. In the presence of two witnesses picked at random from among the spectators, each ivory ball is then put together and placed in a hand-operated revolving cage.

Three children between 6 and 7 years of age, rotated weekly from among the city's four orphanages, draw four balls each, or one complete prize. The orphanage gets \$7 for its children's services.

Rain or shine, hundreds of hopeful players crowd in the small plaza surrounding the kiosk to witness the drawing. Many of them make last-minute purchases from vendors shouting the numbers still available on their boards or waving strips of tickets to attract attention.

At 11 a.m. on Sundays and at 12 on Wednesdays all eyes converge on the kiosk. The participants in the drawing are the Governor of Panama Province, who is the presiding authority; the Vice Minister of Finance, who represents the Government; a notary public, the two witnesses (who get no emoluments) and the three orphans. Their every movement is covered by television cameras and described by eight TV and radio announcers. There is literally no corner of the country where the Lottery drawing cannot be seen or heard.

On a signal from the Governor, a Lottery employee starts the gyrations of the cage. The ivory balls tumble as the cage spins. Another signal from the Governor and it stops. A small trap-door in the cage is opened, the little orphan picks up a ball and hands it to the Governor. He unscrews it and then reads the number aloud, showing

the numbered halves to the public. The ball is put together again and returned to the cage.

The process is repeated until 12 numbers—4 to each prize—have been drawn.

To a newcomer the spectacle is one of organized bedlam, but exciting.

The system is the same for every drawing, just as it has been since the Lottery began as a private institution in 1883. Founded by the revered philanthropist Jose Gabriel Duque, it started as a 3-digit, one-prize lottery. Each ticket consisted of 5 pieces and sold for 1 peso (half a dollar). The first prize was 500 pesos. The very first drawing was held February 25, 1883, and the winning number was 053. The change to the present 4-digit system was made in 1903.

When Mr. Duque's concession expired in 1919, the Government took over the lottery operation. By that time, three prizes were being offered. The first drawing under Government supervision was held March 30, 1919, and the winning number was 1705.

One more change was to occur. Until 1921, only the first prize actually was drawn; second prize was the number immediately preceding and third prize the number immediately following. Since that year, each prize is drawn separately.

A state lottery is not peculiar to Panama. Every Latin American country runs one or more lotteries (in Colombia, for example, one is drawn every day of the week). Through the centuries lotteries have been conducted in England, Ireland, Germany, France, Spain, Switzerland, Russia, and the United States. The largest in the United States was the Louisiana Lottery, conducted after the Civil War by the State of Louisiana. It was eventually stopped by law, but lotteries are being revived in a few states in recent years and the idea of a Federal lottery has gained advocates.

All of the modern lotteries trace their origin to the days of Rome, where drawings for valuable prizes were held after imperial banquets or the festivals in the Coliseum. Lotteries such as we know them today were first held in Italy and the earliest state lotteries are reported to have been conducted in France in 1520.

Wherever a lottery has operated, man has sought to perfect a system that will assure him of the winning numbers. In Panama it has been no different. Dreams, hunches, mathematical formulae—all and more have been tried, to no avail. Perhaps there is one system after all that has proved its effectiveness, yet few have been aware of it. It is to forget about the numbers and simply keep buying tickets at No. 11-13, "I" Street.

That's Mrs. Adelina A. de Icaza's selling address.



Mrs. Adelina A. de Icaza still sells No. 6400. Fifteen years ago a long-time customer failed to pay Mrs. Icaza for 42 reserved pieces of that number which hit the first prize of \$42,000, but Mrs. Icaza delivered the prize money to the customer.

Philanthropy Big Part of Club's Work

(Continued from p. 9)

some cases were inundated when Gatun Lake was formed, so the clubs dissolved automatically, their mission finished.

Of the original clubs formed under the Canal Zone Federation, the Cristobal Woman's Club is the only one in continuous existence from the day it was founded.

The first yearbook of the Cristobal Woman's Club listed 61 members. Then came the dissolution of the Canal Zone Federation on January 25, 1913. It was a period of change, from the Construction era to the maintenance period. Executives were for the most part transferred to the Pacific side where the seat of the Canal Zone Government was to be located, and many engineers, with their families sailed for the States and to other construction projects. Membership in the Cristobal Woman's Club in 1913 dropped to 37.

A quarter of a century later the club roster listed 134 names. Today, on its 60th anniversary the Cristobal Woman's Club has 254 members, representing more than a dozen countries.

The Cristobal Woman's Club has been a member of the General Federation of Women's Clubs, with headquarters in Washington, D.C., since November 4, 1914.

As the Club grew, it established the first library in Cristobal and was the nucleus for the Atlantic side Chapter of the American Red Cross. Civic improvements sponsored by the Club included a playground in Colon, a rest home for women crossing the Isthmus, and a drinking fountain for the overworked cab horses of Colon. The Club also published a cookbook.

For almost 25 years the Club operated a Women's Exchange and Tea Room at the Gilbert House in Colon, the Club headquarters until the historic building was condemned and torn down in 1952. The Women's Exchange and Tea Room profits were the principal support of the free clinic, the Cristobal Woman's Club's philanthropic work at the time.



Governor W. P. Leber was the guest speaker at the 60th anniversary meeting of the Cristobal Woman's Club last month. At his right is Mrs. Harry Butz, president for 1967-1968. From left: Mrs. Howard Pritham, recording secretary; Mrs. Butz; Governor Leber; Mrs. Curtis Coate, treasurer; Mrs. Charles Hinz, corresponding secretary and Mrs. Patrick Ridge, first vice president. Mrs. Andrew Kozar, second vice president, is not in the photograph.

A soup kitchen was operated by the Cristobal Woman's Club during 1921 and 1922 to help feed the needy of Colon.

An interesting sidelight is that in those early years, when funds were needed to continue the operations of the Club, it was decided to hold a card party as a money making project. But first the bylaws had to be changed. Some of the Club's founders were opposed to card playing as "not fit for genteel ladies."

The old YMCA building in Cristobal was the Club's first meeting place. From 1917 to 1952 the Gilbert House was Club headquarters. The American Red Cross gave the Club permission to use their building from 1952 to August 1959, when the Cristobal Woman's Club building was completed in Margarita.

The philanthropy program of the Cristobal Woman's Club has been active since the Club was formed 60 years ago. Each Thursday of every week in the year, food and clothing are distributed to about 80 aged indigents of Colon, most of them over 75 years of age, who gather at the Cristobal Woman's Club little room in the back of the old Cristobal Fire Station.

Long before the doors open at 8:30 a.m. each Thursday, the aged, the lame,

and the near-blind begin to congregate to await the arrival of the Cristobal Woman's Club Philanthropy Committee members. Some of the aged assist one another, some lean upon a youngster's arm. Each carries a sack or homesewn bag in which are placed the food contributions. Sometimes there are extras, and always there are extras at Christmas and New Year's.

Volunteer members fill shopping bags, mostly with foodstuffs, for distribution to Colon's aged poor for those holidays. Last Christmas the Philanthropy Committee supervised the preparation and filling of more than 200 bags for their regulars and about 150 "extras." Investigation teams of the Club visit and determine the needs of those who apply for aid and, although old people get first consideration, clothing is provided also for children.

The 60th anniversary of the Cristobal Woman's Club, founded in Canal construction days, was fittingly observed last month with an address by Gov. W. P. Leber on the Canal's future.

Mrs. Harry Butz, president, presided and, symbolic of the club's history, used a cocobolo wood gavel that dates back to French construction days and which was salvaged from the attic of the old Panama Canal Administration Building in Panama City many years ago.

ANNIVERSARIES

(On the basis of total Federal Service)

ADMINISTRATIVE SERVICES DIVISION

Luther B. Matthews
Cylinder Pressman—Small

MARINE BUREAU

Pablo V. Caballero
Lead Foreman—Operations—Lock Wall
Reginald A. Carter
Time and Leave Clerk

ENGINEERING AND CONSTRUCTION BUREAU

Alejandro Martin
Oiler—Floating Plant
David H. Sterling
Leader—Seaman

TRANSPORTATION AND TERMINALS BUREAU

Edward P. Joseph
Truck Driver
Harry J. Ailant
Truck Driver—Heavy Trailer
Charles L. Baker
Toolroom Attendant

SUPPLY AND COMMUNITY SERVICES BUREAU

Stephen McBean
Leader Laborer—Cleaner
Wilfred White
Sales Store Department Manager—
Sundries

CIVIL AFFAIRS BUREAU

George V. Richards
Principal—LA Schools

HEALTH BUREAU

Stella I. N. Frampton
Personnel Clerk—Typing

ADMINISTRATIVE SERVICES DIVISION

John G. Bing
Head, Composing—Printing Plant
Stephen W. Thome
Compositor—Hand

MARINE BUREAU

Edgar E. Peterson
Leader Seaman
Lothan R. Raphael
Leader Linehandler—Deckhand
K. R. Shepherd
Leader Linehandler—Deckhand
Boatswain

Samuel A. Williams
Seaman

Alejandro Gerald
Teletypist

Cecil C. Williams
Helper Lock Operator

Anthony J. Zablocki
Master—Towboat

Roberto C. Mitchell
Leader Linehandler—Deckhand
Boatswain

José D. Sandino
Helper Lock Operator

William F. Young
Foreman—Lock Operations

ENGINEERING AND CONSTRUCTION BUREAU

W. A. Brathwaite
Water Tender—Floating Plant

William I. Hollowell
General Foreman Pipefitter

Allen K. Miller
Supervisory General Engineer—
Specifications

Sylbert A. Bowen
Guard

Victor A. Cisneros
Centrifuge Operator

Harold M. Cooper
Motor Launch Operator

Lawrence W. Matthews
Oiler—Floating Plant

Bindley B. Tappin
Launch Operator—Motor

Leon W. Warren
Engineering Technician

Bob D. Maynard
Lead Foreman Plumber

Henry F. Scott
Seaman

Mario Torreglosa
Helper Electrician—Power Plant

SUPPLY AND COMMUNITY SERVICE BUREAU

James S. Raymond
Lead Foreman—Cemetery

Leonard I. Sealey
Supply Clerk

Ronald V. King
Supply Clerk

Mary N. Orr
Administrative Assistant

Juan Santana
Grounds Maintenance Equipment
Operator—Small

Castell D. Alleyne
Electrical Equipment Repairman

Herbert Johnson
Time and Leave Clerk

George S. Kirtan
Meat Cutter

Berta J. Materon
Seamstress

Darrington A. Moss
Lead Foreman—Grounds

PERSONNEL BUREAU

Clarence H. Browne
Staffing Clerk

CIVIL AFFAIRS BUREAU

Joseph W. Coffin, Jr.
Fire Lieutenant

Alfonso C. Greaves
Teacher—Senior High, LA Schools

Adolph Kapinos
Police Sergeant

Charles A. Mockus
Finance Branch Superintendent

Eugene S. Shipley
Chief—Police Division

Braxton W. Treadwell
Police Lieutenant

Jerome A. Yearwood
Detention Guard

Byron M. Bushell
Clerk

Reuben J. Davy
Detention Guard

John Kozar
Police Private

Richard B. Simpson
Fire Sergeant

Matthew J. Wilder
Fire Lieutenant

TRANSPORTATION AND TERMINALS BUREAU

Carlos Ballou
Leader Liquid Fuels Wharfman

Gerald S. Parris
Lead Foreman—Dock Stevedoring

John F. Anderson
Cargo Checker

Samuel Bradiel
Boilermaker—Maintenance

Lewis S. Brown
Clerk—Checker

Allie W. Bruno
Clerk

Raphael L. Esteban
Leader—Dock—Stevedoring

Joseph N. Greenidge
Guard

Allan Logan
Railroad Trackman—Mainline

Joseph B. Reid, Jr.
Truck Driver



Alec Lampee likes

Dottie Denzler. And when he takes her for a drive Alec watches Dottie more than he watches the traffic. So *you'd* better be watching out for Alec!

Watch out for the other guy!

Published to save lives in cooperation with The Advertising Council and the National Safety Council.

Transit in a Torrent



A driving rainy season downpour greets the French flag ship Cetra Carina as she moves southbound through Pedro Miguel Locks during her first transit of the Canal. The 835-foot vessel, en route from Newport News, Va., to Tobata, Japan, was loaded with a cargo of coal at the time. Notice how the force of the wind and rain caused the metal cones on the left to lean. The cones indicate the number of pairs of locomotives required to bring the ships following the Cetra Carina through the locks. In this case the two cones at the top indicate two pairs of locomotives are being used for one ship, the single cone at the bottom means that another ship, a small one, is coming through on the same lockage but without any locomotives. When ships require locomotives, or "mules," as most do, a minimum of two pairs are used.



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