

PANAMA CANAL
REVIEW

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5 cents

GAILLARD HIGHWAY TO BE MADE BOULEVARD-TYPE ROAD FOR TWO MILES BETWEEN TIVOLI AND DIABLO CROSSINGS

Aw, Gee!



The Time Has Come

Next Friday will be S(for School)-Day for a little over 7,000 Canal Zone boys and girls.

School officials, who have been almost clairvoyant in the past on their estimates of expected enrollments, have their fingers crossed this year. They believe that the number of pupils, which has been increasing steadily since the war years, is beginning to level off.

However, for the record, they venture this prediction for the present school year: 7,058 pupils in the grades which include kindergartens through high school in the United States school system.

If they are right, the enrollment will be another new record for the Canal Zone's 15 United States schools and will be 62 higher than the attendance last year.

More Teachers

Kindergarten enrollment, they are certain, will be higher than last year because of the restoration by Congress of tuition-free kindergartens for children of United States citizen employees.

The teaching staff will be increased by nine—for a total of 204 for grades one through high school—to handle the expected increase. Four of the increased number will be assigned to the elementary schools and five to the junior and senior

high schools. In addition, eight instructors will be assigned to the Canal Zone Junior College.

Four new elementary classrooms will be opened this year. Three of these will be at the Fort Kobbe elementary school which will then be operating at its 22-room capacity for the first time.

Kindergartens Moving

Seventeen new teachers from the United States will join the staff of the Canal Zone United States schools this year. Of these, 11 will be assigned to the elementary schools, five to the secondary schools and one to Physical Education and Athletics.

School plans this year call for increased physical education activities in the elementary schools. Wherever it is possible recess periods will be staggered so that the children will have supervised physical education rather than mass play periods. A program of this sort has been in operation at the Ancon Elementary school.

The plan will also provide a break in the day's activities for the elementary school teachers who, in the past, have supervised recess periods and have been with their pupils continuously all day.

In line with this expanded physical education program, kindergartens will be moved, during the school (See page 16)

Gaillard Highway, most heavily-traveled of Canal Zone thoroughfares, will be converted to a four-lane, boulevard-type thoroughway between Tivoli and Diablo crossings this fiscal year. At the same time the highway will be relocated slightly, modernized, and the eight intersections in this section improved to allow for a better traffic flow to and from Gaillard Highway. The project will cost about \$300,000.

The design for the improvement and double laning of Gaillard Highway is being done by Robert & Company Associates of Atlanta, Ga., who recently laid out, designed, and supervised the construction of a system of thoroughways for Atlanta. This firm will also prepare the specifications for the project.

Their services were obtained under a contract negotiated last month because the design force of the Engineering Division, which customarily handles work of this nature, was so loaded with other urgent work that they could not complete the design in time to allow the Gaillard Highway work to be started by the beginning of the dry season.

Start In Dry Season

The design of modernized and widened Gaillard Highway is to be completed October 20. The project will then be advertised and the contract awarded to the successful bidder so that work can begin early in the dry season.

Gaillard Highway, as modernized, will have two 22-foot roadways, divided by a minimum four-foot median strip. The road will be realigned in places but will follow, in general, its present location. It will be surfaced with either asphaltic or Portland cement concrete. Plans for the modernization will also include traffic signals both for vehicular and pedestrian traffic. One system of signals is to be located at the Gaillard Highway-Frangipani Street intersection.

The surface of the new thoroughway will be laid partly on the existing pavement after the necessary stabilization and levelling have been completed, and partly on widened bases.

The work involved in the widening and improvement of Gaillard Highway will consist of the installation of sub-drainage, relocation of some utilities, widening of some cuts and fills, stabilization of existing pavement slabs, application of surface levelling sources, revision of surface drainage, and widening of the bridges and culverts which the highway (See page 2)

Maintenance And Paint Program Gives Canal Zone A Bright And Shining Face

Never before in the history of the Canal Zone has it appeared with such a bright face.

While this is due partly to the demolition of several hundred old buildings and their replacement by new quarters over a period of the past five years, the improvement in appearance is due largely to an improved maintenance program for both quarters and public buildings.

During the past fiscal year more houses were repainted, inside and out and in many cases both, than in any year for the past quarter of a century. The maintenance program for the past year has also included repainting of roofs, refinishing of woodwork, and washing of the exteriors of many frame houses. Much of the program was reported in the July issue of THE REVIEW.

This Year's Program

A large number of Canal buildings which were not included in last fiscal year's Zone-wide painting program will be freshened and brightened this year.

Probably the biggest single paint job will be the painting of the Miraflores swingspan bridge. Other major jobs will include painting of the high school at Rainbow City, the water reservoirs at Gatun and Fort Gulick, and the superstructure of Pier 18 at Balboa.

During the present fiscal year contracts will be awarded for about \$250,000 worth of maintenance painting for Panama Canal Company buildings. In addition, the painting of Canal Zone Government buildings will amount to about \$56,000.

This year's program will include slightly over \$160,000 worth of painting for the Housing Division. This will cover the exteriors of 450 apartments, a barracks building, the roofs of 270 houses, the interiors of 440 apartments, 80 bachelor rooms, and more than 300 halls and stairways.

Interior painting is done throughout the year; exterior and roof painting is concentrated as much as possible in the second and third quarters of the fiscal year in order to take advantage of dry season weather.

Consolidated Contract

Late last month forces of the Engineering Division, which is responsible for the annual inspection of all Canal buildings, were grouping the painting needs and requests of the various departments and divisions preparatory to taking bids on the major part of the year's exterior painting requests under one advertisement.

This work, which is to be subdivided into contract schedules so that contractors may bid on all or part of the work, is to be advertised late this month. Bids are to be opened in October and the contracts awarded as soon as possible so that the successful bidder or bidders can order supplies, recruit workers, and start work at the beginning of the dry season.

Not included in this large contract are the so-called "short form bids" which are used for small contracts under \$2,000, generally on such jobs as the interior painting of a few sets of quarters.

The major advantage of these short form bids is that they can be advertised and awarded quickly and the interior painting done while quarters are vacant.

Also not included in the consolidated contract is a plan to clean the exteriors

Migrant Moths Dot Zone Skies On Annual Flight To Nowhere



WINGED WANDERER. This is *Cydemon fulgens*, a migrating moth. Where it comes from, where it goes, and why, no one knows, although the moth is not new. The photograph was taken by Robert F. Roche.

Moths were migrating again last month, more of them than for the past several years.

In mid-August Dr. James E. Zetek, entomologist and local research specialist for the Smithsonian Institution, described the annual flight of *Cydemon fulgens* as "exceptionally heavy and still increasing."

Reports of the flight of the moths, whose dark wings are banded with a gilded green, began to come to Dr. Zetek about August 1, he said. As usual, more moths flew in the early morning and during the brief Isthmian twilight than at other hours.

of concrete quarters such as those on the Prado and Barneby Street in Balboa.

For some time, Maintenance Division forces have tried to find some reasonably economical method of cleaning concrete exteriors. They have experimented with wire brushes, chemicals, cement washes, water cement paints, and just plain soap and water. Major problems in concrete exteriors are mildew and removal of the bluish-green stains which are the result of corrosion of the copper screening adjacent to the concrete.

During the past fiscal year a large number of frame quarters—which do not present the problems of concrete quarters—were washed successfully. By the end of the fiscal year Maintenance Division workmen had scrubbed the exteriors of 113 buildings containing 172 apartments, at an average cost of less than \$31 per building or \$21 per family unit.

During the past fiscal year in addition the Canal organization carried out the largest single painting program in many years. Ninety-three public buildings got fresh outside paint jobs and seven had their interiors repainted. The exteriors of 578 sets of quarters and the interiors of 1,117 sets of family and bachelor quarters were spruced up with new coats of paint.

Members of the Engineering and Construction Bureau staff are especially proud of the fact that all of the painting and maintenance during the past fiscal year has been done within the funds which had been budgeted "for the previous lower standards of maintenance," as they put it. Work was done in fiscal year 1955 with fiscal year 1955 money which was not scheduled until fiscal year 1957.

This year the moth casualty rate was high; the center line of most main Canal Zone highways was littered with little winged creatures which had blundered blindly against the windshields or sides of passing cars. (One Administration Building worker reported driving behind a woman who was unsuccessfully trying to maneuver her car to avoid striking the moths!)

Although the moths do not seem to be prey for birds as long as they are in flight, they become bird food as soon as they fall or are knocked to the ground. Along Diablo Road last month, grackles made constant sorties onto the highway to grasp a delectable mouthful of moth.

Cydemon fulgens, commonly called *Urania fulgens*, is nothing new in these parts. Its annual flights have been noted since 1917, at least, but little more is known of the moths now than was then.

They are found from Mexico to Ecuador and their migrant flight, pell-mell and with no known purpose, is always in the same direction, roughly from west to east. They commonly fly only a few feet from the ground but when they reach large obstacles like heavily wooded Barro Colorado Island or the Administration Building they go up and over rather than around.

For many years scientists thought that the moths did not eat during their migration but in recent years several local residents have reported seeing the moths feeding. But Dr. Zetek doubts one of this year's reports—that the migrants had stung and ruined a crop of fine mangoes at John O. Collins' finca at Vacamonte.

"*Cydemon fulgens* couldn't sting if it wanted to," he says.

Gaillard Highway To Be Rebuilt

(Continued from page 1) crosses in the section which is about two miles long.

Similar methods for reconstruction and widening are used by highway departments in the United States; these cost less than total replacement and still provide adequate traffic capacity with reasonable maintenance.

Until Gaillard Highway was constructed on its present route, the road which linked Diablo Crossing to Ancon ran through what is now Albrook Air Force Base. In 1932 the road was relocated because of the construction of Albrook Field. The relocated section was built by the United States Army under contract and turned over to The Panama Canal to replace the old highway between Ancon and Diablo crossing. This original relocation was a reinforced concrete road 18 feet wide. It has been widened and repaved several times since 1932.

In 1951 traffic studies of the section of Gaillard Highway between Tivoli and Diablo crossings showed that 10,500 vehicles passed over that section daily; the hourly peak was 1,445 vehicles. Last year further studies showed that the daily traffic was approximately 12,000 vehicles.

Effective Dates Of New Treaty Provisions



ONE of the principal provisions of the new treaty is for the construction of a bridge across the Canal to provide a permanent crossing for vehicular traffic between points in the Republic of Panama. It is tentatively estimated that such a bridge will cost in the neighborhood of \$20,000,000. The type of bridge and its location are still to be determined. Among the possible sites is one near the present Thatcher Ferry Crossing. The picture above is an architect's conception of how a cantilever bridge would look at that particular site. While not in true perspective with the surrounding landscape, this bridge as sketched

would have a clearance of more than 200 feet above the Canal channel; the three main spans would be 2,000 feet in length; and the center span, crossing the channel, would have a 1,000 foot clearance for ship traffic. A tremendous task in engineering and design is required before the adoption of any final plan for a bridge across the Canal. An appropriation by Congress will be required before the design or construction is begun. When funds for surveys and design are appropriated, the entire area from Miraflores to La Boca will be investigated thoroughly in the selection of the final location of the bridge.

Ratifications of the New Treaty of Mutual Understanding and Cooperation between the United States and the Republic of Panama were exchanged in Washington August 23 by representatives of the two nations. The exchange of ratifications concluded almost two years of formal negotiations between the two countries.

Negotiations on the treaty were begun in Washington in September, 1953. The new treaty was signed by President Ricardo Arias E. for Panama and Ambassador Selden Chapin for the United States in Panama City on January 25, 1955.

The National Assembly of Panama ratified the new treaty on March 9, 1955. The treaty was ratified by the Senate of the United States on July 29, 1955.

Below, THE PANAMA CANAL REVIEW presents for the convenience of its readers and for reference purposes, the time table of the dates on which the various treaty and memorandum undertakings become effective.

The undertakings appearing below are those which concern the Panama Canal Company and the Canal Zone Government, their operations and their employees. The undertakings which affect other U. S. agencies exclusively are not included.

I

UNDERTAKINGS EFFECTIVE WITH THE EXCHANGE OF RATIFICATIONS.

Renunciation by the United States of its monopolies respecting trans-Isthmian railroads and highways.

Abrogation of the 1903 treaty provisions which authorized the United States to prescribe sanitary ordinances for Panama and Colon.

Abrogation of the obsolete provision of the 1914 Boundary Convention respecting the free landing of small vessels at the wall constructed by the Panama Railroad in Colon Harbor.

The automatic transfer to the Government of Panama of the landing pier situated in a small cove on the southerly side of Manzanillo Island.

The waiver by Panama of the right to free railway transportation for its employees and National Guard force.

Undertaking by the United States to afford equality of opportunity to Panamanians in all U. S. Government positions in the Canal Zone for which they are qualified and in which the employment of United States citizens is not required for security reasons. The United States will also evaluate, classify, and title all positions in the Canal Zone without regard to the nationality of the incumbent or proposed incumbent; and will afford Panamanians the opportunity to partici-

pate in training programs conducted for their employees by United States agencies in the Canal Zone.

Exemption by the United States from the provisions of the Buy American Act of articles and supplies that are mined, produced, or manufactured in Panama when such articles and supplies are purchased for use in the Canal Zone.

Establishment of a policy for agencies of the Panama Canal Company, in making purchases of supplies, materials, and equipment, whereby the economy of Panama will have full opportunity to compete for such business so far as is permitted under U. S. legislation.

Establishment of a practice under which merchandise to be resold in Canal Zone sales stores will be acquired either from United States or Panamanian sources unless, in certain instances, it is not feasible to do so.

Reduction by Panama of 75 percent in the import duty on alcoholic beverages sold in Panama for importation into the Canal Zone.

The increase in the Canal annuity from \$430,000 to \$1,930,000; this begins with the first annuity payment after the exchange of ratifications.

II

UNDERTAKINGS EFFECTIVE ON SPECIFICALLY PRESCRIBED DATES.

For taxable year beginning on or after January 1, 1956:

Taxation by Panama of certain persons in the service of the Canal, the railroad, or auxiliary works, including non-U. S. citizens residing in the Republic and Panamanians wherever resident.

December 31, 1956

Exclusion from Canal Zone purchase and importation privileges of heretofore eligible persons, other than citizens of the United States and members of the Armed Forces, who do not reside in the Canal Zone.

Authorization to Panama to impose import duties and other charges on goods destined for or consigned to persons other than citizens of the United States who are employed by agencies of the United States but reside in Panama.

Withdrawal by the United States of sales to ships, except for sales to ships operated by the United States and except for the sales of fuel and lubricants and sales incidental to ship repair operations.

Withdrawal by the United States from non-U. S. citizen employees who do not reside in the Canal Zone of services offered in the Canal Zone, except those which (See page 13)

Contractors Hill Profile—



THE PLACE—the narrowest stretch of the Canal



THE CRACK—a threat to the precipitous hill



THE PLAN—a series of terraced setbacks

The Contractors Hill project, except for some minor clean-up work and the removal of machinery and temporary structures, last month became a part of the Panama Canal history.

Because of the potential danger from the rock fissure which ran across the rocky mass parallel to the Canal channel, the project attracted worldwide attention, particularly during the early phases.

The contract for the work was awarded May 25, 1954, to the Tecon Corporation of Dallas, Tex. While the original contract called for the removal of 1,700,000 cubic yards of rock and 150,000 of Cucaracha formation, this was later extended and the total excavated up to the end of August was approximately 1,820,000 cubic yards of rock and 605,000 cubic yards of Cucaracha, or shale.

In addition to the principal contract for the removal of a big part of Contractors Hill, the Tecon agreement was extended early this year for the removal of 250,000 cubic yards of Cucaracha from Project 13. This project has been in progress on an intermittent basis for about 20 years. It provides for the widening of Culebra Reach to a bottom depth of 500 feet.

Under the supplemental agreement, the Tecon Corporation removed all of the remaining Cucaracha formation near the water level. While a two-month extension was granted because of this work, the entire project was practically completed by the end of the original time-limit of the contract.

Except for the contracts awarded for the Third Locks project, the Contractors Hill work, officially designated as Project 13-A, was the largest ever awarded in the history of the Canal. The total excavation nearly equalled that required in the construction of Miraflores Locks.

Tecon subcontracted with the local firm of Bildon, Inc., for the construction of a drainage tunnel, five by nine feet, from the Canal side of the hill to intersect with the rock fissure, and the removal of the bronze tablet on the face of Contractors Hill erected to the memory of Col. David DuBose Gaillard. This subcontract was completed in July and August of last year.

Machine Job

Most of the equipment required on the job was brought new by the Tecon Corporation and arrived in July 1954. Excavation work was begun in August of last year and for a period of about six weeks one ten-hour shift a day was used. A second shift was added in the middle of September and the excavation was continued on this basis until early last month when one shift was discontinued.

The excavation reached its height during the last dry season; during the latter part of the work an average of about 8,000 cubic yards of material was being handled daily. The highest one-day record was set on May 20, 1955, when 10,070 cubic yards of rock were removed.

The Contractors Hill work was largely a machine job because of the nature of the job and the limited area involved. The maximum force employed by the contracting firm was 84 employees in skilled and supervisory work, and 73 in semiskilled and unskilled work; this was last June.

In addition to these, the Canal organ-

Before And After Tecon

ization had a maximum force of 13 men engaged on inspection and project management. By the end of last month the contractor's force had been cut to less than 50 skilled and about 30 unskilled workers, while the number of Canal employees assigned to the job had been reduced to six.

Most of the Canal employees were transferred from other units to Project 13-A and in most instances they have returned to their former positions.

The principal items of equipment used on the job included three 2½-yd. shovels, 15 large trucks, four bulldozers, two wagon drills, and two rotary drills.

Precision Blasting

One of the principal aspects of the Contractors Hill project was the necessity of blasting and removing the rocky mass without creating a hazard for Canal traffic or interfering with the movement of vessels. This was accomplished by precision drilling and blasting procedure.

The strict safety measures adopted at the outset of the work resulted in no interference to Canal traffic. The number of accidents to personnel on the job was remarkably low for a project of that nature and only one serious injury was reported in the 15-month period. One workman was gravely injured by a falling rock boulder.

With the conclusion of the Contractors Hill work, the town of Pedro Miguel will become practically deserted. The town-site had been slated for abandonment before the work was started but a number of family and bachelor quarters were made available to the contractor's force.

Deserted Village

The maximum number of quarters in use by these employees was last March when 26 family quarters and nine bachelors apartments were occupied. This number has now been reduced to 16 families and nine bachelors. When the quarters are vacated, all buildings in Pedro Miguel, with the exception of some 12-apartment buildings erected during World War II, are to be demolished.

Most of the public services at Pedro Miguel were discontinued several months ago. After the closing of the commissary last March the building was occupied by the Service Center Division which operated a luncheonette and carried a few food items, household necessities, and sundries. This was closed at the end of August.

Clean-Up Work

The clean-up work remaining to be done at Contractors Hill includes chiefly the removal of a relatively small amount of rock along the Canal banks which fell during blasting operations, and the removal of an access road on the slope of Project 13. Several temporary buildings used by the Canal and contracting forces will be demolished and removed.

The clean-up work will involve the removal of material at the opening of the drainage tunnel, but no further work on this is planned. It was sunk into the hill to the fissure to permit drainage of surface water and reduce the hydrostatic pressure.

The Gaillard plaque was stored when it was removed from the face of Contractors Hill. This is to be reerected at some suitable site after the completion of all work.



THE JOB—men and machines at work in August 1954



THE TERRACES—as seen from the opposite bank last June



THE PROFILE—looking toward the Pacific in August 1955

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

LET'S USE OUR HEADS

Not too long ago there was a rumor going around to the effect that our safety record wasn't exactly all that could be desired and that we would be expected to make a sincere effort to improve it in the not too distant future. The talk is still going on and it is no longer a rumor.

There really is no good reason why our accident rate should be as high as it is. It is true that we have come a long way in the past few years, and we are gradually cutting it lower and lower. We've had some pretty good records at times and some pretty bad ones at others. Safety isn't something we can practice for a while and then drop when everything is going smoothly. It's like the motors on an airplane. As long as they're running smoothly everything is fine. But just because everything is running smoothly, the pilot doesn't shut off the motors and expect the plane to keep on going. It just won't.

A foreman, too, could get by with letting safety violations slip past now and then. From time to time he could overlook a chance-taking among his men, and odds are good nothing would come of it—for a while. Sooner or later someone's

going to get hurt.

Glance down at the graph a moment and notice the two bureaus at the top. Notice that their frequency rates are zero. They both were also right there the month before. It can only mean one thing. They got their motors running smoothly and they're *keeping* them running. They're proud of their record, and rightly so. It reflects the sincere interest shown by supervisors and workers in those bureaus in the promotion of safe working conditions, safe practices, and safe attitudes. They realize that SAFETY and Work, SAFETY and Play, SAFETY and just Whatever-It-Is one is doing, belong together just as naturally as HAM and EGGS. They've made an excellent start toward a fine safety record for their bureaus for the coming fiscal year, and they've set a good example for the rest of us to follow. Let's make every effort to stay as close to them as possible.

How are we going to do it? Well, first let's stop worrying about who has the *most hazardous* job and who has the *least hazardous* one. Consider your own job. Maybe it *is* dangerous. Does *everyone* who works at it get hurt? Remember, there is a *cause*, a *reason* for every accident. They just don't *happen*. If the *causes* for accidents could all be removed there wouldn't be any accidents. One of the jobs of your safety man is to look for these *causes* and see that necessary action is taken to remove them before an accident occurs. However, he is not superhuman. He can't be expected to foresee everything.

When an accident does occur it is his job to help the foreman discover the *cause* so that it may be eliminated in order to prevent the same thing from happening *again*. You also have a

responsibility to assist your foreman and safety man in every way possible by calling their attention to unsafe practices and unsafe conditions which you, because of your knowledge of your job and conditions, may be more aware of than they.

Actually the formula for accident prevention is quite simple. Consider its application to your particular line of work as you look it over.

1. If a hazardous condition exists, remove it if possible.
2. If you can't remove the hazard, cover it up to protect the workman.
3. If it is impractical to cover it up, then protect the worker with the appropriate safety apparel.

Remember, there's nothing "sissy" about wearing safety apparel when it is needed. Ask any of the fellows with one foot, eye, or hand missing how they feel about it. They'll tell you.

Unfortunately we seldom hear of the cases where hard hats have saved men from serious injury and even saved their lives; of the numerous cases of fellows who still have two eyes, only because they had on their safety goggles when a flying piece of steel or concrete hit and fractured the safety glass lens; of the many instances where industrial trucks have run over a man's foot, heavy timbers and heavy iron bars have fallen on their feet and because the men were wearing safety shoes they thought little or nothing of the incident. Perhaps we should mention in detail when and where and to whom these incidents occur. Whenever you know of one, see that your safety man hears of it. Even though no one is injured, the incident must be regarded as an accident, and steps taken to try to prevent its recurrence.

HONOR ROLL

Bureau Award For

BEST RECORD

JULY

COMMUNITY SERVICES BUREAU

HEALTH BUREAU

AWARDS THIS CALENDAR YEAR

Supply	3
Community Services	3
Health	3
Engineering and Construction	2
Transportation and Terminals	1
Civil Affairs	1
Marine	0

Division Award For

NO DISABLING INJURIES

JULY

COMMISSARY DIVISION

HOSPITALIZATION AND CLINICS

MAINTENANCE DIVISION

SERVICE CENTER DIVISION

GROUND MAINTENANCE DIVISION

MOTOR TRANSPORTATION DIVISION

RAILROAD DIVISION

HOUSING DIVISION

AIDS TO NAVIGATION

SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

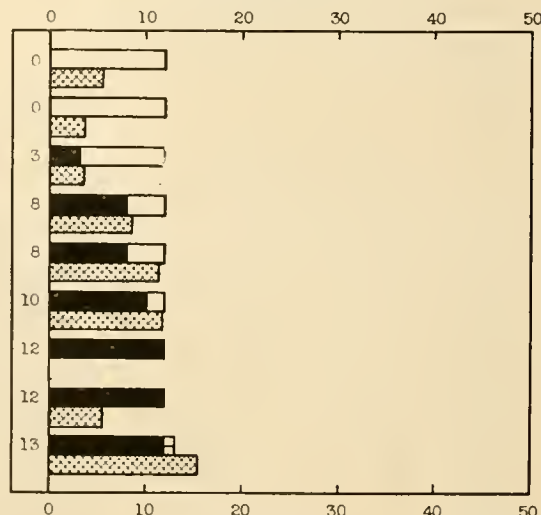
Aids to Navigation	6
Housing	6
Maintenance	6
Sanitation	6
Motor Transportation	5
Railroad	5
Electrical	4
Grounds Maintenance	4
Industrial	4
Service Center	4
Storehouses	4
Commissary	3
Dredging	3
Hospitalization and Clinics	3
Locks	1
Terminals	1
Navigation	0

JULY 1955

Disabling Injuries per 1,000,000 Man-Hours Worked
(Frequency Rate)

Community Services Bureau	0
Health Bureau	0
Supply Bureau	3
C. Z. Govt.—Panama Canal Co. (This Month)	8
Civil Affairs Bureau	8
Marine Bureau	10
C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)	12
Engineering and Construction Bureau	12
Transportation and Terminals Bureau	13

Number of Disabling Injuries 17



Man-Hours Worked 2,202,192

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Accumulative Frequency Rate This Year



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OF CURRENT INTEREST

Off To Washington



TWO JUNIOR management interns, William S. Wigg, right, and Joseph M. Watson, left, were briefed by Daniel J. Paolucci, Training Officer, last month after they were appointed to attend the five-and-a-half month training program in Washington. Fifty-one selected Federal employees will attend the program which begins next week and continues until late in January. Mr. Wigg left last Saturday by Panama Line enroute to Washington and Mr. Watson is leaving by plane next Tuesday. Mr. Wigg, Supervisory Administrative Assistant of the Administrative Branch, made the highest score in the qualifying examinations of any competing employee in the Federal service, the first time a Canal employee has set such a record. Mr. Watson, Administrative Assistant in the Cristobal offices of the Maintenance Division, is the only native Virgin Islander on the Canal rolls. His father worked for the All America Cable Company in St. Thomas, and Joseph Watson grew up in the Islands.

Retires



RANDALL H. FORD, above, has never known much of any other home but the Canal Zone; he came to the Isthmus when he was only seven years old. Last month he retired after a little over 37 years with the Canal organization and will make his home in Florida.

He was one of two Motor Transportation Division oldtimers retiring in August. The other was Michael I. Crooks, Supervisor of Motor Transportation who had 33 years and six months service. The Crooks will live in California. Both Ford and Crooks families sailed on the Panama Line August 20.

Mr. Ford was the son of Walter G. Ford, a Panama Railroad engineer. The family came to the Canal Zone in 1907.

Mr. Ford's first job, in 1916, was a chauffeur. He later served an apprenticeship as an automobile mechanic and all of his service, which was continuous except for military service in World War I, had to do with motor vehicles. He also served for several years as a member of the Efficiency Rating Board of Review.

A total of 263 bonded employees of the Canal Zone Government who have been paying the premium for their own fidelity bonds will benefit from legislation enacted just before the adjournment of Congress this year.

Under the new law, the Canal Zone Government will pay the cost of the bonding, a total of \$480 per year. Bond premiums for bonded employees of the Panama Canal Company have been covered by the Company for some time.

Questions most frequently asked by visitors to the Canal Zone or by Zonians themselves about the waterway and its traffic, general features of the Canal Zone, and highlights of Isthmian history are answered in a handsome new pamphlet prepared by the Panama Canal Information Office.

The 16-page booklet, illustrated with photographs, charts, and diagrams, is a completely rewritten and revised version of the old general information pamphlet. It is entitled *The Panama Canal—Funnel for World Commerce*.

Individual copies may be obtained without charge from the Administrative Branch. A small amount will be charged when a request is made for additional copies.

A new type of crosswalk made its appearance last month on the Pacific side of the Canal Zone. Instead of being delineated by white lines, the crosswalks are indicated by large blocks of white painted on the surface of the street.

Traffic engineers believe that crosswalks of this type, extensively used in Europe, are more easily visible not only to the pedestrian but also to an approaching motorist.

Three crosswalks of the new type have been located on the Pacific side. One is on Diablo Road opposite Walker Avenue, one on Roosevelt Road where students cross the street from the high school to the shop and business buildings, and the third on Gaillard Highway at Los Rios.

A similar crosswalk has been installed on Randolph Road in Rainbow City.

Canal Zone Junior College students should be interested to know that their College Drama group is listed in the August issue of the *Theatre Arts Magazine* together with other schools of the theatre and community theatres all over the United States and possessions.

Two physicians joined the staff of Gorgas Hospital during the past month. They are Dr. John M. Kohl, Assistant Chief of the X-Ray Service, and Dr. Bernard Willett, Chief of the General Surgical Section.

Dr. Kohl is a Major in the United States Air Force and came to the Canal Zone from Sheppard Air Force Base in Texas, which was his last station. He was born in Wilkes-Barre, Pa., and received his medical degree from the Jefferson Medical College in Philadelphia.

Dr. Willett is a native of Newton, Mass., and is a graduate of Brown University. He took his medical degree in Boston College and his internship at the Boston City Hospital. Before coming to the Isthmus, he was with the Rosengard Clinic in South Boston.

A lively interest in the workings of the Panama Canal has always been taken by the school children in the Republic of Panama. During the past fiscal year approximately 1,000 students and teachers from Panama were taken on courtesy trips through Gaillard Cut aboard the Dredging Division tugs *San Pablo* and *Culebra*. Most of the students were from public schools in Panama City although there was one group from the Felix Olivares School in David. Canal Zone students also made the partial Canal transit.

Several prominent visitors to the Canal Zone, among them Vice President Richard Nixon and former Secretary of the Army, Robert T. Stevens, made this trip last year aboard Dredging Division craft.

The first whaling fleet to transit the Canal made the northbound passage September 28, 1914.

YOUR TOWN



RAINBOW CITY is the largest of the Canal communities. Its newest section is in the foreground; some of the school buildings and part of the older section of the town appear in the upper left. Camp Coiner is located across Randolph Road to the left, out of camera range.

A passenger on an Atlantic side bus—one of the Dragnet Line, for instance—never gives his destination simply as Rainbow City. That would be like telling a taxi driver in New York that you'd like to be taken to the East Side or a Boston chauffeur that you want to go to Back Bay.

Rainbow City, bisected by Randolph Road, is spread out over such an area that a bus passenger has to be pretty specific about where he wants to go: The Cantonment, Camp Coiner, the new town, or the Market.

To many Isthmians, Rainbow City is the cluster of 91 almost new masonry houses between the Folks River estuary and the cluster of two-story wooden houses which used to be known as Silver City Heights.

Actually, Rainbow City includes both these sections and the areas known until 1952 as Silver City and Camp Coiner. Few of Rainbow City's buildings are more than 30 years or so old, but its general location has been a housing area since French Canal days. Old maps show a little settlement called Guava Ridge about where the newer section of Rainbow City stands today. The main areas for the "native" housing, however, were further north.

Fox River, Camp Bierd

When the American canal builders arrived early in the twentieth century they found two main groups of houses in this area. One group was at Folks River (referred to until about 1915 as "Fox" River) and the other was on the shore of Limon Bay, overlooking Telfer's Island where quantities of French equipment had been abandoned. The first of these settlements eventually became the forerunner of Rainbow City; the latter is now known as Camp Bierd.

The Fox River settlement was apparently the older and larger of the two. It lay in the line of a sewerage layout and the houses had to be moved about 1906. At this time there are references in old files to "small portable houses put up by the French and in bad condition" and to "24 main buildings in three rows" between the railroad shops and the main line. Chief Engineer John F. Stevens had

them moved onto newly filled ground so close to the border that the street on which they faced was in Panamanian territory.

The quarters at Camp Bierd—which undoubtedly got its name from W. G. Bierd, an early Superintendent of the Panama Railroad—included a few houses for families but most of the Camp Bierd buildings were barracks for dock workers; these were not the big structures which barracks are today but one-story buildings, each housing 25 men. The mess-house at this time was an old "magazine" which had been used as storehouse for bricks. It later became a barracks in its own right and finally combined housing functions with those of a furniture warehouse and storeroom.

It is hard to determine from old records how many people lived in each of these

two major settlements; the files show merely that there were 2,439 men, women, and children in "silver" quarters in the Cristobal District in 1907, and that the school, with an enrollment of 166, was the largest colored school in the Canal Zone.

Population Steady

The fact that Cristobal was already a major port and railroad center kept the population of the two settlements fairly steady, as a majority of the men living there worked in the railroad shops, on the docks, or construction. Consequently neither Camp Bierd nor Fox River underwent the decrease of population or even oblivion which occurred to many Canal towns as construction days ended.

Soon after the Canal was opened, a survey was started to determine housing needs all through the Canal Zone. The answer, as far as the Atlantic side was concerned, indicated an urgent need for more quarters, fast.

This was 1915. The population of Fox River was 932 and that of Camp Bierd, 1,818. The Camp Bierd barracks were filled beyond their capacity and 500 apartments were needed for married employees in the two sections. The Canal's Quartermaster Department began plans for a new "silver town."

Noah's Ark

To help out the acute situation the Canal took over from a private owner a huge structure of 140 rooms which was known to Atlantic siders as Noah's Ark or the Long Building. For a while it housed families, then it became bachelor quarters and finally it housed both. When the Ark was finally torn down in 1928, new houses had to be found for its 48 family and 66 bachelor occupants.

According to D'Elman Clark, who has been with the Cristobal housing office since 1920, the Long Building stood just about at the north end of the present Motor Transportation Division Corral. Later this location was used as a terminal for Isthmian Airways and for PAA's amphibian flights.

A fill south and east of the corral was selected as the best site for the new town



DONALD E. BRUCE, Manager of the Rainbow City Commissary, and his cocker, Pudge, are inseparable.

RAINBOW CITY

to house the Folks River and Camp Bierd families. Thirty-nine 12-family houses and ten 32-room bachelor barracks were built between 1919 and 1921 on the fill which was packed hard with dirt excavated by the Army during the construction of Fort Davis.

Silver City

For some time neither town nor streets were named. The settlement was referred to in Canal files as silver town and Silver Town. Eventually its residents took matters into their own hands and called it Silver City. The same thing happened with the streets, which at first were numbered or lettered. It was not long before there was an Alligator Street—now St. Kitts—and a Wall Street where the more affluent Silver Citonians lived. Wall Street is now known as Jamaica Street.

Silver City continued to grow and in 1933 it got its first suburb: Silver City Heights. The difference in altitude of the two sections is barely perceptible and the name was of local coinage. Vinesa Mundry, a Motor Transportation Division chauffeur who has worked for the Canal organization since 1914, says: "It was a pleasant name and it worried no one."

Most of the buildings in Silver City Heights, designed primarily to accommodate the families still living at Camp Bierd, were two-story 12-family quarters; a good many of them are still standing. Some are in bad condition and are about ready for Chain Singh or some other building buyer; but some, of composite construction and built three years later, sport new coats of paint and are quite presentable.

Fire Refugees

Silver City had barely adjusted to the status of a town with a suburb when it had an unexpected influx of people. On the night of April 15, 1940, flames swept through the heart of Colon, driving hundreds of families from their homes. Many of them were Canal employees. Within a few days 100 tents had gone up in rows just south of the comparatively



CAMP BIERD, where there is now only a house or two and a cluster of bachelor barracks, was once the bustling town shown in this old picture. The men in the foreground are lined up at the messhall.

new Silver City Heights houses to shelter the refugees and within a few months 36 cantonment-type quarters which still stand provided more permanent shelter. At first each house had 12 apartments. Not long ago they were remodeled and today four or six families live in each of the long low buildings.

The war years brought another population increase. Most of this, however, was due to the importation of contract laborers to work on the docks and the bulk of these were housed in barracks at Camp Bierd. Today most of Camp Bierd's wartime buildings have been torn down. William Jump, of the Industrial Division, lives with his family in the remodeled Camp Bierd labor office which stands alone in a section where thousands of men once milled around; Camp Bierd bachelors live in a cluster of onetime Navy barracks which they call Vatican City.

Like other Canal towns, Silver City had its civil defense, lived with blackouts

and under wartime restrictions. Still standing today is the town's old bomb shelter, which now houses the Camera Club and some of the activities of the schools' physical education director. Just across Randolph Road was Camp Coiner, an Army Engineer camp where, one former Engineer employee says, "men and machines nested together and the men fought the ever-present sandflies." After the end of the war Silver City got its second suburb when Camp Coiner was transferred to the Canal. None of the Army buildings remain but some of today's houses stand on old Army foundations. Later the first "experimental housing" for local rate workers was built in Camp Coiner.

Like A Rainbow

The last expansion of the town took place about three years ago when 182 apartments, all in two-family houses, were built just about a mango-throw from the Folks River estuary. The houses were, and still are, painted in attractive pastel shades. The name of Rainbow City, which the residents themselves chose in a poll, sponsored by THE PANAMA CANAL REVIEW, was a natural. The color scheme is still being followed. The new sewage disposal plant just opened in Rainbow City, is a cheerful pale green.

The first families, among them the handful still remaining in Camp Bierd, moved into the new Rainbow City quarters in December 1951. Honor of being the new section's senior resident goes to Victor Pinta who moved into his quarters the day after Christmas that year.

Rainbow City, including all of its suburbs, is the largest of the Canal towns. Its population, according to last November's census, is 4,845, and 55 percent of them are children. There are more children living in Rainbow City than the combined populations—adult and small fry—of Margarita and New Cristobal, and the Rainbow City Junior High School and the town's elementary school are the largest of the Latin-American school system.

Today Rainbow City has just about the same facilities as

(See page 10)



SCHOOL PRINCIPALS William Wilkie, left, of the Rainbow City elementary school, and Owen B. Shirley of the Rainbow City Junior and Senior High Schools, are responsible for over 1,650 students.

Your Town—Rainbow City

(Continued from page 9) any Canal town, although its residents receive their mail at Cristobal. Its housewives have a choice of shopping at the big concrete commissary, built in 1930, near the Mount Hope stadium, at the Camp Biedr Commissary which was opened in 1942 when Camp Biedr was not the deserted village it is today, or at Rainbow City's own little market where a dozen or so vendors sell bananas and plantains and such foodstuffs.

Its people have a wide choice of churches. There are seven in Rainbow City and a Church of God and an Episcopal rectory are being built.

For recreation they have, in Rainbow City proper, a handsome swimming pool



JOHN C. WALLACE
Manager, Camp Biedr Commissary

with a luncheonette handily nearby and at Camp Biedr Service Center, one of the largest movie halls in the Canal Zone.

There is a Lodge Hall where the Foresters and other fraternal organizations meet, in one of the few remaining Silver City buildings, and the International Boy Scouts have a clubhouse of their own. Offices of the Cristobal Chapter of the CIO local and the Cristobal Federal Credit Union are near the Camp Biedr Service Center.

The people of Rainbow City are avid ball fans; they have both big and little leagues. Their team, the Dark Millionaires, is this year's champion for the Softball League and the Silver City Heights youngsters won the pennant in Rainbow City's own Little League. Joscelyn Evering is president of the Rainbow City Major Softball League; the president of the Little League is Earle G. Moore.

Cricket is, of course, another favorite sport. For the second time this year the Surrey Cricket Club of Rainbow City won the championship of the cricket league, winning 32 out of 35 games.

The Summer Recreation program which keeps the young'uns occupied during their school vacation, is carried out under the leadership of volunteer workers. This year's program was one of the most successful of any to date.

Besides its fraternal bodies and its ball teams, Rainbow City has a number of other active organizations. There is the Civic Council, whose current president is J. J. Joseph. It meets regularly to discuss the town's problems and its representatives attend the monthly "shirt-sleeve conferences" with the Governor.

One of Rainbow City's unique organ-



CUTHBERT C. ROWE, Manager of Camp Biedr Service Center and the Rainbow City Luncheonette.

izations is the Women's Industrial Club, headed by Mrs. Ethlin Belgrave. There women who are experts in some line like cake-decorating, embroidery or dress-making, give lessons, without charge, in their specialties. Another women's group is the Atlantic Army Mothers, of which Mrs. James Chambers is president. As the name implies, they are a home front for the Rainbow City boys in the service.

Rainbow City's people are proud of their record of men in the armed forces. A larger number of young men from Rainbow City served in Korea and the first Isthmian to die there was Gilbert D. Francis, a Rainbow City boy.

The people of Rainbow City are also great civic boosters. Listen to the Civic Council President:

"We are proud of our improved and modern classrooms, our swimming pool and its luncheonette with a handy mail box nearby. We hope someday to have a large library in a building of its own but in the meantime we are very pleased with the branch library in the high school. We'd like someday to have a movie theater in our community proper. We are proud of our gymnasium and our modern commissary. We like the idea that we named the town and, well, we just like Rainbow City."

Increased Retirement Pay Due With November Checks

Those retired employees of the Canal organization whose retirement pay has been less than \$4,104 a year will soon receive larger monthly checks to help them meet the present cost of living which, in most cases, is much higher than at the time they retired.

The increased retirement annuity is the result of legislation passed by Congress before it adjourned. The bill was signed by President Eisenhower last month.

It provides for an increase of 12 percent on all annuities up to \$1,500 and an additional increase of 8 percent on the amount of the annuity over \$1,500. A retired employee who has been drawing \$2,000 a year, for instance, will now receive \$2,220—\$180 for the 12 percent on \$1,500 and \$40 for the \$500 above \$1,500.

No annuity may exceed \$4,104 as a result of the legislation and no increase may be larger than \$360 a year. The increased annuities are effective October 1; the increases will appear in the checks sent out November 1. Widows who receive annuities will also benefit.

CANAL ZONE CLERGY

The Rev. Herbert T. Bernthal, Pastor of the Redeemer Lutheran Church of Balboa, is a minister's son; he and his two brothers followed their father's career.

He has been the Pastor of the Balboa church since July 1950, but is leaving this month for a new appointment in Washington, D. C.

Born in Serbin, Tex., he grew up in Sweet Springs, Mo. He took his pre-ministerial studies at St. Paul's College in Concordia, Mo. and his theological work at Concordia Theological Seminary in St. Louis, graduating from the latter school in 1923.

His last assignment, before coming here, was in Milwaukee which the Bernthals still consider home. During World



THE REV. HERBERT T. BERNTHAL

War II, he served for a time as chaplain at the Army Air Force Radio School in Sioux Falls, S. Dak.; after his separation from the service he was placed in charge of the big Lutheran Service Center—a USO—in St. Louis.

The two assignments had a major effect on his Canal Zone appointment: Mr. Bernthal was recommended to the local congregation by the Armed Service Committee of the Lutheran Church.

In addition to heading the Balboa congregation, Mr. Bernthal has conducted weekly services at the Margarita gymnasium for Atlantic Siders.

Both he and his wife have enjoyed their stay here and leave the Canal Zone with considerable regret. But the new post presents a challenge he cannot overlook, he says. In addition, the Bernthals will be somewhat nearer to their two sons and two daughters, all of whom are now living in the United States.

Going! Going!

Household furniture, meaning anything from a wastebasket to a bedroom set, will be auctioned off September 10 by the Supply Bureau. The auction will be held in Building 42 at Section I on Diablo Road and will be open to the public from 9 a. m. on.

Richard W. Chesson, ordinarily a police officer, will be the day's auctioneer for the furniture which was turned over to the Storehouses by the Housing Division for sale. The items to be auctioned may be inspected at Section I between 7 a. m. and 4 p. m. after Sept. 7.

Veterans Preference Regulations Outlined

Company-Government employees who have entered the armed forces for the first time since July 1, or who enter the military service in the future will have the status of peace-time veterans.

They will have job-restoration rights but they will not be accorded veterans preference for reduction in force or adverse personnel actions such as demotions, etc., nor will they have appeal rights except under special conditions.

These points were clarified in information received by the Panama Canal Company from the Veterans Counseling Service of the Civil Service Commission.

The Commission reported that individuals entering the armed services after July 1, 1955, will be entitled to be returned to the jobs they left when they entered the service. This provision was made in the bill in which Congress extended Selective Service to July 1, 1959.

Those entering the service for the first time after July 1, 1955, however, will not be allowed the veterans preference for reduction in force, etc., unless they serve in a campaign or an expedition for which a campaign badge is authorized or unless they establish the "present existence of a service-connected disability."

They will also have no appeal rights under section 14 (which covers adverse personnel actions of the Veterans Preference Act) unless they attain such preference from a campaign or expedition referred to in the preceding paragraph.

Border Marker



IF you stood facing this marker your right foot would be in the Canal Zone and your left in the Republic of Panama. Boundary markers can be seen in the curb along Fourth of July Avenue, but few Isthmians have ever seen this marker, No. 66, on a hillside off Madden Road. It indicates the northern boundary of the Forest Preserve and the boundary between the Canal Zone and Panama.

Zone Youngsters Have Competition; Grownups Learning To Read, Too



CANAL EMPLOYEES who are learning to read—rapidly—are members of this class which is getting under way under the direction of Lloyd Murphy, far right. They were the first to take the new course and, with the exception of Walter Lindsay, Chief of the Grounds Maintenance Division, are all from the Personnel Bureau. Left to right are John H. Terry, Mrs. Marguerite Maphis, Mrs. Ruth S. Duncombe, Mr. Lindsay, Mrs. Betty, Frank D. Naughton, W. J. Kilgallen, Mrs. Marie B. de la Guardia, Robert D. Kelly, and Mrs. Nina J. Coppenhaver, all Pacific sidlers.

Canal employees are now being taught to read—rapidly, that is.

Twice each week, volunteer groups of 10 or more employees are meeting in the Personnel Training Center on Roosevelt Avenue and are studying their reading lessons as earnestly as elementary school pupils.

The lessons, however, are not elementary. They follow a pattern worked out in the States by the Harvard University Bureau of Study Control and involve the use of specially made films and the reading of a group of short essays selected to improve the student's reading and comprehension. These lessons have made many of the students realize that they have not changed their reading habits since they left elementary school.

Already Improved

Although the first group has completed only half of the required course, a marked improvement in the reading speed of all students has been noted.

This improvement is in comparison to the results of the speed test the students were given when they started in the class, a speed test which scored the rate of reading as well as comprehension. From then on the program has been aimed at improving and speeding up reading rate and comprehension.

Basic material for the course consists of a series of 16-mm. films which show illuminated printed phrases and parts of lines in rapid succession. As the film progresses, the phrases are shown at an increased rate of speed and at the end each person checks his comprehension by selecting the best answers to 10 multiple-choice questions.

Reading Score

The second half of each lesson consists of the reading of a group of short essays selected to improve the reader's speed and comprehension.

The speed with which the student completes an essay and the grade he makes

on the quiz of the contents of the selection is combined in a single figure called the Reading Score.

An opportunity to improve this single over-all reading score is given the students in the subsequent lessons. According to Lloyd Murphy, Personnel Officer conducting the program, there has been a marked improvement in all cases.

The program, which was started July 12 by the Training Office of the Personnel Bureau, is the first of its kind ever to be offered in the Canal Zone. From results seen so far there is little doubt it will greatly improve the efficiency of the employee no matter what his job.

Most employees, it was pointed out by the Training office, have to deal with memos and reports, and the habit of writing in a clear and readable fashion has been encouraged. This ability, however, is of little value unless the employee is also able to read and interpret correctly the material given him.

Pilot Groups

The first two classes to take the course were pilot groups composed of employees of the Personnel Bureau and a number of supervisory personnel from various bureaus and units of the Canal organization. In August a third group was organized and is now meeting two days each week for one-and-a-half hour sessions.

The program will be a continuing one; according to present plans at least 30 groups of students will be organized and trained within the next two years.

Members of the first group taking the course are Mrs. Nina J. Coppenhaver, Mrs. Marie de la Guardia, Mrs. Ruth H. Duncombe, Mrs. Betty Hackett, Robert D. Kelly, William J. Kilgallen, Walter R. Lindsay, Mrs. Marguerite Maphis, Frank Naughton, and John H. Terry.

The second group is composed of R. O. Theriault, Edwin C. Jones, William E. LeBrun, Theodore J. Wilber, John Fisher, Herschel Gandy, Russell T. Wise, Mrs. Dorothy Benny, Charles T. Jackson, and Lee Kariger.

Promotions In Police Division



NOW a Captain, Eugene S. Shipley heads the Cristobal Police District.



NOW a Major, Rodger E. Griffith is Chief of the Police Division.



NOW a Lieutenant, Robert J. Helmerichs is transferred to Cristobal.

Maintenance Division Consolidation Planned

All Pacific side activities of the Maintenance Division are to be consolidated soon in one location in the Industrial Division area in Balboa.

Remodeling of Buildings 8 and 10 in the Industrial area, into which Maintenance Division operations and offices will be moved; the move itself; and the demolition of all but two of the Maintenance Division buildings in the Ancon and Corozo Street yards will be done by contract. Specifications for this contract are now being prepared and a request for bids will be advertised within the next few days.

According to present plans the transfer and consolidation will be completed before the end of the calendar year.

"We expect that this consolidation in one area will reduce our expenses and make for a more workable organization," Frank H. Lerchen, Maintenance Engineer, told THE PANAMA CANAL REVIEW. "In addition, we will be closer to the storehouses and will not have to carry in our own shops such a large inventory of supplies as we have been doing."

Building 8, in the Industrial Division area, will house all of the Maintenance Division shops, such as painting, welding, carpentry, etc., and the Division's main office. This building was used as a saw-mill by the former Mechanical Division.

Building 10, which is now used as a storehouse, will be taken over for the Maintenance Division's packing and crating shop, storage, and heavy equipment for public works, Mr. Lerchen said.

After the move, all buildings except one in the Corozo Street yard will be demolished. The sole remaining building will be that presently used as the main office. It will be transferred to the Personnel Division and will house operations of the Training Officer and of the Apprentice School.

At the Ancon yard, only one building—the one-time office building now being used by the Grounds Maintenance Division—will remain after the transfer to the Industrial Division area.



CINDERELLA had glass slippers but she wasn't a whit more glamorous than the modern young miss who can have her dancing shoes made of gold and silver plastic. School parties mean formal dresses and formal dresses mean party slippers.

The Commissaries later this month will place on sale a supply of dainty dancing sandals which should be as comfortable and durable as they are beautiful. One model, with a flat pancake heel, is a strip sandal, meaning there is hardly anything to it. It was meant, however, for long hours of dancing and best of all it will not tarnish. Other models have the low graceful French heel so popular this year and come in gold as well as silver. They are made by Hannahson's and are only \$6.95.

For those who do a lot of walking (and who doesn't at some time or another), the Commissary has ordered a

Soft shipment of Vinier "Whisper Stepping Steps" made of soft glove leather with a so-called chrome split sole. They have flat heels, of course, and look as though they were the closest things to bedroom slippers we have found—in comfort that is. Colors are solid yellow, red, and a good-looking shade of beige.

While we are on the subject of shoes, it might as well be mentioned that the shoe sections will soon have a stock of white "sweater pumps" with a closed heel and toe. They also come in red and the new shade of avocado and have low slim heels as well as the two-inch variety so popular with the short gals.

EVERY WELL-DRESSED female, whether she be teenage or grandmother, likes to wear something she saw advertised in one of the women's magazines. The Commissary Division has been fortunate to receive a large shipment of nationally advertised summer cottons designed by such well-known firms as Jonathan Logan, Teena Paige, Henry Rosenfeld, and Kay Windsor. The line includes junior miss sizes from 7 to 15 and also misses' sizes from 8 to 20. Most of them have glamour enough for movie dates or even for informal cocktail parties. Naturally they are all washable and the prices are right for most pocketbooks.

These, and a small shipment of more formal cotton cocktail dresses by Marjae of Miami, will be on sale at the end of September. The cocktail dresses will be sold only in Balboa.

It may be hard to believe, with summer vacation just coming to a close, that Christmas isn't too far ahead. Now is the time, the Commissary people say, to buy Christmas cards and what could be better than the unusual cards prepared for the holiday season by the members of the Canal Zone Branch of the National League of American Penwomen. These cards, which are now being placed on sale in all the Commissary retail stores, include 16 different designs.

Most of them are woodcuts or free-hand drawings of local scenes or have designs with a tropical motif which should go over big with the folks back home. Extra cards can be ordered through the Commissary if a certain type is out of stock at the moment. Prices will range from 15 to 25 cents per card.

WOOD PULP has been used for a lot of things but never for flowers, so far as we know. Recently, however, the Commissary got a small shipment of wood-pulp corsages—with earrings to match—which appear natural enough to be the real thing. Better even than that, they seem to have noncrushable, nonwilted qualities which are lacking in other types of dress posies. They are made in California and each corsage comes in its own private plastic bandbox.

For the fall bride on your list the Commissary Division suggests that a survey be made of the stock of electrical kitchen

Blenders for appliances now available in Brides the housewares sections. In addition to the Sunbeam Coffee Master, which does everything but blow reveille, they have Waring Blenders, Mix-masters, Hamilton Beach portable food mixers and Sunbeam automatic toasters. The Mix-master now comes with a food blender attachment which works just like a regular blender and costs only \$11.50.

THE COMMISSARY cold storage section reports that the shipments of seasonal fresh fruits and vegetables from both the West and the East Coasts of the United States will continue on into September so long as there are supplies available for export. This means that there will be several more shipments of fresh peaches, nectarines, and cantaloupes.

There is also an ample supply of New Zealand lamb legs which are definitely a buy at 54 cents per pound, trimmed and ready for roasting.

Two Organizational Changes To Be Made This Year In Zone's U. S. Citizen Schools

Two organizational changes in the Division of Schools—consolidation of the principalships of several elementary schools and the elimination of a separate Physical Education and Recreation Branch—will be made this school year in the United States Citizen Schools.

The consolidation of principalships will bring the responsibilities of elementary principals into line with the standards in effect in Washington, D. C. The District of Columbia salary rates are the basis for those in the Canal Zone and workload requirements on which the Washington salary scales are based are used as a basis for Canal Zone assignments.

The following elementary schools will be combined under a single elementary principal for each pair: North and South Margarita; Kobbe and Cocoli; Diabolo and Ancon. There will be no change in the Balboa elementary school. Teacher principals will be in charge at Pedro Miguel, Gamboa, Gatun, and Cristobal.

In addition to the changes in the elementary schools, the administration of the Balboa Senior and Junior High Schools is being combined under the principal of the Balboa Senior High School who will be assisted by two assistant senior high school principals.

Some personnel shifts will result from this consolidation; they will be announced by the Superintendent of Schools.

The organizational change concerning physical education will bring that program to the same level as that of other special

fields such as art, music, home economics, shop, etc., which are now all administered by the school principals.

Heretofore, the physical education teachers have operated in the schools under the supervision of the head of the Physical Education and Recreation Branch, G. C. Lockridge. These teachers will now be assigned to the schools.

Mr. Lockridge will continue as technical supervisor of physical education and athletics on the staff of the Superintendent of Schools. No changes will be made in the number of physical education teachers nor in the program itself.

Five New Instructors Join Cadre For Canal Zone ROTC

Cadets in the Canal Zone High School Junior ROTC will find several new faces in the ROTC cadre this school year. The cadre turnover is the largest since the ROTC program was started in the Zone schools. By schools, the changes are:

Balboa High School—Lt. Christopher Wheeler will replace Capt. Thomas Blake as Assistant Professor of Military Science and Tactics. Captain Blake has been reassigned to Fort Amador. M. Sgt. Jack E. Wallace will replace Sgt. Carl O. Webb who has been reassigned to Maryland; and M. Sgt. George E. Rodgers will replace Sgt. George Rosen, who has been reassigned to Fort Leonard Wood in Missouri.

Cristobal High School—Sgt. Charles E. Finnegan will replace Sgt. Edward Souney who died suddenly August 1. Sgt. Robert Robinson has been reassigned and will be replaced but his replacement has not been announced.

Lieutenant Wheeler, a native New Yorker, is a graduate of Harvard. He



Master Sergeant JACK WALLACE

has served in Hawaii, Korea, and Japan, as well as in the United States. Sergeant Wallace, a Texan, is a paratrooper. He served in Japan and Korea and held the rank of Captain during his Korean service. Sergeant Rodgers, a former Marine, has been in the Army since 1950. He comes to the Canal Zone from a post as advisor to the Oregon National Guard. Sergeant Finnegan was born in Keesville, N. Y. He has been in the Army since 1951 and has served in Japan and Korea.

Effective Dates of New Treaty Provisions

(Continued from page 3) are essential to health or necessary to permit them to perform their duties.

III

UNDERTAKINGS WHICH ARE DEPENDENT ON ENACTMENT OF SPECIFIC LEGISLATION.

Conveyance to Panama of certain lands and improvements in the Republic of Panama, when and as determined by the United States that these are no longer needed.

Conveyance to the Republic of Panama of Paitilla Point and the relinquishment of the United States' sovereign rights thereover.

Authorization of each United States agency in the Canal Zone to conform its existing wage practices to the principle of the same basic wage for any employee eligible to the position regardless of whether he is a United States or Panamanian citizen.

Uniform application of the Civil Service Retirement Act to citizens of the United States and of Panama employed in the Canal Zone.

The transfer to Panama by the United States of certain tracts of land, including the old freight house and Pier No. 3 in Colon.

Removal of Panama Railroad terminal operations from the city of Panama and transfer to Panama of the lands and improvements involved, specifically including the railway passenger station.

Gradual withdrawal of the United States from the Colon areas known as De Lesseps, New Cristobal, and Colon Beach and the conveyance or transfer to the Republic of Panama of the lands and improvement thereon; this conveyance or transfer is to occur as severable parts of these areas cease to be needed.

Withdrawal from the Colon railroad passenger station site and conveyance of such site and structure to the Republic, at such time as the removal from De Lesseps, Colon Beach, and New Cristobal shall have been fully completed.

Construction of a bridge across the Canal at Balboa.

IV

UNDERTAKINGS EFFECTIVE ON INDETERMINATE DATES, AND NOT CONTINGENT ON LEGISLATION.

Change of the boundary line between Colon and the Canal Zone, to place Battery Morgan and certain water areas in Colon; this is effective on completion of the withdrawal by the United States from the New Cristobal, Colon Beach, and De Lesseps areas.

Restriction by the United States of the use of the proposed strategic highway crossing the Isthmus wholly in the Canal Zone; this is contingent on the discontinuance of the Panama Railroad and the completion of such highway.

Termination by the Panama Canal Company of the manufacture and processing of goods for sale to or consumption of individuals, whenever and for so long as such goods or particular classes thereof are available in the Republic on a continuing basis, in satisfactory quantities and qualities and at reasonable prices; the United States will give prompt consideration to any written request from the Panamanian Government concerning the termination of any such activity. This provision is effective on the exchange of ratifications but subject to the availability of goods in the Republic, as stated.

Withdrawal by the United States from the handling of commercial cargo for transshipment on Canal Zone piers, as soon as Panamanian port facilities are in satisfactory operation in Colon.

PROMOTIONS AND TRANSFERS

July 15 through August 15

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

CIVIL AFFAIRS BUREAU

Charles A. McGlade, from Towing Locomotive Operator, Locks Division, to Fireman, Fire Division.

Eugene S. Shipley, from Lieutenant to Captain, Police Division.

Mrs. Carol M. Kocher, from Postal Clerk, Postal Division, to Clerk-Typist, Division of Schools.

Michael Zombory, from Clerk (Typist), Police Division, to Supervisory Clerical Assistant, License Section.

Rodger W. Griffith, from Assistant Chief to Chief, Police Division.

Robert J. Helmerichs, from Sergeant to Lieutenant, Police Division.

OFFICE OF THE COMPTROLLER

Bertha I. Frensley, from Clerk (Stenographer) Accounting Systems Staff, to Secretary (Stenography), Comptroller's Office.

Mrs. Ruth H. Munyon, from Time, Leave, and Payroll Clerk, Payroll Branch, to Clerk-Stenographer, Internal Audits Staff.

Mrs. Chiquita C. Cassibry, from Clerk-Stenographer, Internal Audit Staff, to Clerk (Stenographer), Accounting Systems Staff.

Mrs. Dana B. Bissell, from Time, Leave, and Payroll Clerk, Payroll Branch, to Accounting Clerk, General Ledger and Processing Branch.

Russell E. George, from Tabulating Equipment Operation Supervisor, to Time, Leave, and Payroll Supervisor, Payroll Branch.

Mrs. Marione Campbell, from Clerical Assistant, Panama Health Office, to Time, Leave, and Payroll Clerk, Payroll Branch.

Mrs. Helen M. Rhodes, from Time, Leave, and Payroll Clerk, to Accountant, Payroll Branch.

Mrs. Nell J. Waldron, Clerk-Typist, from Commissary Division to Central Typing and Clerical Unit, Accounting Division.

Mrs. Betty R. Olsen, from Accounting Clerk, Treasury Branch, to Voucher Examiner, Claims Branch.

ENGINEERING AND CONSTRUCTION BUREAU

(For Maintenance Division see separate story)

Karl J. Mellander, John B. Corliss, Jr., from Apprentice Wireman to Wireman, Electrical Division.

George W. Wertz, from Foreman to Lead Interior Foreman, Electrical Division.

Bland L. Smith, John H. Foster, from Electronics Leader Mechanic to Electronics Shop Foreman, Electrical Division.

Robert B. Thompson, Machinist, from Industrial Division to Dredging Division.

Lynn E. Stratford, from Senior Powerhouse Operator to Powerhouse Operator-Dispatcher, Electrical Division.

OFFICE OF THE GOVERNOR-PRESIDENT

Mrs. Shirley L. Cozens, from Secretary, Office of Personnel Director, to Clerk-Typist, Internal Security Office.

HEALTH BUREAU

Harvey W. Green, from Sanitary Inspector, Panama Health Office, to Food Inspector, Division of Veterinary Medicine.

Maj. William O. Dougherty, Dental Officer, from Pacific Dental Clinics to Gorgas Hospital.

Mrs. Eloise M. Murphy, from Clerk-Typist to Accounting Clerk, Gorgas Hospital.

Mrs. Doris M. Bussey, from Clerk-Stenographer, Personnel Bureau, to Clerk-Typist, Coco Solo Hospital.

Dr. Eric R. Osterberg, from Health Officer, Panama and Colon, to Chief, Division of Preventive Medicine and Quarantine.

Raymond G. Bush, from Supervisory Sanitation Inspector, Colon Health Office, to Sanitation Inspector, Division of Sanitation.

Dr. Mary L. Holdren, from Resident to Medical Officer, Gorgas Hospital.

Dr. Kenneth C. Zimmerman, Jr., Veter-

inarian, from Panama Health Office to Division of Veterinary Medicine.

Paul J. Brooks, Sanitation Inspector, from Panama Health Office to Division of Sanitation.

Dr. Henry J. Keane, Veterinarian, from Colon Health Office to Division of Veterinary Medicine.

MARINE BUREAU

Robert U. Schultz, from Sanitation Inspector, Panama Health Office, to Towing Locomotive Operator, Pacific Locks.

Arthur French, from Guard, Locks Security Branch, to Towing Locomotive Operator, Locks Overhaul.

Robert A. Hanson, from Apprentice Boilermaker, Industrial Division, to Towing Locomotive Operator, Locks Overhaul.

William E. Williams, from Construction Inspector, Contractors Hill, to Towing Locomotive Operator, Locks Overhaul.

James M. Walsh, from Stevedore Foreman, Terminals Division, to Towing Locomotive Operator, Locks Overhaul.

Howard L. Clarke, Jr., from Rigger-Diver, Industrial Division, to Towing Locomotive Operator and Diver, Locks Overhaul.

Robert M. Bright, from Accounting Clerk to Supervisory Accounting Clerk, Industrial Division.

Arlrick L. Nelson, from Lock Operator Carpenter to Foreman Carpenter, Pedro Miguel Locks.

William M. Reynolds, from Lock Operator Wireman to Lock Operator Wireman Leader, Pacific Locks.

John A. Dombrowsky, from Lock Operator Wireman Leader to Control House Operator, Pacific Locks.

Gust E. Rosene, from Machinist to Machinist Layout, Industrial Division.

John F. Martin, from Postal Clerk, Postal Division, to Guard, Locks Security Branch.

Joseph M. Daly, from Engineering Aide, Engineering Division, to Admeasurer, Navigation Division.

PERSONNEL BUREAU

Jo Ann A. Fischer, from Clerk-Stenographer to Secretary, Office of the Director.

Mrs. Doris F. Schirmer, Clerk-Typist, from Wage and Classification Division to Employment and Utilization Division.

SUPPLY BUREAU

Carl L. Simons, from Pipefitter Apprentice to Pipefitter, Commissary Division.

Mabel L. Knox, from Cash Accounting Clerk to Commissary Assistant, Commissary Division.

James G. F. Trimble, from Wireman, Electrical Division to Plant Electrician, Commissary Division.

Mrs. Melba M. Heintz, from Commissary Assistant to Cash Accounting Clerk (Teller), Commissary Division.

James B. Hunt, from Fireman, Fire Division, to Stockman Foreman, Commissary Division.

Harry M. Savage, Gaspar G. De Paredes, from Commissary Assistant to Stockman Foreman, Commissary Division.

Earl D. Albertson, James J. Reccia, from Storekeeper (Shipping) to Stockman Foreman, Commissary Division.

Harold R. Rodell, William R. LaChapelle, from Supervisory Storekeeper to Stockman Foreman, Commissary Division.

Mrs. Margeurite M. Ashton, from Commissary Checker, to Commissary Assistant, Commissary Division.

Mrs. Patricia E. George, from Ticket Seller, Service Center Division, to Commissary Checker, Commissary Division.

Elizabeth A. Allen, from Accounting Clerk to Clerk-Typist, Commissary Division.

Mrs. Eva M. Harte, from Commissary Assistant to Accounting Clerk, Commissary Division.

Homer M. Weeks, from Sanitation Inspector, Division of Sanitation, to Stockman Foreman, Commissary Division.

MAINTENANCE DIVISION

A survey of Wage Board positions in the Maintenance Division, begun about three months ago, was completed last month. The study resulted in the following person-

nel changes, some of which are described as reassignments, some as promotions, and some as changes in title.

Anthony R. Lombroia, Carpenter Foreman to Planing Mill Lead Foreman; Leon E. Dedeaux, Hospital Maintenance Lead Foreman to Building Maintenance Lead Foreman; Burman S. Spangler, Planing Mill Foreman to Hospital Maintenance Lead Foreman; George O. Tarflinger, Service Mechanic and Refrigeration and Air Conditioning Mechanic to Refrigeration and Air Conditioning Foreman;

Anthony J. Kucikas, Max C. Conover, from Carpenter Leader to Carpenter Foreman; Murphy B. Alexander, William A. Clark, from Assistant Public Works Foreman to Lead Foreman, Roads Maintenance; Charles H. Bath, Jr., Max M. Schoch, Public Works Foreman to Lead Foreman, Roads Maintenance; Murrel L. Dodd, General Operator and Public Works Foreman to Lead Foreman, Roads Construction; Lester T. Brennan, Painter Foreman to Painter Lead Foreman; Harold W. Meyer, Frederick S. Baumbach, Painter Foreman to Lead Foreman, Paint Shop; Carmine Ammirati, Tilesetter Leader and Bricklayer Leader to Foreman Tilesetter.

Fred J. Blohm, Painter Foreman to Lead Painter Foreman; Patee L. Roland, General Foreman to Lead Foreman, Public Works; John F. Shannon, Waldo B. Gilley, Foreman to Lead Foreman, Public Works; John C. Dansby, Robert L. Robinson, Carpenter Foreman to Lead Carpenter Foreman; Clifford M. Glenn, Peter A. Warner, Public Works Foreman to Lead Foreman, Road Construction; Oliver C. Culp, Plumbing Supervisor to Lead Foreman Plumber; John E. Ridge, Jr., Heavy Labor Foreman to Paving and Heavy Labor Foreman; Nick M. Elich, General Quarry Foreman to Lead Quarry Foreman; Carl E. Hall, General Foreman to Lead Foreman, Equipment Operation and Repair; Claude E. Campbell, Equipment Operation and Repair Foreman to Heavy Duty Equipment Foreman; Robert B. Harrison, Pneumatic Tool and Magnetic Shop Supervisor to Electrician, Pneumatic Tools and Magneto; George A. Sills, Sheetmetal Work Supervisor to General Foreman, Maintenance Shops.

Louis Periobon, Sheetmetal Worker Leader to Lead Foreman, Sheetmetal Shop; John F. Hern, Sheetmetal Worker to Foreman Sheetmetal Worker; Charles E. Pretz, Refrigeration Service Engineer to Lead Foreman, Refrigeration and Air Conditioning; Oather T. Brownlee, Heavy Labor Foreman to Heavy Labor Lead Foreman; Harvey D. Smith, Assistant Carpenter Supervisor to Building Maintenance Lead Foreman; Joseph N. Rinker, Foreman to Lead Foreman Packer and Crater; Frank R. Turman, Leader to Foreman Packer and Crater; Sherman A. Hammond, Assistant General Foreman, Construction and Maintenance, to Lead Foreman, Public Works.

William J. Carson, Foreman Plumber and Plumber Leader to Foreman Plumber; Clifford B. Jones, General Foreman to Lead Foreman, Equipment Operation and Repair; James A. Hoverson, Leader Service Mechanic to Refrigeration and Air Conditioning Foreman; Boyd W. Ferry, Sheetmetal Worker Leader, to Foreman Sheetmetal Shop; Ray Caldwell, General Foreman, Construction and Maintenance, to General Foreman, Public Works and Building Maintenance.

SEPTEMBER SAILINGS

From Cristobal

Panama	September 3
Ancon	September 10
Cristobal	September 17
Panama	September 24

From New York

Ancon	September 1
Cristobal	September 8
Panama	September 15
Ancon	September 22
Cristobal	September 29

(Southbound the Haiti stop is from 7 a. m. to 4 p. m. on Monday; northbound, the ships are also in Port-au-Prince Mondays, from about 1 to 6 p. m.)

AUGUST RETIREMENTS

Retirement certificates were presented the end of August to the following employees who are listed alphabetically, together with their birthplaces, titles, length of Canal service and future addresses:

Michael I. Crooks, Nebraska; Supervisor Motor Transportation, Motor Transportation Division; 33 years, 6 months; Whittier, Calif.

Leslie R. Evans, Wisconsin, Chief, License Section; 19 years, 1 month, 15 days; Bolivar, Mo.

Randall H. Ford, Illinois; Chief, Southern District, Motor Transportation Division; 37 years, 2 months, 22 days; Florida.

Lela Mae Holden, New York; Teacher, Ancon Elementary School; 27 years, 7 months, 22 days; Orlando Fla.

Thomas H. Kelley, Massachusetts; Chief, Administrative Section, Industrial Division; 33 years, 3 months, 12 days; Hendersonville, N. C.

ANNIVERSARIES

Miss Helen C. Milloy, one of the three Panama Canal employees sharing the honor of completing 35 years of government service during August, can boast that all of her service has been with one unit in the Canal organization. A native of Jamaica Plains, Mass., Miss Milloy, now Supervisory Property and Supply Clerk at Gorgas Hospital, arrived on the Isthmus with her parents in 1916 and was first employed in August 1920 as a clerk in Ancon, now Gorgas, Hospital. She has had various clerical jobs with the Hospital staff and has held her present position since 1952.

The other two employees celebrating their 35 years of government service in August were **Edward H. Halsall**, Chief of the Locks Security Branch, and **Samuel L. Craig**, Pumping Plant Operator with the Water and Laboratories Branch.

Mr. Halsall was born in Stamford, Conn., and served in the U. S. Army before coming to the Isthmus in 1928 to become a member of the Canal Zone Police Division. He was promoted to the grade of Sergeant in 1942 and the following year transferred to the District Quartermaster, later the Community Services Bureau. Since 1952 he has been with the Marine Bureau. His Canal service has been continuous.

Born in Stockbridge, Ga., Mr. Craig came to the Isthmus with his parents during his early boyhood and first worked with the Canal organization in 1918 and 1920 on summer vacation jobs. He was employed as an apprentice machinist with the Mechanical Division in 1924 and has been with the Water and Laboratories Branch since 1942.

30 YEARS

One of the three employees completing 30 years of government service last month, was born on the Isthmus in the construction town of Bas Obispo. He is **Francis G. Farrell**, now assistant Postmaster in Cristobal.

Mr. Farrell was educated in the Canal Zone schools and was employed as a clerk in the Executive Department in 1923. He joined the Postal Division in 1928 and had been there ever since. During that time he has been postmaster at Diablo, Curundu, and Fort Clayton, and Assistant Postmaster at Ancon, Balboa, and Cristobal.

The other two 30-year men last month were **Howard R. Harris**, Mechanical Supervisor of the Atlantic Locks and **William L. Russon**, chief engineer on the dipper dredge *Cascadas*.

Mr. Harris was born in Decatur, Ill. He went to work with the Canal organization in 1924 when he was employed as a machinist on the Locks. He has been with the Locks Division since 1929 and has held his present position since 1950.

A native of Cleveland, Ohio, Mr. Russon was first employed in 1915 as a boilermaker with the Mechanical Division. He was transferred to the Dredging Division the following year and with the exception of three short breaks in his service has been with that division ever since.

25 YEARS

Two of the four employees passing the quarter-century mark of government service, have had continuous service with the Canal organization. They are **Otis C. Myers**, General Engineer in the Engineering Division and **Charles W. Harrison**, Operator Foreman with the Electrical Division.

Mr. Myers worked on the Madden Dam project in 1932 and later was with the Municipal, now the Maintenance, Division. He was born in LeCompte, La.

Mr. Harrison was born in the Canal Zone and has been working for the Canal organization since 1930 when he began his apprenticeship. He has been with the Electrical Division since 1941.

The other 25-year men were **Marvin J. Banton**, a native of Waterloo, Iowa, who is also an engineer with the Engineering Division and **Sgt. Paul D. Thompson** of the Canal Zone Police Division, Balboa District, who was born in Fort Monroe, Va.

20 YEARS

Six of the seven employees who completed 20 years of government service during August have unbroken service with the Canal organization.

They are: **Paul J. Brooks**, Sanitation Inspector with the Area Sanitation Office in Ancon; **Allen R. Flinn**, Lock Operator Wireman with the Atlantic Locks Division; **Helen L. Meisinger**, Accounting Clerk with the Terminals Division in Cristobal; **George F. Nadeau**, Policeman and Motorcycle Officer with the Balboa District of the Canal Zone Police Division; **Andrew C. Nagy**, Time, Leave, and Payroll Supervisor with the Fiscal Division; and **Florence M. Pierson**, Supervisory Accounting Clerk with the Accounting Division.

The one 20-year employee of the group, whose service with the Canal is not continuous is **Charles J. Williams**, Locomotive Engineer with the Transportation and Terminals Bureau.

15 YEARS

Four of the 24 employees completing their 15th year of government service last month were employed by the Canal organization on the same day and all four have continuous service with the Canal organization.

They are: **Bart J. Elich**, Assistant to the Director of the Supply Bureau; **Julio M. Lapeira**, Supervisory Cartographic Survey Aid, Engineering Division; **Benito Larinaga**, Small Tug Operator with the Dredging Division, and **William G. Mumaw**, Quarters Maintenance Foreman with the Maintenance Division, all of whom were hired August 1, 1940.

Other 15-year anniversary employees with unbroken service with the Canal organization are: **Harold W. Babcock**, Plumber with the Maintenance Division; **Lester T. Brennan**, Leader Foreman Painter with the Maintenance Division; **Charles A. Emlaw**, Lock Operator with the Pacific Locks; **Kerner E. Fraenheim**, Manager of the Cristobal Service Center; **Albert E. Goguen**, Policeman, Cristobal District; **Julius J. Hentschel**, Wireman with the Electrical Division; **Robert L. Malone**, Filtration Plant Operator, Maintenance Division; **Edward S. Reynolds, Jr.**, Lock Operator, Pacific Locks; **Woodrow W. Rowland**, Lock Operator, Atlantic Locks; **Fannie M. Sosa**, Clerk with the Administrative Branch; **Clarence R. Taht**, Pumping Plant Operator with the Maintenance Division; and **Lloyd T. Yarbray**, Superintendent of the Ancon Laundry and Dry Cleaning Plant.

Those whose service is not continuous are: **Donald J. Bowen**, Supervisory Accountant, Accounting Division; **Muriel H. DeYoung**, Accounting Clerk, Accounting Division; **Joseph C. Lunetta**, District Foreman with the Electrical Division; **Robert T. Thomas**, Lock Operator, Atlantic Locks; **Walter M. Trasavage**, Lock Operator, Pacific Locks; **Jordan E. Walbridge**, Fireman with the Balboa Fire Station; and **Joseph H. Young**, Locks Operator with the Pacific Lock.

EXECUTIVE REGULATION 19

EDITOR'S NOTE: A revision of Executive Regulation No. 19, covering travel and transportation was issued at Balboa Heights recently. It will be published in installments with the second installment carried in this issue for the benefit of those who desire to clip and save the entire regulation.

CANAL ZONE GOVERNMENT PANAMA CANAL COMPANY OFFICE OF THE GOVERNOR-PRESIDENT

BALBOA HEIGHTS, C. Z.
June 24, 1955.

Revision 1—(Continued)

II. TRANSPORTATION OF HOUSEHOLD GOODS AND PERSONAL EFFECTS

2.1 Maximum allowance for transportation.

(a) *Weight.* The actual costs of transportation of the household goods and personal effects of the employee, not in excess of 7,000 pounds net, and of the packing, crates, boxes, lift vans, or other temporary containers required for the shipment, shall be allowed in the case of transportation to or from points outside the United States; Provided, That employees who have no immediate family shall be entitled to the transportation of household effects and other personal property not in excess of 2,500 pounds net. Gross weight shall include the net weight of the property and the weight of packing, crates, boxes, or lift vans which have no connection with the property except for the purposes of the immediate shipment and which do not constitute a continuing part of the property of the employee. For the application of the limitations prescribed by this section the net weight of the property shall be considered to be eighty percent of the combined weight of the property and the packing and crating used for the shipment; Provided, That in case of shipments involving transportation by vessel over all or part of the distance, the net weight of the property shall be considered to be eighty percent of the combined weight of the property and the packing, crating, boxing, and lift vans used for the shipment; And provided further, That when shipment is by motor freight the gross weight of the property shall be the actual weight of the goods transported. Thus, transportation shall be allowed at Government expense for property when packed, crated, boxed, or placed in lift vans for shipment, within the following maximum weights:

Employees having immediate family:	Pounds
Shipment involving transportation by vessel over all or part of route or by rail or motor carriers requiring packing or crating.....	8,750
Shipment by motor carriers of household goods uncrated.....	7,000
Employees having no immediate family:	
Shipment involving transportation by vessel over all or part of route or by rail or motor carriers requiring packing or crating.....	3,125
Shipment by motor carriers of household goods uncrated.....	2,500

(b) *Volume.* Where charges for transportation are computed on a basis of measurement rather than weight charges will be allowed regardless of weight for not to exceed 25 measurement tons of forty cubic feet each inclusive of packing, crating, and lift vans; Provided, That employees who have no immediate family shall be allowed charges for not to exceed 9 measurement tons.

(c) *Weight and volume on same shipment.* When shipment must be made over such a route that the transportation necessarily involves charges based upon weight over part of the distance and upon measurements over another part of the distance, the following conditions shall apply: (1) If the weight does not exceed the limitations prescribed in subsection (a), payment shall be allowed for actual charges over the entire distance regardless of whether the measurement is in excess of the limitations imposed by subsection (b); (2) if both weight and measurement are in excess of the prescribed limitations, payment shall not be allowed for the excess by weight over that part of the distance charges are based on weight, or for the excess measurement over that part of the distance where charges are based on measurement. (From section 17 of Executive Order 9805, as amended by Executive Order 10196)

2.2 *Allowances for packing, crating, unpacking, and uncrating.* The actual costs of packing, crating, unpacking, and uncrating (not to exceed the authorized weight) shall be allowed.

(From section 18 of Executive Order 9805)

2.3 *Allowance for drayage.* In case door-to-door common carrier rates are not applicable, the actual cost of drayage (not to exceed the authorized weight) to and from the common carrier shall be allowed.

(From Section 19 of Executive Order 9805)

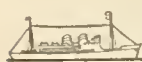
2.4 Items not allowable and items allowable.

(a) Household goods and personal effects shall not include:

- Wines
- Liquors
- Animals or birds not necessary in the performance of official duties
- Automobiles
- Automobile tires
- Boats
- Motorcycles
- Motor Scooters
- Ammunition
- Explosives and inflammable liquids
- Foodstuffs

Other items similar to the above

Based in part on section 7 of Executive Order 9805 and Comptroller General's Decision B/14689 of August 6, 1953, 33 Comp. Gen. 63)



SHIPS AND SHIPPING



A STRANGE SIGHT to those familiar with the scene at Miraflores Locks is this partially dismantled emergency dam. The two dams at Miraflores and one at Pedro Miguel were sold under bids awarded last May to John V. Carter and John V. Carter, Jr. The emergency dams have been landmarks for residents and visitors to the Canal Zone since the Canal was opened. The dams, designed by Tollef B. Monniche, of Boquette, have never been used for the emergency purpose for which they were erected. The other three dams are scheduled for sale at a later date. They were remodelled about 20 years ago for use in flood control but none of the three has ever been required for this purpose.

Transits by Ocean-Going Vessels in July

	1955	1954
Commercial	727	640
U. S. Government	27	34
Total	754	674

Tolls *

Commercial	\$3,254,259	\$2,652,450
U. S. Government	144,626	155,274
Total	\$3,398,885	\$2,807,724

*Includes all vessels, ocean-going and small.

July was the third month in the Canal's 41 years of operation when tolls on commercial vessels exceeded three million dollars. Both tolls and transits by commercial shipping set new monthly records in July. The heavy traffic was due largely to an increase in the number of tankers in transit. There were 113 transits by commercial tankers during the month. This trade has been averaging about 80-90 transits a month.

Canal traffic fluctuates widely from year-to-year and from month-to-month. This was demonstrated in August when the amount of commercial traffic fell well below the high level of the month before. During the first three weeks of August the daily average number of transits was 22.09, as compared with a daily average of 23.45 transits for the month of July.

The decrease in traffic last month was most noticeable in the transit figures for southbound traffic. The number of vessels from the United States going to South America and to the Far East in August was considerably under the figures for the preceding month. A drop in the number of tankers also was partly responsible for the decrease in traffic.

The SS *Ancon* of the Panama Line was incognito on its southbound trip in mid-

August, and it was all the fault of the hurricanes which were churning up the Atlantic. When the *Ancon* docked in Port-au-Prince, Haiti, August 15, her passengers discovered the word ANON in large letters on her bow.

The "C" which belonged there had been washed away by seas which broke over the ship's bow the second day out of New York and kept passengers off the boat deck and away from the swimming pool.

Passengers reported a rough trip as far as Haiti. The second day out, according to one of the most sea-hardy of those aboard, only a third of the passengers showed up for breakfast and only about half of those aboard turned out for luncheon and dinner.

The SS *Cristobal*, which left Cristobal August 6, had a hot but not particularly rough trip running behind hurricane Connie.

The *Cristobal* was slowed down by the storm which she was following and docked in New York seven hours behind schedule.

Another new customer made her maiden transit of the Panama Canal last month. She was the new 16-knot, 11,600 dead-weight ton MV *Kochu Maru*, en route between the United States west coast and Cuba. The ship belongs to Daido Kaiun Kaisha Ltd. and will be operated by the Daido Cuba Line.

This line will provide monthly sailings from California ports to Santiago and Havana, Cuba. In addition to the *Kochu Maru*, vessels in this service will be the *Koten Maru*, the *Korai Maru*, and the *Kokoh Maru*.

Local agents for the line are the Continental Shipping Company of Panama City.

Revised Medical Tariff Is Effective October 1

Revised tariffs for hospital and medical care in the Canal Zone, announced late in July by Governor Seybold at his monthly conference with Civic Council representatives, will become effective October 1.

Generally, basic rates will be changed only sufficiently to cover, partially, increased expenses, including recent salary increases.

Other charges for private rooms, home visits, certain clinical care, and other special services will be affected.

The new medical tariff also provides for a regrouping of Company-Government employees into more evenly divided wage-salary groups for the application of charges; consolidation of rates in certain areas; and simplification of the tariff schedule.

The increase in rates for employees and their dependents follows one made in the per diem rate for Government agency sponsored patients on which full-cost recovery is required. The inter-agency rates became effective July 1.

Some increases in hospital and medical care will indirectly reflect the recent salary increases that moved some employees into higher wage-salary groups.

Final details of the new rates had not been completed in time for this issue of the REVIEW. These were to be announced by September 1, or 30 days in advance of the effective date of the revision.

THE TIME HAS COME

(Continued from page 1) year, from the gymnasiums at Diablo Heights and North Margarita and the gymnasiums then used exclusively for physical education. Children from Coco Solito who have been attending kindergarten at Margarita will now go to the Cristobal kindergarten.

Some changes in school districting have been made this year for the children of service personnel, but there are no districting changes for civilian children.

The Pedro Miguel school will be operated for kindergarten and first and second grades only. Pupils at Pedro Miguel will come from Fort Clayton and from any in this age group remaining in Pedro Miguel. Pedro Miguel children above second grade will attend school in Balboa.

No major curricular changes are planned this year. Spanish will continue to be taught in all grades as it was last year.

One familiar face, that of John Fawcett who directs the Balboa gymnasium, will again be seen around the schools. He has returned from a year's leave of absence during which he received his Master's Degree in Education from San Jose Teachers' College in San Diego, Calif.

Summing up physical changes in the school plant officials pointed to an extensive painting program; the complete rewiring of the Ancon, Balboa, and Gatun schools to improve the quality of classroom lighting, and the installation of a new hot-water system in the Balboa High School gymnasium.

Culebra Cut was renamed Gaillard Cut April 17, 1915.

The blue flag bearing the white letters P. C. has been in use on the Canal's marine equipment since 1915.