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THE PANAMA CANAL REVIEW

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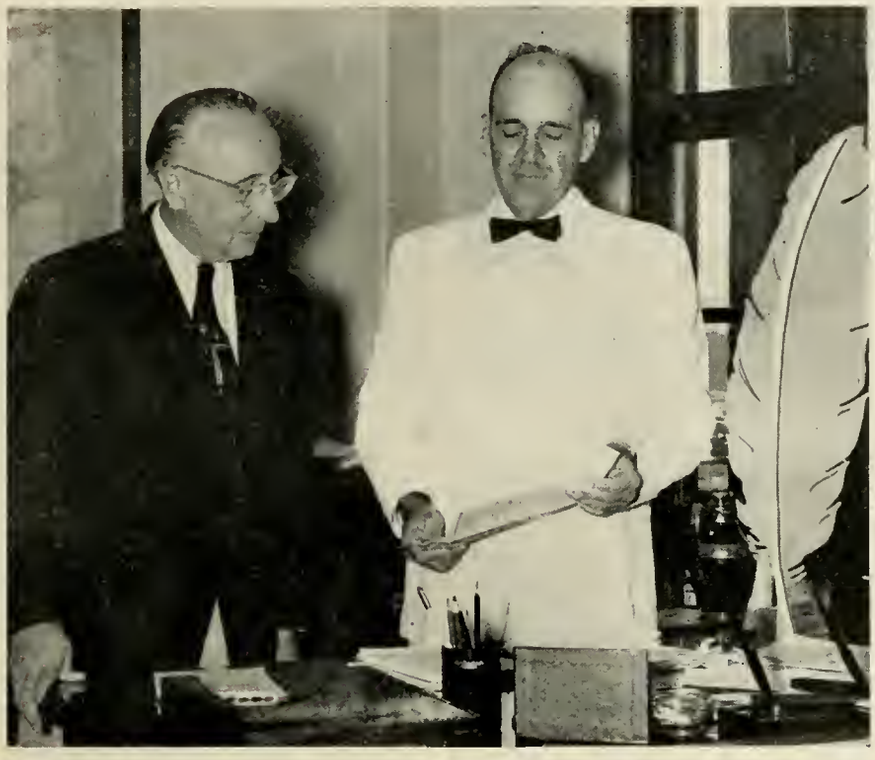
ANNIVERSARY PROGRAM TO BE HELD NOVEMBER 15 TO CELEBRATE FIFTIETH BIRTHDAY OF THE TIVOLI

Red Feather



HEADING THIS YEAR'S Community Chest Campaign are Lt. Gov. H. W. Schull, Jr., right, and Arnold H. Hodgson. Colonel Schull is Chairman of the Governor's Committee for Voluntary Giving; Mr. Hodgson is Campaign Chairman. For further details on the Drive, see page 3.

Detailed plans are nearing completion for a community mid-centennial celebration, to be held November 15, commemorating the fiftieth anniversary of the opening of the Tivoli Guest House.

Arrangements for the celebration are in the hands of a committee headed by P. S. Thornton, General Manager of the Service Center Division, who was manager of the Tivoli for many years.

As the plans stand at present, the celebration will take the form of a pageant to be staged in the great ballroom of the old hotel. Scenes of the pageant will depict outstanding events in the history of the building which received its first guests when President Theodore Roosevelt paid his unprecedented visit to the Isthmus November 14–17, 1906.

Arrangements for the pageant and the music which will accompany it are being made by Victor H. Herr and Donald E. Musselman, both from the faculty of Balboa High School. They are working with Mrs. C. S. McCormack, founder and first president of the Isthmian Historical Society, who is providing them with the historical background for the pageant.

Fred DeV. Sill, well-known retired employee, is in charge of the speeches and introductions of the various incidents in the pageant. H. J. Chase, manager of the Tivoli Guest House, has been put in charge of refreshments which will be served during the celebration.

The committee held its first meeting at the Board Room of the Administration Building on October 18 and met again Wednesday, also in the Board Room.

Members of the committee are: R. K. Morris, William Taylor, Capt. Clifford Payne, Capt. J. M. Davis, Omer Malsbury, and Mr. Sill, all former Canal employees; Juan Ehrman, who was well acquainted with the Tivoli (See page 16)

Notice that he may call upon retired Canal employees for advice from time to time was given by Gov. W. E. Potter last month during a meeting of the committee planning the anniversary celebration of the Tivoli Guest House.

Such a "steering group," the Governor said, is common practice in the United States where retired employees are occasionally called on for background information and advice on current problems.

Several such problems have arisen since his arrival, the Governor said, and he undoubtedly would have benefited from the advice of a steering-group of oldtimers. When problems arise in the future, for which their advice would be helpful, he said he wanted to feel free to call upon the retired employees.

Preliminary Planning Is Now Under Way For School For Handicapped Zone Children

While plans are still in the preliminary stage, a program is being developed to provide special education assistance to handicapped children in the Canal Zone.

Several weeks ago the need for special training was brought to the attention of Governor Potter who since has been working closely with those concerned and was authorized by the Board of Directors at the October meeting to proceed with planning. Supplementation of the program will depend upon the willingness of parents to contribute all non-technical aid, including transportation of the children.

It is estimated that there are about 200 children in the Zone who need special schooling because of physical or mental handicaps. Many of these do not now attend school. Handicapped children are admitted to the regular schools in the Zone when they are capable of sitting in the classrooms and their presence does not unduly distract other students. This is done to provide the benefit of social contacts with other children even though the handicapped child is unable to maintain normal scholarship levels.

Since many of the physically handicapped children require hospital and therapeutic treatment regularly, it is planned to divide the group into two or more sections.

Those requiring physical therapy and muscular control training would attend classes in wards of Gorgas and Coco Solo hospitals which would be converted to classrooms. Special classrooms in the regular schools would be provided for all others. The latter groups would include those with speech, sight, or hearing defects and those who are mentally retarded.

Preliminary studies indicate that a staff of 18 would be required for a ratio of 15 children for one teacher. This staff would include a Director of Special Education, nine teachers for United States schools, four teachers for Latin (See page 16)

AUTHENTICATED U.S. GOVERNMENT INFORMATION GPO

Zonians By Thousands Will Go To Polls On Tuesday To Elect Civic Councilmen

TWO OF THE Canal employees who are voting this year in the United States by absentee ballot inspect the Ohio ballots received by Gerald A. Doyle of the Engineering Division, standing. Looking the ballots over are Mrs. Arilla Kourany, a New Jersey voter, and William N. Taylor, who is voting in Maryland. Mrs. Kourany and Mr. Taylor are with the Personnel Bureau. Mr. Taylor, who was born in the Canal Zone, is a first-time voter this year. Mrs. Kourany has voted before in the States, and Mr. Doyle used absentee ballots while he was in the Navy during World War II.

Several thousand Zonians go to the polls next Tuesday in Civic Council elections which have generated more public interest than has been demonstrated in many years.

The elections this year are being held concurrently with the National elections in the United States in which many Canal Zone residents are participating by absentee voting. A special campaign to stimulate interest in voting in the national elections by Canal employees and their families has been conducted for the past several months, with the result that absentee voting for both State and National officials has been much heavier than in previous years.

In the local elections for Civic Council members, all towns with the exception of Gatun will vote Tuesday. The election in Gatun, where the necessary change in bylaws for a new voting date was not made in time, was being held yesterday and today.

Uniform Age, Hours

Plans for uniform election rules for the Canal Zone Civic Councils were adopted following a suggestion by Governor Potter soon after his arrival in the Canal Zone last May. The adoption of the first Tuesday in November as election day has served to stimulate interest in both the national and local elections.

A uniform voting age of 21 years or over has been adopted by all Councils. The same voting hours of 8 o'clock in the morning until 5 o'clock in the afternoon will also be used in all towns.

Canal Zone residents will also be asked to vote in a referendum this year on the proposed United Fund Raising Policy established by the White House for all Federal establishments. This will be the first Zone-wide referendum ever conducted by the Civil Councils of this nature.

Voters will be asked to indicate their choice of one, two, or three combined fund-raising drives a year, which will be adopted by the Canal organization next year.

Because of the great interest which is being displayed in the Civil Council elections this year, special arrangements have been made to have election results announced early. The voting results for each town willl be announced over the Armed Forces radio and television service and in the daily newspapers. The counting of votes is to be started immediately after the polls close and it is expected that the results can be announced by TV and radio early Tuesday night and be published in Wednesday papers.

As a convenience to its readers and to the electorate generally, THE REVIEW has prepared a complete list of candidates, polling places, and the number of candidates to be elected in each of the communities holding their elections Tuesday. This information for the United States communities is as follows:

PACIFIC CIVIC COUNCIL

Polls—Gorgas Hospital, Ancon Commissary, former Ancon Service Center, Balboa Commissary and Post Office, Industrial Division, Civil Affairs Building, Administration Building, Diablo Heights Commissary and Service Center, Miraflores and Pedro Miguel Locks.

Voting—Voters may cast their ballots at any of the 12 polling places, but they must use ballots prepared for the town in which they reside.

Ancon

Three councilmen and six alternates to be elected; holdover members: Charles L. Latham, Jr., Walter R. Lindsay, and Mrs. Charles P. Morgan.

Candidates—A. I. Bauman, C. W. "Connie" Chase, Benjamin A. Darden, W. H. Esslinger, Roger C. Hackett, Mrs. Miriam Hirschl, G. C. Lockridge, Hugh Turner, Robert Van Wagner, and Mel E. Walker.

Balboa

Three councilmen and six alternates to be elected; holdover members: Mrs. W. E. LeBrun, Jack F. Morris, and Max M. Schoch.

Candidates—Boyd Bevington, Kenneth Booth, Charles Brandl, Mary Brigham, Lawrence W. Chambers, Joseph Ebdon, Robert Herr, Rufus Lovelady, Gus Mellander, Otis Myers, Delmas Swafford, Harry Townsend, and Howard Walling.

Diablo Heights

Three councilmen and six alternates to be elected; holdover members: Miss Claude Aycock, J. Winter Collins, and E. J. McElroy.

Candidates—Robert Blaney, Roger Collinge, Ernest Curling, Richard Daniel, Noel Farnsworth, William Hollowell, Edgar H. Light, and James G. E. Maguire.

Los Rios

Three councilmen and six alternates to be elected; holdover members: Truman H. Hoenke, Albert M. Jenkins, and Robert A. Stevens.

Candidates—Richard W. Abell, G. O. Kellar, Robert Risberg, James Shirley, Charles Staples, Harry E. Wentsler, Frank Wilder, William F. Young, and Ernest Zelnick.

GAMBOA COUNCIL

Polls—Gamboa Commissary.

For President—Robert R. Duncan, Robert E. Welborn, and Earl V. Romigh.

For councilman, vote for seven; holdover members: Marie Connor, Ruth Banton, Liz Bleakley, and Everett Kimmel.

Candidates—T. A. Adkins, Carlton Bell, E. B. Bristol, Julius Cheney, A. H. Cooke, Robert R. Duncan, Addie Ellis, Dolores Gerhart, William Homa, H. F. Jenner, L. F. Kelly, Joseph Kihl, Arnold Landreth, Betty Malone, Vic Melant, Charles L. Pierre, E. V. Romigh, Jane Snodgrass, and Robert E. Welborn.

CRISTOBAL - MARGARITA COUNCIL

Polls—Commissaries and Service Centers in both towns.

Eight councilmen to be elected for two years, and four alternates for one year; holdover members: Miss Frances Moomaw, Mrs. Elsie Gibson, L. T. Brennen, Fay M. Brown, Gerard K. Schear, Mrs. Frances Whitlock, Peter W. Foster, and Robert H. Miller.

Candidates—Paul E. Ackerman, Henry T. Carpenter, William R. Dixon, Mrs. Louise E. Griffon, Emmet T. Harper, Joseph L. Hickey, Willard W. Huffman, George J. Marceau, David C. McIlhenny, Frank J. McLeod, Mrs. Dorothy Meehan, John M. Purvis, Jr., Virgil C. Reed, Vincent D. Ridge, Thomas L. Sellers, and Mrs. Louise M. Sugar.

The candidates, polling places, and other information on the elections in the Latin American towns, except for La Boca which did not complete its slate of candidates in time for inclusion here, are as follows:

PARAISO

Polls—Civic Center, High School, First Baptist Church, Elementary School, Junior High School, and Salvation Army Hall.

To be eleeted—15 Councilmen for two-

Community Chest Campaign Gets Under Way

Close to 600 "keymen"—fortified by full information on the purposes of the drive—are canvassing the Company-Government organization this month in the annual campaign for funds for the Canal Zone Community Chest. The drive began with a "kick-off" meeting last Friday at the Balboa Theater, attended by keymen from both sides of the Isthmus, and the actual solicitation of funds started last Monday. The drive will continue through November 10.

This year's drive differs from Community Chest Campaigns of previous years in that it is being conducted along the lines laid down by President Eisenhower in his statement on fund drives in Government agencies.

This provides that every employee should have full opportunity to learn about the services and needs of the agencies which will receive funds from the campaign; every employee should have the right to decide what agencies he wants to support, with assurance that his donation goes to the agencies he designates; and each employee has the option of making his contribution confidential, should he so desire.

The objective of this year's drive is participation rather than dollar collection. A large columnar thermometer has been erected at the Balboa Theater entrance and is being marked daily as reports come in that this office or that has reported a 100 percent participation record. Chest posters have been placed on the signboards normally devoted to safety-posters, and Red Feathers are displayed everywhere.

This year's drive is being conducted by the Community Chest Board of Directors and the newly organized Governor's Council for Voluntary Giving. Arnold H. Hodgson, Executive Secretary of the Balboa YMCA-USO, is campaign chairman, with offices in the Canal Zone Credit Union Building in Balboa.

William C. Schmitt, manager of the Chase Manhattan Bank's Balboa branch, is chairman of the Special Gifts Committee for this year's campaign.

Within the Company-Government organization, the Community Chest Campaign is being conducted by the Governor's Council for Voluntary Giving whose head is Lt. Gov. H. W. Schull, Jr. The 580 keymen solicitors are working on the job as a sort of dress rehearsal for the possible one-, two-, or three-fund drives during 1957.

Agencies for which funds are being raised this year through the Canal Zone Community Chest are, alphabetically:

Balboa YMCA-USO; Boy Scouts of America; Congress of Latin American Civic Councils; Corozal Hospital (Occupational Therapy Fund); Cristobal-Margarita Civic Council; Cristobal YMCA-USO; Girl Scouts of the USA; International Girl Scouts; International Boy Scouts; Jewish Welfare Board-USO; Pacific Civic Council; Salvation Army; Summer Recreational Board for Latin-American Communities; Summer Recreation Board for U. S. Communities.

New Director

OGDEN R. REID, who was appointed recently to the Board of Directors of the Panama Canal Company, attended his first Board meeting last month in Washington. The new director who at 31 is the youngest man ever to serve on the Company Board is president of the New York Herald Tribune, Inc. He has been editor of the New York daily since 1955.

year term, 15 Councilmen for one-year term; and 10 alternates.

Candidates—Alfonso Alexis, Philmore Alexis, Cyril Atherley, Arthur Betty, Joseph Bishop, Edith A. Brown, Dean E. Butcher, Reginald Callender, Silvestre Canizales, Alden G. Cockburn, Kenneth L. Cyrus, Glanville Davis, Reuben Eversley, Ellis L. Fawcett, Pearl E. Ford, Cecil Gittens, Karl L. Harris, Maurice H. Heywood, Maudlin Holder, Muriel Johnson, Hamilton Lavalas, Jorge J. Long, Wilfred A. Lowe, Inez D. McKenzie, Moises Minas, Walter B. Nichols, Eric S. Oakley, Leonard Pennycook, Alphonso Phillips, Rudolph G. Prince, Doris A. Samuels, Ruthwin Samuels, Mildred A. Sawyers, Thomas U. Sawyers, Cleveland Small, Cleveland E. Stevens, Ruth Thomas, Hubert A. Thompson, Amy E. Williams, and Ernest Williams.

SANTA CRUZ

Polls—Commissary, Service Center, "Dust Bowl" Area, and Center of Townsite.

To be elected—Six councilmen for two-year term, and six alternates.

Candidates—Fred Bailey, Elisha Bennett, Christopher Cox, Elwin Conliffe, Leroy Cooper, Arnold Dorville, Joseph French, Gladstone Grant, Mavis Grant, Kenneth Haughton, Rexford Inniss, Phillip Malcolm, Charles Mayers, Lillian Mairs, John Pascal, Evangeline Prescod, Iglesias Prince, Leonora Prince, Clarence Thompson, John Small, Louis Small, Joseph N. Smith, Ruby Thompson, and Percival Wade.

RAINBOW CITY CIVIC COUNCIL

Polls—House to house balloting in all six towns. Thirty councilmen to be elected from the various communities as indicated below.

Camp Coiner

To be elected—Seven councilmen.

Candidates—Leroy Cockburn, Richard Ennis, Beresford Gittens, Herman Graham, Edward Green, Edward Howell, Verneel Laing, Aster Lewis, Idelia Richards, Owen B. Shirley, and Walpert Bernard.

New Cristobal

To be elected—Two councilmen.

Candidates—Geraldine Anderson, Alvin Hall, and Cecil A. Payne.

Silver City Heights

To be elected—Eight councilmen.

Candidates—Ivy Clark, Charles Davis, Joscelyn Evering, David Facey, Eric Francis, Jefferson Joseph, Darnley Sobers, Stanley Spence, F. A. Verley, Kenneth Weeks, and Bryon Wilson.

Rainbow City

To be elected—Seven councilmen.

Candidates—Rita Anderson, Keith Bowen, J. Eugene Brathwaite, Holden L. Cockburn, C. A. Coleman, Harold A. Josephs, Doris Parnther, Henry B. Thomas, Dave White, and Wilfred White.

Camp Bierd

To be elected—Four councilmen.

Candidates—Wilfred Adams, Wilfred Barrows, Rupert Beckford, William Jump, Raymond R. Simpson, and Zachariah Williams.

Chagres

To be elected—Two councilmen.

Candidates—Stanley Campbell, Edward Cole, Joseph Henlon, Efraim Johnson, and Henry Watson.

Group Insurance Plans Nearly Ready For C. Z. Employees

Canal employees will soon have an opportunity to obtain group hospitalization insurance, including major medical benefits, and—if a sufficient number join—the plan is expected to become effective on an organization-wide basis by the first of the year.

Proposals for group health insurance for Canal employees were received from four insurance firms having local representatives in response to formal invitations to bid on several different plans. No final decision had been reached by the committee handling the group life insurance plans at the time this issue of THE REVIEW went to press, but it was expected to make a definite announcement within a short time.

The committee to develop plans for group health insurance is headed by F. G. Dunsmoor and is composed of representatives from the Canal organization and representatives of Civic Councils and labor unions.

At a meeting of the committee held soon after the proposals from the insurance firms were received, it was decided to accept one of the proposals for group hospitalization insurance, including major medical coverage. The latter provides for the coverage of expenses in event of long illnesses or in other instances where medical expenses are far in excess of what is covered by regular health insurance.

One of the prerequisites for the adoption of the plan on a Company-Government basis will be participation by a minimum number of employees. While payroll deductions are authorized for health insurance premiums, the plan, if adopted, will not be under the direct sponsorship of the Canal administration, but will be administered by the participating employees.

Number of Reductions Are Listed By Groups To Be Effected Jan. 1

Force reduction notices were being mailed out this week to 825 employees on the local-rate rolls and between 40 and 50 U. S.-rate employees whose positions are being abolished as a result of the 1955 Treaty provision for restricting purchase and free-entry privileges.

While the reductions will be primarily in the Commissary and Service Center Divisions, many major units of the Canal organization will be affected because of bumping rights. It is estimated that more than 2,500 personnel actions will be required by this force reduction. In some instances, as many as five or more employees may be displaced by a single force reduction by the bumping procedure.

Most of the reductions will become effective at the end of this year, although a substantial number of employees receiving notice will not be separated from the service until the latter part of January.

Registers By Districts

Units to be closed at the end of this year as a result of the Treaty commitments are the Ancon, Tivoli, Chagres, and Camp Bierd Commissaries, the Pacific and Camp Bierd Service Centers, and the Chagres Luncheonette. All employees in these establishments will receive force reduction or reassignment notices. Since many are employees with long service, they will displace employees elsewhere in the Commissary or Service Center Division, or in other divisions of the Company-Government, as retention registers have been established on an organization-wide basis within the southern and northern districts.

Force reduction procedures, which are uniform for U. S.-rate and local-rate employees except that two areas—northern and southern districts—have been established for local-rate employees at the request of local-rate labor union representatives, were explained in some detail in the September issue of THE REVIEW.

The retention schedules (or registers) for three of the four main occupational groups of local-rate employees to be affected are being carried in this issue of THE REVIEW as an aid to employees in determining if they are likely to be affected. The registers, prepared by the Personnel Bureau for THE REVIEW, include all full-time, part-time, and WAE employees and the number of reductions in each category, but separate registers will be used by the Personnel Bureau in determining reductions and bumping rights for each group.

In addition to the retention schedules and the basic competitive levels shown here for each occupational group, a fourth retention schedule has been prepared for employees in the categories of clerk, office helper, and messenger. In this group, 44 reductions are to be made in the northern district and 23 in the southern district among Commissary Division employees. In addition, eight reductions from the group will be made by the Service Center Division.

In the first occupational group shown here, there are nine separate retention registers, from which employees may retreat to the same basic competitive levels,

Grade	POSITION	Northern District Total Employed	Northern District Number of Reductions	Southern District Total Employed	Southern District Number of Reductions
7	Section Head	9	3	19	4
5	Section Head	25	18	34	13
4	Sales Clerk	18	2	28	4
3	Attd. Counter	21	7	24	2
	Sales Clerk	37	15	68	43
	Section Head	9	4	9	3
	Total	119	45	182	69
10	Cook	0	0	1	0
	Cook, Serv. Cent.	3	1	8	0
9	Cook	0	0	5	0
7	Cook	13	2	23	3
3	Cook	1	1	23	1
	Total	17	4	60	4
10	Steward	2	1	5	3
8	Steward	1	0	3	0
3	Pantryman	9	1	18	2
	Total	12	2	26	5
8	Baker	5	2	6	0
6	Baker	4	1	2	0
5	Baker	28	13	9	0
3	Baker	13	5	1	0
	Total	50	21	18	0
7	Operator, Coffee Grinder	1	1	0	0
	Operator, Coffee Roaster	1	1	0	0
6	Coffee Blender	1	1	0	0
5	Operator, Ind. Lab.	13	5	0	0
	Operator, Bag Mkg. Mach.	2	0	0	0
	Ice Cream Maker	4	2	0	0
4	Foreman Packing Line	1	1	0	0
	Sausage Stuffer	2	2	0	0
3	Attd. Service Sta.	6	3	15	8
	Total	31	16	15	8
7	Butcher	10	4	15	3
	Meat Sales Clerk	2	0	1	0
	Smoke House Attd.	2	2	0	0
6	Butcher	19	11	8	3
5	Meat Sales Clerk	0	0	1	0
4	Sales Clerk	18	2	28	4
	Butcher Helper	6	1	16	5
3	Counter Attd.	21	7	24	2
	Sales Clerk	37	18	68	43
	Section Head	9	4	9	3
	Total	114	49	170	63
5	Cashier	35	21	66	35
4	Cashier	13	3	25	5
	Totalr	48	24	91	40
4	Locker Room Attd.	0	0	5	0
	Janitor	1	0	3	0
3	Head Janitor	0	0	7	0
	Janitor	34	0	55	0
	Hospital Attd.	26	0	101	0
	Total	61	0	171	0
4	Egg Candler	1	1	0	0

BASIC COMPETITIVE LEVEL

2	*Cheeker (Laundry)*	*2*	*0*	*33*	*5*
	Counter Attendant	*14*	*4*	*48*	*6*
	Kitchen Attendant	*36*	*5*	*62*	*2*
	Soda Dispenser	*3*	*0*	*6*	*2*
	Sales Clerk B	*31*	*25*	*57*	*40*
	Cashier A	*2*	*0*	*2*	*0*
	Janitor A	*60*	*8*	*115*	*9*
	Janitress A	*2*	*0*	*14*	*0*
	Watchman A	*15*	*0*	*24*	*2*
	Total	*165*	*42*	*361*	*66*
1	*Non-Mechanical Helper*	*54*	*31*	*12*	*7*
	Boy	*1*	*0*	*9*	*0*
	Packer (Comsy.)	*17*	*12*	*26*	*7*
	Sales Clerk A	*24*	*16*	*65*	*25*
	Elevator Operator	*3*	*1*	*1*	*0*
	Total	*99*	*60*	*113*	*39*

Grade	POSITION	Northern District Total Employed	Northern District Number of Reductions	Southern District Total Employed	Southern District Number of Reductions
8	Storeman	11	0	9	1
6	Storeman	1	1	24	0
5	Material Expeditor	33	5	25	3
4	Delivery Man	8	2	0	0
3	Delivery Man	4	0	14	2
	Stockman	55	16	40	11
	Total		24		17
7	Maintenance Man	28	1	65	1
5	Mech. Helper	5	0	11	0
4	Utilityman	29	0	74	2
3	Cattle Attendant	5	0	0	0
	Cowboy	1	0	0	0
	Laborer	68	0	86	0
	Loader and Puller	0	0	4	1
	Lockman	73	0	97	0
	Luggerman	109	60	92	38
	Trackman	32	0	33	0
	Coffee Dumper	1	1	0	0
	Total		62		42
6	Crater	9	3	0	0
	Rough Carpenter	11	0	14	0
5	Helper Mech.	5	0	11	0
4	Helper Crater and Packer	0	0	3	0
3	Cattle Attendant	5	0	0	0
	Cowboy	1	0	0	0
	Laborer	68	0	86	0
	Loader and Puller	0	0	4	1
	Lockman	73	0	97	0
	Luggerman	109	60	92	38
	Trackman	32	0	33	0
	Coffee Dumper	1	1	0	0
	Total		64		39
6	Chauffeur	118	2	182	6
	Operator Farm Equip.	5	1	0	0
	Operator Ind. Truck	32	7	29	3
5	Helper, Mech.	5	0	11	0
4	Heavy Laborer	6	2	19	0
	Ice Puller	6	0	0	0
3	Cattle Attendant	5	0	0	0
	Cowboy	1	0	0	0
	Laborer	68	0	86	0
	Loader and Puller	0	0	4	1
	Total		12		10
3	Lockman	73	0	97	0
	Luggerman	109	60	92	38
	Trackman	32	0	33	0
	Coffee Dumper	1	1	0	0
	Total		61		38
5	Teamster	1	1	0	0
4	Cowboy	1	0	0	0
	Cattle Attd. (dairy barn)	1	0	0	0
3	Cattle Attendant	5	0	0	0
	Cowboy	1	0	0	0
	Laborer	68	0	86	0
	Loader and Puller	0	0	4	1
	Lockman	73	0	97	0
	Luggerman	109	60	92	38
	Trackman	32	0	33	0
	Coffee Dumper	1	1	0	0
	Total		62		39
	BASIC COMPETITIVE LEVEL				
2	*Barnman*	*8*	*2*	*0*	*0*
	Dairy Farm Hand	*4*	*1*	*0*	*0*
	Dairy Field Worker	*10*	*3*	*0*	*0*
	Laborer A	*53*	*0*	*127*	*1*
	Porter, Railroad	*1*	*0*	*0*	*0*
	Total	*76*	*6*	*127*	*1*

which are the jobs listed in Grades 1 and 2 levels. Employees listed in any given register will only compete with each other for the positions retained in that register.

After the bumping procedures are completed within a retention register, those employees displaced from that register will be entitled to retreat into jobs listed in the Basic Competitive Level list. When this occurs, they will be in competition for these jobs with those from the other retention registers in the occupational group.

The following is an example of how this procedure will work:

On the first retention schedule shown, there are now 119 jobs in the northern district, of which 45 will be abolished. The 45 in this group with the lowest number of retention credits (one credit for each year of service) will compete with those reduced in the eight other retention registers in the occupational groups for the jobs listed in the Basic Competitive Level.

There are 264 positions in this Basic Competitive Level, of which 102 will be abolished. This leaves 162 jobs in Grades 1 and 2 in competition with all those from the higher categories.

Some Duplication

In consulting the registers shown here, the number of jobs listed and the number of force reductions are greatly in excess of the actual number of jobs and reductions because of several duplications in the registers. For example, the position of Lockman is listed in four of the individual registers in the first group. Although no Lockmen positions will be abolished, they are subject to displacement by employees with more retention credits.

Because of the duplication, complete totals are shown only for the first register, for the purpose of illustrating the procedure, and in the three Basic Competitive Levels. Elsewhere, only the total number of reductions are shown.

The retention schedules for the three occupational groups shown here were prepared several days in advance of the actual date for the force reductions to be mailed and might be subject to some minor changes.

Registers Available

Because of the many complications which arise in connection with a force reduction of such scope at the end of this year, all employees have been urged to familiarize themselves with Executive Regulation No. 54, copies of which may be obtained from supervisors in the various units. Employees who are affected by force reductions also may inspect all retention registers and records that have a bearing on force reduction actions in their cases.

Retention registers will be maintained, for inspection of employees affected, in the Central Labor Office, Cristobal, and in the Central Labor Office, Balboa.

Class		Southern District* Total Employed	Southern District* Number of Reductions
5	Laundry Sub-Foreman	5	1
4	Presser	9	1
3	Laundryman	8	0
	Total	0	2
	BASIC COMPETITIVE LEVEL		
2	*Laundress (Press Operator)*	*17*	*0*
	Shirt-folder Opr.	*1*	*1*
	Laundryman (General)	*2*	*2*
1	*Laundress*	*20*	*12*
	Total	*40*	*15*

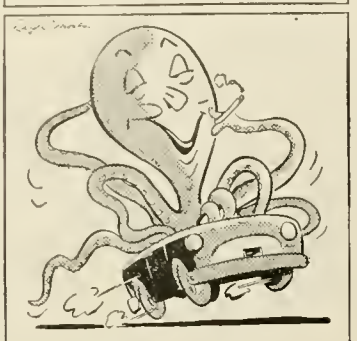
* No employees in Northern District.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

NATIONAL SAFETY COUNCIL AWARD OF MERIT

HIGHWAY ZOO



The OCTOPUS

This is the busy boy who is always reaching for something while he drives – the car roof, a cigarette, the lighter, the road map, the coat on the back seat, the popcorn bag and, at times, even the steering wheel. This big fish is all arms, and needs more.

NATIONAL SAFETY COUNCIL

ACHIEVEMENT OF MORE than 1,000,000 man-hours of work without a lost-time accident was celebrated last month when a Safety Award was presented by Lt. Gov. H. W. Schull, Jr., to Wilson H. Crook, Director of the Supply and Employee Service Bureau. Shown with the Lieutenant Governor and Mr. Crook are: G. O. Kellar, Chief of the Safety Branch; Emmett Zemer, Safety Representative of the award-winning bureau; J. C. Randall, Chief of the Housing and Grounds Division; H. E. May, Superintendent of the Division of Storehouses; P. S. Thornton, General Manager of the Service Center Division; and R. L. Sullivan, General Manager of the Commissary Division.

Col. H. W. Schull, Jr., as Acting Governor and on behalf of the National Safety Council, presented their Award of Merit to Mr. W. H. Crook, Supply and Employee Service Deirector, in a ceremony held in the Governor's office on October 15.

The National Safety Council presents its Awards of Merit only for perfect accident records of 1,000,000 to 3,000,000 man-hours of exposure, covering any period greater than 30 days. The achievement in this case was the completion of 1,299,388 employee hours of exposure, during the period of May 2, 1956, through July 10, 1956, without a disabling injury.

Mr. Crook accepted the Award on behalf of the supervisors and employees of the Supply and Employee Service Bureau.

Colonel Schull emphasized the importance of safety as related to successful and economical operations and expressed his congratulations through Mr. Crook to the employees responsible for this noteworthy accomplishment.

HONOR ROLL

Bureau Award For
BEST RECORD
SEPTEMBER

HEALTH BUREAU
CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Health	8
Civil Affairs	7
Supply and Employee Service	3
Engineering and Construction	1
Marine	1
Transportation and Terminals	1

Division Award For
NO DISABLING INJURIES
SEPTEMBER

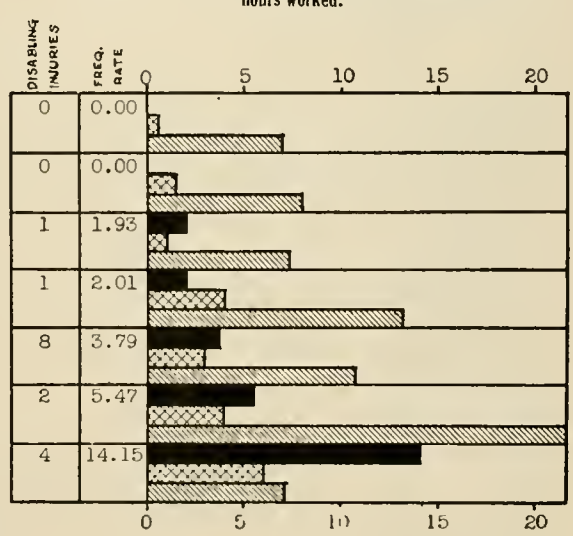
COMMISSARY DIVISION
LOCKS DIVISION
HOSPITALS AND CLINICS
HOUSING AND GROUNDS DIVISION
INDUSTRIAL DIVISION
ELECTRICAL DIVISION
MOTOR TRANSPORTATION DIVISION
STOREHOUSES DIVISION
POLICE DIVISION
FIRE DIVISION
AIDS TO NAVIGATION
SANITATION DIVISION

AWARDS THIS CALENDAR YEAR

Aids to Navigation	9
Sanitation	9
Storehouses	9
Commissary	8
Hospitals and Clinics	8
Industrial	8
Motor Transportation	8
Service Center	8
Railroad	7
Dredging	6
Electrical	6
Housing and Grounds (7 mos.)	5
Maintenance	4
Locks	3
Navigation	3
Police (3 months)	3
Fire (3 months)	2
Terminals	1

SEPTEMBER 1956

FREQUENCY RATE—Disabling injuries per 1,000,000 employee-hours worked.



(Employee-hours worked .....2,113,395)

LEGEND

Frequency Rate this month

Accumulative Frequency Rate this Calendar Year

1953-1954-1955 Calendar Year Average

OF CURRENT AND FUTURE INTEREST

The annual drawing of low license plates will be held two weeks from today, on November 16, in the License Section office in the Civil Affairs Building on Gaillard Highway. The drawing is, of course, open to the public. It will begin at 8:30 a. m.

Into the "hat" from which the numbers are drawn go the names of those who filed applications for motor vehicle licenses to the time of the drawing.

The light-green blanks on which car-owners apply for their 1957 licenses are now available at all Canal Zone police stations, gasoline stations, the License Section office, and from the office of the Police Driver Examiner in Cristobal.

The new license plates—which will have yellow numbers on a black background—will not be mailed until December 1 and may be used on vehicles after that date. Across-the-counter issues will also begin December 1 at the License Section in the Civil Affairs Building.

Twenty-eight of the more than 150 Company-Government supervisors who were nominated for participation in the Personnel Bureau's latest training program in "Supervision—Problems and Methods" began twice a week training October 16. Classes will continue through December 18.

The remaining nominees will be given their supervisory training later this fiscal year. Part of the training is scheduled tentatively for the Atlantic side, and one of the Pacific side groups is earmarked presently as an all-woman group, provided leave schedules, work loads, and other factors permit the assembly of a sufficient number of women.

The first of the present two groups includes members from 14 different divisions and branches: Mack F. Bailey, Lawrence Barca, Jr., Louis C. Caldwell, Ralph R. Grassau, W. T. Hampton, W. W. E. Hoyle, Hubert W. Jarman, Robert S. Jeffrey, Frederick A. Mohl, Edward H. Neville, Jr., Carl M. Pajak, G. O. Tarflinger, William N. Taylor, and William S. Wigg.

The other group represents five major Company-Government units. Its members are: Capt. E. G. Abbott, Harold L. Anderson, Francis W. Blandin, Kenneth R. A. Booth, G. A. Doyle, John E. Fisher, M. W. Foscue, George E. Girard, W. H. Hebert, T. H. Hoenke, W. F. Morninweg, Capt. E. B. Rainier, Joseph C. Turner, and Nelson E. Wise.

Classroom libraries in the Canal Zone's elementary schools are now being augmented by books from the Canal Zone Library. Last month the Library began again to check children's books out to elementary teachers, a plan which was tried last spring with remarkable success.

The books are not used for classroom work but to supplement those available for recreational reading. They will be issued one week each month—the week in which the 15th day falls—to elementary school teachers who request them. Each teacher may have up to 15 books. The requests will be filled at the main Library for Pacific side teachers, and at the Margarita Service Center Library for teachers from the Atlantic side.

The lending program has already gotten off to a good start. Last month, 19 teachers requested books. Last Spring, when the program was carried out for a month on an experimental basis, 19 teachers requested books and estimated that they were read by 1,713 children—each child, of course, enjoying several books.

PANAMA CANAL REVIEW

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H. W. Schull, Jr., Lieutenant Governor
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J. Rufus Hardy, Editor
Eleanor H. McIlhenny, Assistant Editor

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ROTC HEAD

MAJ. ROBERT STOKES, veteran of World War II and the Korean action, arrived recently to head the Junior ROTC units at Balboa and Cristobal High Schools. He is the first Major to be stationed with the local ROTC since 1952.

Yellow blossoms will gladden the eye in a year or so when a new addition to the landscaping of the Balboa Heights railroad station begins its flowering season. The blossoms will appear on a yellow poinciana tree which was planted last month to replace an old screw-pine, one of the pandanus family.

The pine, which was at least 40 years old, began to break up in September. Without deep roots, it was unable to stand heavy winds and began to come apart in sections. By the middle of October it had been reduced to a single stem. After a careful look at the situation, personnel of the Housing and Grounds Division decided that the pine had seen the last of its days and would have to be replaced.

Six brothers and sisters, all born in the Canal Zone, met under the same roof recently for the first time in 25 years when they gathered at the Valhalla, N. Y., home of their father, Charles Mohl. Mr. Mohl is a retired Canal employee and worked here as a plumber for many years.

Altogether there were 33 persons at the family reunion, including "in-laws" and 19 grandchildren.

The six brothers and sisters are: Frederick A. Mohl and Paul W. Mohl of Diablo Heights; Charles Mohl, Jr., of New York City; Mrs. Elise Johanson and Mrs. Helena Pfitzer of Valhalla; and Mrs. Lydia Shinkin of White Plains, N. Y.

Seeing the world with the U. S. Navy may be old stuff for Fred Whipple, former employee in the Aids to Navigation Section. Nevertheless it was a surprise when he rejoined the Navy recently to find that he has been assigned to the USS *Atka*, one of the icebreakers being sent to the Antarctic for the Navy's Operation Deepfreeze II.

As a reserve officer, he had his first taste of Navy travel in 1948 soon after he was graduated from the Kings Point Merchant Marine Academy. His first trip was to the Arctic aboard the USS *Harry F. Bauer*. During the Korean War he was recalled to active duty and assigned to the USS *Storms* for service in the Far East.

A graduate of Cristobal High School, Lieutenant Whipple has spent much of his life here and is married to the former Barbara Brown, daughter of the late Capt. Sam Brown of Cristobal. Accompanied by Mrs. Whipple and their young son, he left the Isthmus in September and has been stationed since then at the Seattle Naval Base. He will sail aboard the *Atka* early this month for Little America via Pearl Harbor and New Zealand.

Another Zonian off for far places is John Henderson, Jr., formerly Motion Picture Maintenance Mechanic with the Service Center Division. He is now in Tokyo as a sound engineer with the Army Motion Picture Service, Far East. His new job undoubtedly will take him to Korea, Okinawa, and other places. Mr. Henderson left October 12 and Mrs. Henderson and their son and daughter will join him in about 90 days.

Fellow employees of the Service Center Division said goodbye to the Hendersons last month at a party at the Fern Room of the Tivoli Guest House. When Mr. Henderson left the Isthmus he was carrying a handsome bag presented at the party.

For the first time in its history, the local branch of Alcoholics Anonymous is having a public display of material used in its work. The display which honors the eleventh anniversary of the founding of the local group, the first to be established in Central or South America, went on exhibition yesterday in the Canal Zone Library-Museum in the Civil Affairs Building.

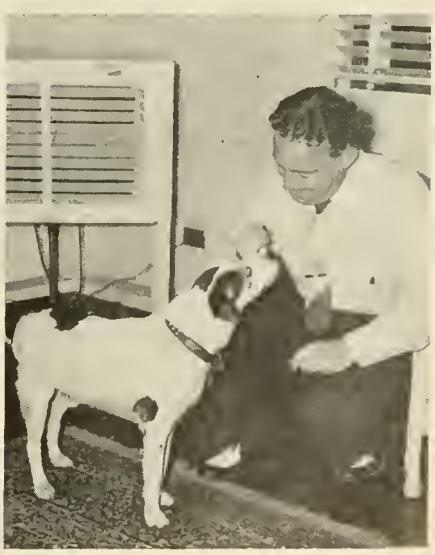
The display included a large volume, called by members "The Big Book," a number of copies of the local group's publication, *The Grapevine*, and a collection of AA pamphlets.

One of the Canal Zone's most populous buildings—if not the most populous for its size—began to lose its tenants last month when the first family in La Boca's Building 938 moved to more desirable quarters on "The Main," as La Bocans call La Boca Road.

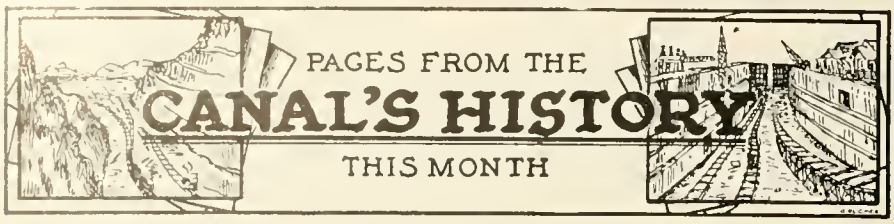
Before this move, three families lived in No. 938, with a total of 35 children among them. One family had 13 children, another 11, and the third accounted for the remaining 11.

The remaining two families will move later to other quarters and the once-populous building will eventually be demolished.

My Pet



DUKE, sometimes referred to as the "Venerable Sir," has been with the J. C. Randalls for all of his 16 years. When the Randalls lived in Cristobal, Duke thought the Housing Office couldn't run without him and frequently ran away from home to see that things were going satisfactorily at the office.



50 Years Ago

November 1906, was Teddy Roosevelt month. From November 14, when the USS *Louisiana* put into Limon Bay, until November 17, when the United States' biggest and newest man-of-war sailed for Puerto Rico, the Canal Zone thought of little else than the President. It was not only the first time a Chief Executive had visited the Canal Zone; it was also the first time a President had ever left the United States during his term of office. (A more complete account of the visit appears elsewhere in this issue).

Although comparatively little space was given to them in the daily newspapers of the period, there were other items of interest 50 years ago this month. An Executive Order signed by President Roosevelt made radical changes in the organization of Canal Zone affairs. Its effect was to place the work and government of the Canal Zone under the direction of the Chairman of the Isthmian Canal Commission, aided by the chiefs of the various bureaus who would report directly to the Commission. The title of Governor was abolished.

The full Commission gathered in the Canal Zone for the President's visit, and on November 20 held a meeting to discuss the Canal's affairs. One of their actions was the establishment of a 10-hour day for laborers. This was not mandatory but was considered an opportunity for those who wished to augment their pay.

Two hundred new and bigger steel dump cars were ordered for the Canal work. Each car would hold about 25 cubic yards. Also ordered in November were eight new Lidgerwood unloaders.

Construction days weren't all privation and primitive living: The commissaries announced a shipment of guinea hen and a Panama banker reported that he had on his books "over 100 men in the employ of the Commission who save each month more than 66 percent of their salaries."

25 Years Ago

Traffic through the Panama Canal was halted about three days in November 1931, for the first time since 1923, when heavy rains over the Gatun Lake watershed were followed by a slide on the east bank of the Cut, half a mile north of Gold Hill. By the time the Canal was reopened, on November 11, 53 ships had lined up for transit.

Floods on the Chagres River swept away the debris-boom at Gamboa. Twelve spillway gates at Gatun were opened simultaneously for the first time. Slides covered 650 feet of the Panama Railroad track near Summit and a number of other slides occurred on the newly-built Madden Road.

The Madden Dam Division, which was in charge of building the dam across the Chagres River—although the actual work was to be done by contract—was formally organized. By the end of the month, the employees and equipment of its Balboa Heights office were moved to Madden Dam and the nucleus of the contractors' work-force had arrived.

The depression was beginning to make itself felt. November transits, 376 commercial ships, were the lowest of the calendar year. Preparatory to possible force reductions, Canal employees were asked to fill out questionnaires stating how many members of their families were on the payroll and at what salaries, and Gov. Harry Burgess and labor leaders worked out a plan for "reduction in time" rather than a percentage layoff.

Because of complaints of the Grace Line, the Panama Railroad agreed to withdraw its freighters, the *Guayaquil* and *Buenaventura*, from the run between New York and ports on the west coast of Colombia and Ecuador.

The month's visitors included Igor Sikorsky who arrived aboard the "world's largest amphibian" which he had designed. Another visitor was a pretty girl with the too-pat name of Aloha Wanderwell who told harrowing tales of the Brazilian jungles.

10 Years Ago

Panama and the United States continued their discussion of the status of defense sites within the Republic of Panama. These bases had been occupied by U. S. forces since 1941.

Following his return from a meeting of the Special Board of Consultants for Isthmian Canal Studies, Col. James H. Stratton, Supervising Engineer, announced that the field of studies had been narrowed to eight canal routes. All but two of these were within the Republic of Panama.

Also on the Canal studies front was the announcement that final preparations were completed for hydraulic tests on a half-mile-long model of a sea-level canal. The model stood on the flats east of Miraflores Locks.

In Mexico City, an engineer proposed the replacement of the Panama Canal with a railroad across the Isthmus of Tehuantepec. Ships up to 15,000 tons in size would be put into rolling drydocks and hauled from ocean to ocean.

Zonians were upset over the proposed rent increase to go into effect the first of the year. Gov. F. K. Newcomer met with labor leaders to explain the basis on which the proposed rent increase was to be made.

The price of U. S. butter in the Panama Canal commissaries rose to $1.10 a pound, and the butter shortage restricted ice cream sales to ice cream in sodas and sundaes. An Isthmian shortage of Scotch whiskey was relieved by the arrival of a thousand-case shipment.

The scheduled reentry of the SS *Cristobal* into the Panama Line service in January, and of the SS *Ancon* during the spring of 1947, after complete renovation for civilian service, was announced in New York.

One Year Ago

A bust of Viscount Ferdinand de Lesseps, who built the Suez Canal and began work on the Panama Canal, was presented to the Panama Canal Company by the Suez Canal Company. Making the presentation was Count Pierre de Lesseps, the engineer's greatgrandson.

Philip L. Steers, Jr., was appointed Comptroller of the Panama Canal Company, succeeding Lindsley H. Noble.

Canal Geologist Added To List Of Singletons

ROBERT H. STEWART
He's the singleton geologist

If Robert H. Stewart doesn't stop taking his 11-year-old son on hikes and field trips, he's going to put himself out of business as the Canal Zone's one and only geologist. The youngster, David, is learning so fast that he's going to be able to tell the difference between Eocene and Pleistocene formations almost any day now.

Mr. Stewart is a geologist because he likes the out-of-doors, and he is a geologist in the Canal Zone because he likes the Isthmus.

Born in Jamestown, N. Y., he started out to be a minister. When he was in college, first in Kendall College, Chicago, and later in Miami University in Ohio, he "had to major in something," he says, in his pre-theological training. Geology was a natural for him.

After he was graduated from Miami—he had acquired a wife in his Junior year and both of them were working in their spare time to earn enough for their college expenses—he went on to the Garrett Biblical Institute, a section of Northwestern University. He studied there for two years and even had a church of his own for about a year, but one thing and another made him realize that his vocation was not the church. In the meantime he had been helping out in Northwestern's Geology Department. Eventually he transferred there on an instructor's scholarship and received his masters degree in paleontology. David was born while his father was a graduate student.

In 1946 Mr. Stewart came to the Isthmus as a geologist with the Special Engineering Division. For the next two years, he did field work on possible sea-level-canal routes and became an expert on the section of Panama between the Canal Zone and the Colombian border.

After the Special Engineering Division's work was finished, he returned to the States and spent the next five years with the United States Geological Survey working on such varied projects as uranium distribution in Florida, lead and zinc deposits in New York State, and distribution of off-shore sediments in the Gulf of Mexico.

By 1953 the Stewarts were tired of moving around—ten times in five years

Zone High School Graduates Scatter As They Enter "Bright New World"

Every June a couple of hundred young Zonians put their high school days behind them and step out into the bright new worlds they talk about in commencement speeches.

Without a crystal ball it's hard to tell what they'll be doing a decade from now but their present whereabouts are an open book, thanks to statistics collected and compiled by the Division of Schools.

Over half of them have gone on to college, a tenth of the boys are in the armed services, and a tenth of the girls are married. They have scattered from Brazil to Scotland.

The percentage of young Zonians who finish high school here and continue their education in colleges or universities is exceptionally high. According to specialists in the education field, about 46 percent of high school graduates in the United States go on to college, compared to the 64.8 percent of this year's graduates from Balboa High School, and 52 percent from Cristobal High School.

Of the 174 graduates of Balboa High School, 68—or 39 percent—are attending college in the United States and 45 others, or 25.8 percent of the class, are enrolled in the Canal Zone Junior College. Thirty-one of Cristobal High School's graduating class of 72 students are on college campuses in the United States and seven others are in Junior College here, rooting for the Green Devils.

Canal Zonians are freshmen this year at 83 different colleges and universities in the United States—from Wellesley in Massachusetts to Whittier in California and from Wisconsin in the frost belt to the University of Arizona in the sunlands.

Four of last year's graduates, one boy and three girls from Cristobal High School, are together at Northwest Missouri State College in Marysville, Mo., and another Canal Zone quartet, two boys and a girl from Balboa High School and a Cristobal High School girl graduate are attending the University of Florida.

The University of Miami in Florida, Tulane in Louisiana, and the University of Colorado have three June graduates apiece. In the two-each, class are Mississippi State, Georgia Tech, Auburn, Notre Dame, Whittier, and Texas Christian University.

One Balboa High School graduate is a plebe at the United States Naval Academy at Annapolis, and another is at the United States Coast Guard Academy. Two of Cristobal High School's June graduates have enrolled at the U. S. Merchant Marine Academy at Kings Point, N. Y.

Six June graduates are in universities outside the United States and the Canal Zone. Nearest home is one student at the University of Panama and the farthest away is one in the University of Geneva in Switzerland. Others are attending the University of Mexico, the University of Scotland, the London Laboratory School, and the Official Spanish School of Dancing.

Twenty-three of the young men who were graduated from Balboa and Cristobal High Schools last June have entered the Armed Forces. This is three more than last year's figure, although there were fewer Cristobal High School boys who selected the military services this year than last.

One young graduate is in a trade school in Miami, Fla., and four young men, three from Cristobal High School and one from Balboa, have been granted apprenticeships with the Panama Canal Company.

While the number of girl graduates who have married is less this year, in an overall picture, than the number last year—11 last year to 8 this year—this year's eight brides are evenly divided between Balboa and Cristobal High Schools.

Most of the graduates who have elected to go to work have remained on the Isthmus. A few have taken jobs in the States and three, all Balboa High School graduates, have gone farther afield. One of them is working in Brazil, another in Colombia, and the third in Venezuela.

Library Asks Readers' Help In Curbing Book Vandalism

"Help us curb vandalism," the Canal Zone Library staff are asking the readers who borrow books from the Library and its branches.

Bookmarks appealing to the reader to help protect the library collection were tucked into circulating books last month after several of the library's volumes were found to have been mutilated. The bookmarks ask readers to report immediately to the circulation desk any cut or marked pages they find in books or magazines they have borrowed.

Books of fine photographs and magazines with exceptionally good illustrations are those most frequently abused, according to the library staff.

Wilful damage to or mutilation of any book or periodical which is the property of the government is a criminal offense, the library staff points out. Violators are subject to prosecution under the Canal Zone Code.

seemed a bit too much—and the tropics were beginning to call. In September of that year he returned to the Canal Zone as an engineer with the Meteorology and Hydrographic Branch and within a few months found himself transferred on loan to the Contractors Hill Project. Since last June his formal title has been that of Geologist in the Engineering Division.

By special arrangement he does geological work in Panama after he winds up a working day on Paraiso Slide, Gold Hill, or some other project. For the past few months he has been working on the geology of the new water system for Panama.

In his spare time he enjoys nothing more than hiking around the Isthmus and finds it educationally profitable. On one recent trip he discovered a sedimentary basin about 20 miles wide and some 40 miles long. Since this is of the pre-Tertiary Age, its discovery pushes the geologic knowledge of the Isthmus back another 50 to 75 million years. On the same trip he found the grass-grown remains of the manganese mines up the Boqueron River. These mines had never been worked.

The Stewart family—two boys and three girls, ranging in age from two months to 11 years—live on Barnebey Street in Balboa. They are all out-of-doors minded and, all but the baby, are developing a healthy curiosity about the things they see.

School Evaluators

THREE PROMINENT educators from Panama last month began a study of the Canal Zone's Latin American schools. The field work will take about two weeks. Shown above are the three evaluators with C. Z. schools officials. Prof. Temistocles Cespedes, who served as consultant for the Latin American schools, is seated. Left to right, standing, are: S. E. Esser, Superintendent of Schools; Max Arosemena, former Minister of Education; Dr. Rafael Moscote of the University of Panama; and Walter Oliver, Supervisor of Spanish for the Zone schools.

Tivoli, Opened For A President, Will Be 50 Years Old This Month

PRECEDENT WAS BROKEN 50 years ago this month when a President of the United States left the country to see how work was progressing in the Canal Zone. Grouped around President Theodore Roosevelt (center, in a white suit) are: John F. Stevens, Chief Engineer, left front; Mrs. Theodore P. Shonts, wife of the Chairman of the Isthmian Canal Commission; Joseph Bucklin Bishop, the Commission's Secretary; Dr. Presley M. Rixey, Surgeon General; Mr. Latta, a White House Secretary; Mrs. Roosevelt; Mrs. Stevens; and Mr. Shonts, Isthmian Canal Commission Chairman. The small boy is Donald F. Stevens, son of the Chief Engineer.

"Mrs. Roosevelt and I think it advisable for several reasons for us to go to (the) hotel," said the cabled message from the President of the United States one October day, 50 years ago.

No major crisis would occur here today if a President declined an invitation to be the Governor's houseguest and indicated his preference for the Tivoli Guest House—but this is 1956 and the Roosevelt cable was sent in 1906.

The Tivoli—the hotel of the message—was nearly completed but not all of its equipment had arrived. Its permanent manager had not been selected and it was not staffed to serve ordinary guests, much less a President of the United States who was breaking precedent by leaving the country during his term of office.

Somehow or other things worked out, and when President Theodore Roosevelt and his party stepped onto the wide front porch of the Hotel Tivoli on November 15, 1906, there was a suite waiting for them directly above what is now the Fern Room.

Actually the President and Mrs. Roosevelt spent very few hours at the hotel or in their suite. Luncheon had been prepared for them at the Tivoli for the day of their arrival but it was long after lunchtime when the President and his party finally arrived.

They had come ashore at Cristobal's flag-decked Pier 11 from the USS *Louisiana*, the country's "biggest and newest man-of-war," that morning, crossed the Isthmus in the old De Lesseps special car *La France*, and had left the train near the Tivoli at a special station—so that the President could disembark in Canal Zone territory.

Instead of going to the hotel, they had headed directly for La Boca where, after a cruise aboard the tug *Bolivar* past the islands at the Pacific terminal, the President and Mrs. Roosevelt had dropped in at an employees' mess for luncheon. An enthusiastic reception in Panama City, speeches from a stand in front of the Cathedral, a dinner at the Presidencia, and an evening reception at the Commercial Club had filled the rest of the day.

The old records don't show it, but it must be assumed that the Roosevelts had breakfast at the Tivoli the next morning before "Teddy" began his first day "on the line" in a pouring downpour which put two feet of water on the shop floors at Bas Matachin. It is certain that he met that night at the Tivoli with "our leading officials"—as the invitations were worded to such dignitaries as Chief Justice Mutis Duran, Superintendent of Schools D. C. O'Connor, and Chief Sanitary Officer Col. W. C. Gorgas.

It is also probable that the President breakfasted at the Tivoli on November 17 before he took off again along the line, "dressed in a negligee white suit, khaki leggings, and a Panama hat," for a day which did not end until late that evening when, after a speech in Mount Hope and two in Cristobal, he finally boarded the launch for the *Louisiana*.

Most Zonians believe that the President and Mrs. Roosevelt were the Tivoli's first guests. Actually they were preceded by several days by the Chairman of the Isthmian Canal Commission, Theodore P. Shonts, Mrs. Shonts, and their two daughters; by Joseph Bucklin Bishop, the Commission's Secretary; Reed B. Rogers, its General Counsel, and Mrs. Rogers—all of whom were guests at the hotel.

After the departure of the President's party and the Commission officials, things calmed down for a while at the Tivoli and preparations continued for its opening to the public. In December a group of U. S. Congressmen arrived, to spend what contemporary journalists called "Roosevelt days," looking over the Canal work.

Although they had apparently been having a strenuous time, the Congressmen were not so worn out that they could not attend a New Year's Eve dance, given at the Tivoli by the Culebra Club. This first public function—as near a formal opening as the Tivoli ever had—drew a crowd of nearly 500 and was the fore-runner of the many gay balls and parties of the next half century.

Later, the Tivoli Club was formed and from towns along the line came the younger Zonians for its parties, on the second and fourth Saturdays of each month. The girls, dressed in party gowns and carrying their dancing-slippers in fancy bags, came to town in labor cars and each girl, oldtimers declared, had at least three chaperones!

Fred DeV. Sill, well-known oldtimer, recalls that when rooms were scarce on

HIGH STYLE IN the Tivoli's early days—but mighty uncomfortable looking by modern standards—was the furniture in this private sitting-room in the hotel. The electric fixtures were the very latest word.

STILL NOT ENTIRELY finished, the Hotel Tivoli in Ancon looked like this when it housed its first guests—the party of President Theodore Roosevelt—in November 1906. The bandstand was later torn down and the covered front steps were replaced by the present porte-cochere.

weekends the men from Culebra and Empire and Gorgona thought nothing of stretching out on Tivoli billiard-tables to spend the night.

It was at one of the Tivoli dances, in 1908, that the daughter of the American Minister slipped out of the ballroom, while the orchestra played a "bunny hug," and, in a room in the north wing, was married to Adm. Harry H. Rousseau. A few minutes later she was dancing again; it was not until several days later that the marriage was revealed.

The first register of the old hotel, like the plaque which once decorated the "Roosevelt Suite," has disappeared, but a good many of its guests will long be remembered.

There was the Prince of Wales, now the Duke of Windsor. Martin L. Richards, Chief Pantryman at the Tivoli and the hotel's senior employee, remembers peeping at the Prince's party during a formal dinner on the second-floor porch. He doesn't think he will ever forget the "men in uniform, with many medals, and the lovely ladies."

There was young Charles Lindbergh, here with his Congressman father when he was only 11 years old. He registered himself, and his childish signature is one of the Tivoli's prizes.

There was John Barrymore during the early 1930's. Kenneth O. Sealey, who has been at the Tivoli for 35 years and is now its telephone operator, recalls that Barrymore tipped him $5 for a bottle-opener that had cost 10 cents.

There were the "Duke and Duchess of Balboa,"—Mr. and Mrs. Theodore McGinniss—who were permanent guests and who lived in the "Roosevelt suite" for many years.

There was E. W. Scripps, founder of the Scripps-Howard newspapers, here on his yacht. He ensured good service by distributing $10 gold pieces in advance to the Tivoli staff. The service, R. K. Morris remembers, was excellent.

There was another heavy tipper, a man remembered by the staff only as a Mr. Alves, a British mining operator. Telephone operator Sealey, however, amazingly recalls that he was in room 140. He drank quantities of Vichy water and rewarded good service with $5 and $10 tips.

There have been movie actors, generals, congressmen, admirals, and just plain tourists. (For years the Tivoli served luncheon to several hundred every time a cruise ship put into port.) There were politicians and political refugees; at one time, four ex-presidents of Panama were refuged there.

During the war years, the Pergola Bar was crowded with intelligence agents, each trying to find out what the other knew, newspapermen who were doing their best to sort fact from fiction, and contractors, each trying to find out what his rival was likely to bid.

The Hotel Tivoli was started during the latter half of 1905. It was built, according to a letter from Governor Magoon to ICC Chairman Shonts, "to supply quarters for the employees in and about Panama and while the building is adapted to commercial purposes, that use should be made secondary to the use for which it was erected . . . It is desirable that some of the rooms should be reserved for visitors to the Isthmus who have some claims upon the Commission and possibly open to the general public."

Originally designed for "metal and plaster," the hotel was changed to a frame structure with a brick center-section—recently uncovered when the building was redecorated—when Chief Engineer John F. Stevens ordered that "no money be spent on frills."

The central rear three-story wing was added in 1911, at the same time the hotel was able to boast of its first elevator; hot water was piped into all bathrooms the following year and in 1913 the present porte-cochere replaced the covered front steps. What is now the Pergola Bar, originally covered with an awning, was added the same year, but did not serve liquor until 1936.

Before the hotel was finished there was talk of having it operated "by some good hotel men" who would "take it off our hands, running it as a commercial proposition," but nothing came of it and, during the construction period, it was run by the Division of Labor, Quarters, and Subsistence.

Its first manager was Jackson Smith, head of the Division, who soon delegated his duties to J. M. McGuire, familiarly known as "Molly." Later managers included Peter Geyer, W. T. McCormack, who ran the hotel for many years, Andrew Johnston, John McEwen, James E. Lewis, Donald J. Hendrick, and P. S. Thornton. The present manager is H. J. Chase.

At the end of January 1951, the old hotel went out of business as a commercial enterprise.

A TOTAL OF 169 years of service at the Tivoli is represented by this sextet. Seated, left to right, are: Ivanhoe C. Tovaris, Bell Captain, 32 years; Kenneth O. Sealey, Telephone Operator, 35 years; Cora Charles, Assistant Housekeeper, 18 years at the Tivoli (plus 8 years at the Hotel Washington); and Martin L. Richards, Chief Pantryman, 37 years. Standing: Aubrey G. Thorbourne, Clerk, 19 years at the Tivoli (plus 8 years at the Washington); and Emanuel O. Moore, Head Bartender, 27 years.

Subjects ranging from a request for a deferment in the closing date of the Chagres Commissary to a suggestion that the commissaries in the Latin American towns stock a small supply of better cuts of beef were discussed last month at a forum attended by representatives of these communities and of the Supply and Employee Service Bureau. The forum was held October 9 in the Board Room of the Administration Building at Balboa Heights.

The question of the closing date for the Chagres store was raised by Jefferson Joseph, president of the Rainbow City Civic Council, who said that the families living in Chagres are concerned because they will have to do their shopping at Rainbow City Commissary after January 1, and this will mean adding bus fare to the cost of their groceries. They asked, he said, that the commissary be kept open until the town is depopulated.

Wilson H. Crook, director of the bureau, pointed out—as he did repeatedly during the conference—that withdrawal of commissary privileges from non-resident employees next January 1, according to the Treaty, will mean a loss of 85 percent of the Commissary's Division's Latin American trade.

This means, among other things, he said, that the Commissary Division "will have to pull in its operations or let costs soar." Mr. Crook told the men and women attending the forum that it is not likely that the Chagres store will be kept open until the town is depopulated.

The request for better cuts of meat in the Latin American stores was brought up during a general discussion of the meat situation, especially in connection with a number of customer complaints that prepackaged meat is not available in several stores for some time after the opening hours in the morning.

W. C. Bain, superintendent of the Refrigerated Products Branch, pointed out that pre-packaging of meat items, in large quantity and in a limited space, presents a considerable problem, even if an earlier shift were put to work in Tivoli Commissary and in others where there is a similar difficulty. La Boca Commissary, however, has worked out a solution by starting some employees earlier, he pointed out.

Several representatives from Santa Cruz reported that they have to wait for meat to go on sale in the morning, especially on Tuesdays after the store has been closed for the weekend.

Toward the end of the meat discussion, a delegate from Rainbow City asked that sirloin and porterhouse steaks and roasts and other of the better cuts of beef be available in the commissaries, especially during pay-weeks.

Hamilton Lavalas of Paraiso raised the subject of toy sales when he asked if there could be one central Toyland this year instead of having toys distributed in the various Pacific commissaries. R. L. Sullivan, General Manager, Commissary Division, said that this plan will be followed next year, but that toys have already been sent to the retail stores at Tivoli, Paraiso, and Santa Cruz.

The annual visit of Santa Claus to the Latin American towns will be handled this year, he said, by the Civic Councils in cooperation with the Commissary Division, and Santa Claus will meet his young friends elsewhere than in the commissaries. Rainbow City has selected the gymnasium as its Santa Claus headquarters and Paraiso is making plans but had not completed arrangements at the time of the forum.

Improvements made in the commissaries as the result of the previous forum were outlined by Mr. Crook. These included: Addition of hosiery color-charts to the hosiery sections; revision of the schedule for the supply trailer to Paraiso and a change in its loading so that bread comes off first; installation of a lattice as a protection against rain for the Paraiso Commissary's kerosene buyers; relocation of the bus stop at the Rainbow City Commissary; addition of packagers at peak-times at the check-out stands; assignment of extra help at peak periods in the shoe section at Rainbow City Commissary.

Suggestions made by the community representatives during the October conference included: Four-item checkout stands during rush periods in the retail stores; addition of several items to the commissary stock including shadow proof slips, gloves, boys' shirts in larger sizes, yardage for men's suits in all of the retail stores, and long-line brassieres; a special leaflet for the Latin American trade, similar to the weekly circular for customers of the U. S.-rate commissaries; a check why certain items, such as crochet thread and some shoe sizes are frequently out of stock; and why bread supplies are exhausted well before commissary closing hours.

Most of those attending the forum said they had never seen the standard commissary forms on which they could make suggestions or request new or old items. Mr. Sullivan said store managers would be notified to have these available at all cash registers. Before the forum adjourned, new items of wearing apparel for men, women, and children were shown to the customer representatives.

Those attending the conference were:

Rainbow City Civic Council—Jefferson Joseph, Mrs. Rita Anderson, Mrs. Doris Parnther, Mrs. Idelia Richards, Kenneth Weeks, D. E. White;

Paraiso Civic Council—Thomas Sawyers, Mrs. Mildred Sawyers, Mrs. Ruth Smith, Mrs. Maudlin Holder, Mrs. Inez McKenzie, Alfonso Alexis, Hamilton Lavalas;

La Boca Civic Council—Cleveland Roberts, Mrs. Clarissa Flemmings, Mrs. Muriel White, Mrs. Pearl Soley, Mrs. Gloria Llewelyn;

Santa Cruz Civic Council—Richard T. Burns, Miss Violet Henry, Mrs. J. Sealey, Mrs. B. Small, Mrs. O. Millett, Mrs. L. Prince;

Supply and Employee Service Director—W. H. Crook; and from the

Commissary Division—R. L. Sullivan, T. G. Relihan, W. C. Bain, J. M. Brown, V. J. Huber, C. P. Shay, and Mrs. Gladys Conley.

Customers' Men

JEROME F. EVANS, left, who ended over 30 years of government service last month, turned over his duties as manager of the Balboa Commissary to Charles P. Shay, who has been with the Commissary Division since 1930. At one of the most elaborate parties they have ever held, the Commissary's employees this week said goodbye to their old boss and hello to their new one. Their farewell present to Mr. Evans was a lounge chair, which they now hope he'll have time to use.

Balboa Stadium To Get Complete Renovation

When Zonians gather in the Balboa Stadium November 12 for a Veterans' Day program planned by veterans' organizations, they will be holding the last public meeting in the Stadium as they have known it for the past 40 years.

As a grandstand for athletic events, the Stadium is to be used for the last time tonight when Balboa High School plays the Canal Zone Junior College in their final football game of the season.

The day after the Veterans' Day celebration, work will be started on the remodeling of the grandstand. The stadium, built 40 years ago as part of the original Balboa Stadium and athletic field, will be demolished and replaced with bleacher-type seats to accommodate 1,500 spectators. The contract for the major alterations to the Pacific side center is held by Chain Singh & Company, of Panama.

In addition to the installation of the bleachers, plans call for the expansion of the dressing rooms and replacement of the present roof with one of aluminum. The two new steel-frame bleacher stands will be located along the baseball diamond's third-base line.

The original Balboa Stadium and grandstand was opened with considerable fanfare on a Sunday, December 29, 1916, when the Canal Zone Champions and the Camp Empire teams played a regular-league game. According to a contemporary account in the local newspapers, a crack band from Camp Empire played, and the opening game took on the air of a major league opening in the States.

Canal Zone authorities took advantage of the opening of the new athletic center to set up a number of new rules and regulations, not all of which met with public favor. One of these was a rule that the open betting which had been common practice at some of the league parks was strictly forbidden. Anyone breaking this rule was to be dealt with severely.

Rehabilitation Of Juvenile Prisoners Bolstered By Work Of Volunteer Teacher

TEXTBOOK IN HAND, Mrs. Elouise Small of the Chagres elementary school, teaches the three "Rs" to juvenile prisoners at Gatun. One of the boys has learned to write and read during his jail term.

An 11-year-old Panamanian lad who recently completed a 90-day sentence in the Canal Zone Prison at Gatun, is now able to read and write, thanks to a rehabilitation program set up by the Canal Police.

He not only learned to read and write during the 90 days he spent in jail, but he also was taught the rudiments of gardening and carpentering. Police hope that he has gained enough interest and skill in these new projects so that he will continue after he leaves Gatun.

The idea of securing the services of a tutor for the young delinquents sent to Gatun to serve sentences originated when it was discovered that the 11-year-old, a resident of Colon, had never attended school.

Deducing that possibly this was one of the reasons that the young prisoner had five counts of petit larceny in his disfavor, Capt. E. S. Shipley, Cristobal Police District Commander, asked for help from the Latin American Elementary School in Chagres.

Mrs. Elouise Small, who teaches in Charges, volunteered her services and proceeded to instruct not only the youngest prisoner, but to tutor two other older prisoners and bring them up to date in their school work.

She has managed to accomplish this by giving a few hours of her own time each Wednesday afternoon following her regular duties at the Chagres school. During this period she hears their lessons and gives them homework for the coming week and every so often gives them an examination or an ability test.

The books used are being furnished by the Canal Zone School Division. Both the Police and Mrs. Small report that the system is working just fine. By the end of 90 days of instruction, the youngest prisoner was doing good first grade work and the others had kept up in the fifth and sixth grades.

The other part of the rehabilitation program is being carried out by the Police with some help from local religious and fraternal organizations and an occasional assist in the way of fruit trees or equipment from companies in the Canal Zone.

Gardening, which the boys tackle with great gusto, is done under the direction of Ruben Cohen, a police guard who has been with the Canal Zone Police since 1938. Mr. Cohen has a super green thumb and a way with the boys. The three of them now have the garden producing onions, tomatoes, cucumbers, and various other green vegetables while, a short distance away, there are lime and orange trees, plantain, bananas, papayas, and avocados. The vegetables and fruit supplement the prison diet of both the boys and women prisoners.

The carpentry shop is another natural for the young prisoners. Under the guidance of Sgt. George A. Martin, Officer-in-Charge of Gatun and recently by Sgt. George J. Roth, Acting Officer-in-Charge, the boys are producing all sorts of things from wooden lawn furniture to a collection of gaily-painted wooden toys which are to be sent to the children in the Gatun Lake District at Christmas time.

At present, the tools used in the workshop are not too elaborate, but the police hope to improve on this situation as soon as it is possible to install power-tools.

With the installation of more equipment, the boys will be able to manufacture other simple items of furniture. These products will be sold and the proceeds, after cost of the materials has been deducted, will be placed to their credit in a fund which will be given them after they leave Gatun.

The Gatun prison will never have a large prisoner population—its top capacity being 9 boys and 18 women. Juveniles sent to serve sentences there are delinquents under 16 years of age who have long records of repeated offenses.

Situated on a small hill within sight of the Panama Canal, the prison is a cool and airy cement building which is kept spotlessly clean through the efforts of the prisoners themselves under the direction of the guards and the supervision of the police. Health and cleanliness, the police believe, are also among the important lessons to be learned.

The Canal Zone Police feel that the work being done at Gatun these days is only part of the job of rehabilitation. After the boys leave the prison the police do all they can to assist them to continue in school and keep up with their newly-acquired skills. In this connection they have received the support of the Panama police, who also have the juvenile delinquent problem under study.

The fact that the boys have all taken a keen interest in the projects and studied their school lessons diligently once they were given an opportunity—and full tummies—is probably the best indication that the program is a success, they say.

WORK IN THE garden at the Canal Zone Prison for Women and Juveniles provides healthful outdoor exercise for the young prisoners as well as fruit and vegetables for use in the prison.

PROMOTIONS AND TRANSFERS

September 15 through October 15

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

ADMINISTRATIVE BRANCH

Henry S. Makibbin, Jr., from Records Analyst to Management Analyst, Records Section.

CIVIL AFFAIRS BUREAU

Edward E. Albin, Roger E. Hanor, John R. Olsen, James E. Bryant, Robert E. Welborn, James F. McGloin, from Fire Sergeant to Fire Lieutenant, Fire Division.

Hugh D. Hale, Frederick A. Mohl, John W. Dwyer, from Firefighter, Driver-Operator, to Fire Sergeant, Fire Division.

Frank Berry, Matthew J. Wilder, Henry E. Sellner, Robert L. Austin, George O. Flores, George W. Coleman, from Firefighter to Fire Sergeant, Fire Division.

Frank Koenig, from Distribution and Window Clerk to Mail Clerk, Postal Division.

Wolford W. Foster, from Guard, Terminals Division, to Policeman, Police Division.

Louis F. Dedeaux, from Junior High School Teacher to Elementary School Teacher, Division of Schools.

Carrol F. Anderson, from Senior High School Teacher to Junior High School Teacher, Division of Schools.

Mrs. Gladys S. Lee, from Substitute Teacher to Junior High School Teacher, Division of Schools.

OFFICE OF THE COMPTROLLER

Mrs. Frances D. Wheeler, from Clerk-Typist, Central Typing and Clerical Unit, to Accounting Clerk, Agents Accounts Branch.

Paul F. Helton, from Systems Accountant, Accounting Division, to Auditor, General Audit Division.

William Goldfein, from Supervisory Accountant, Accounting Division, to Systems Accountant, Accounting Policies and Procedures Staff.

ENGINEERING AND CONSTRUCTION BUREAU

Herbert F. Moore, from Chemist to Superintendent, Miraflores Filtration Plant, Maintenance Division.

Charles J. Holmes, from Motor Boat Maintenance Mechanic to Small Tug Operator, Dredging Division.

HEALTH BUREAU

Dr. Gerald E. Cosgrove, Jr., from Chief, Clinical Pathology Section, to Chief, Board of Health Laboratory.

Martha E. Mastellari, Clerk-Stenographer, from Employment and Utilization Division to Gorgas Hospital.

MARINE BUREAU

William D. McGowin, from Foods Buyer, Commissary Division, to Guard, Locks Security Branch.

Jack W. Rocker, from Machinist, Pacific Locks, to Marine Inspection Assistant, Navigation Division.

James J. Reccia, from Stockman Foreman, Commissary Division, to Guard, Locks Security Branch.

Elmer E. Stoakley, from Commissary Supervisor, Commissary Division, to Guard, Locks Security Branch.

Louis A. Austin, from Accounting Clerk, Commissary Division, to Guard, Locks Security Branch.

Irving Spector, from Small Tug Operator, Dredging Division, to Towboat Master, Navigation Division.

Gilbert A. Sollas, from Commissary Supply Assistant, Commissary Division, to Guard, Locks Security Branch.

Charles A. Parks, David B. Marshall, from Guard, Locks Security Branch, to Towing Locomotive Operator, Pacific Locks.

PERSONNEL BUREAU

Mrs. Evelyn L. Farbman, from Clerk-Typist to Clerk Stenographer, Employment and Utilization Division.

SUPPLY AND EMPLOYEE SERVICE BUREAU

Norbert W. Hammond, from Supervisory Commissary Supply Assistant, to Stockman Foreman, Commissary Division.

TRANSPORTATION AND TERMINALS BUREAU

Lee B. Hunnicutt, from Property and Supply Clerk, Commissary Division, to Supervisory Cargo Clerk, Terminals Division.

Ross E. Pase, from Wood and Steel Carman to Railroad Car Inspector, Railroad Division.

Mrs. Fern L. Herndon, Clerk-Stenographer, from Administrative Branch to Motor Transportation Division.

NOVEMBER SAILINGS

From Cristobal

Ancon	November 3
Panama	November 10
Cristobal	November 17
Ancon	November 24

From New York

Panama	November 1
Cristobal	November 8
Ancon	November 15
*Panama**	November 23
Cristobal	November 29

*Because of the Thanksgiving Day holiday, the *Panama* leaves New York Friday, arriving in Cristobal Thursday, November 29. Otherwise the ships are in Haiti on Monday on both north- and southbound trips.

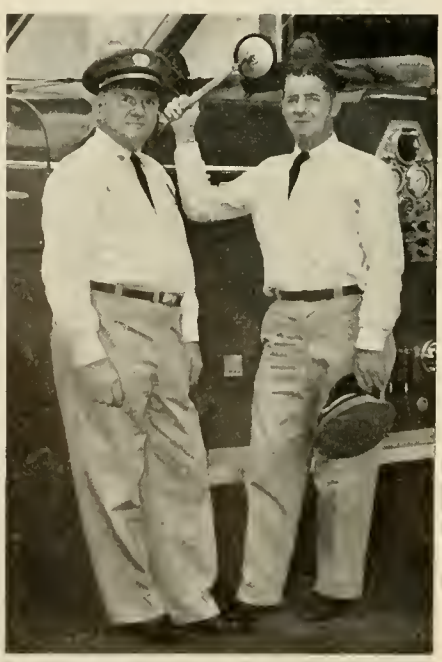
ANNIVERSARIES

For the second year, **Otto L. Savold,** Cristobal's Postmaster, heads the October Anniversaries list. Two weeks ago today he completed 41 years of government service, all of it in postal work except for his Army time during World War I. He has been a Canal Zonian for 30 years.

Born in Bangor, S. Dak., he cancelled his first stamp in Oakes, N. Dak. He served at Cristobal first when he was new to the Canal Zone Postal Service and is back there again as its postmaster. He hasn't changed his hobbies—wirehair terriers and experimental gardening at Santa Clara—since we wrote about him a year ago and Biff, the present terrier, still rules the Savold roost.

The Canal Zone's Men in Blue (the firemen have this distinction until the police decide on their new uniforms) have their innings this month in the Anniversaries column; they've copped off the second two places.

Incidentally, the two next-to-senior men for October have almost parallel histories: Both came to the Isthmus as servicemen, both were sergeants in the military service, both started their careers in Cristobal, both are now officers in the Fire Division, both have unbroken service, not only with the Canal organization but also with the Fire Division, and both have reputations among their friends as being especially handy men. Let's take them one at a time:



ANNIVERSARY celebrants last month were Lt. Charles F. Stevens, left, of the Pedro Miguel Fire Station, and Capt. William H. Casswell, Cristobal Fire Chief.

Second man on the October totem pole, with 40 years of Government service behind him last month, is **Lt. Charles F. Stevens,** commander of the Pedro Miguel Fire Station.

Born in Oklahoma City he came to the Isthmus just 40 years ago this month and was stationed at Fort Sherman with a Motor Transportation Corps unit. Four years later he left the Army and joined the Canal Zone Fire Division, with Cristobal as his first station.

In 1936 he was made a lieutenant and placed in charge of the Pedro Miguel Fire Station, where he has remained ever since.

"Steve," his friends say, "is a fix-it specialist, who can do almost anything from electric and gas welding up and down the line." During the early 1930's he built and installed the first variable control generator ever used on an automobile on the Isthmus.

35 YEARS

Five years behind Lieutenant Stevens as far as total years of Government service is concerned, is **William H. Casswell**—Bill or Casey to his friends, and Chief, more formally—who is Fire Chief in Cristobal.

Born in Chicago he was a Staff Sergeant in the 25th Bombardment Squadron at France Field when he decided that the Fire Division had more to offer and signed up as a fireman at Cristobal. Most of his service has been on the Atlantic side, although he spent one day at Balboa and served at Gamboa for almost two years.

He has held the rank of Captain since 1948, and was made Chief of the Cristobal Fire District in January 1955.

In 1939 he spent three and a half months in New York City attending the City's Fire College. Last December he was given a $100 award for a proposal, made jointly with Eldon C. Rouse (who also received a $100 award), that fire hose couplings and hydrant nipples be altered to National Standard size.

An enthusiastic ham radio operator, Captain Casswell is also "about the handiest handyman" his friends has ever seen. His current project is building a truck on which he intends to haul material to his vacation home in the Volcan section of Panama. Someone ought to organize a competition between him and Lieutenant Stevens.

30 YEARS

Santa Claus, of all people, is one of the Canal employees who completed 30 years of Government service last month. But wait 'til we get to him, alphabetically.

"D" comes first in this month's 30-year men, and the "D" stands for **John T. Dillon,** Engineer on the dipper dredge *Cascadas*. More than half of his Government service was aboard Shipping Board vessels; eight years was accounted for by his service as an engineer in the Panama Line's SS *Guayaquil*, and the old and new *Ancons*. He comes from Westboro, Mass., and has been with the Dredging Division since 1940.

Archie W. French, a native Isthmian, is a Wireman Welder at Gatun Locks. Born in Colon Hospital he attended Balboa High School and held his first Canal job in the Balboa medical storehouse during a summer vacation. He served his apprenticeship here and has divided his adult Canal service among the Mechanical, Building, and Locks divisions.

Now for Santa Claus: In private life he is **Whitman P. Garrett,** a police officer on duty in Cristobal but come Christmas time he is off in a launch to help spread holiday cheer to the families living along the edges of Gatun Lake. A former serviceman, he once stood guard duty for a three-month period at the Tomb of the Unknown Soldier in Arlington Cemetery. He has been on the police force since 1940.

Last, alphabetically, of last month's 30-year employees is **Clarence A. Greene,** Wireman Foreman at Gatun Locks. Born in Opelika, Ala., he served 11 years with the Navy before he joined the Canal force as a wireman for the Electrical Division in 1935. His service has been divided between that Division and the Locks.

25 YEARS

Five of the seven employees who had

Silver Anniversaries in October have unbroken service with the Canal organization and unbroken service with their divisions.

They are: **Jeanne E. Brown, Cyrus W. Field, Bernardine U. Hanna, Florence A. Lamson,** and **James C. Slade.**

Miss Brown is Librarian at Cristobal High School. Mr. Field is Chief Foreman Shipfitter with the Industrial Division. Miss Hanna and Miss Lamson are school teachers, Miss Hanna teaching third grade at Ancon and Miss Lamson second grade at Cristobal. Mr. Slade is a Plant Engineer with the Maintenance Division.

Last month's remaining 25-year employees are: **Russell L. Gallaher,** Supervisory Supply Clerk with the Maintenance Division, and **Richard J. Koperski,** a native Zonian, who is a Procurement Officer for the Commissary Division.

20 YEARS

Three of the men and women who have served the Government for 20 years are natives of the Isthmus and all—**Mrs. Ruth L. Turner,** Library Assistant, **Joseph H. Orr, Jr.,** Supervisory Supply Assitsant, Division of Storehouses, and **David B. Marshall,** Towing Locomotive Operator, Pacific Locks—are second generation employees. Mrs. Turner is the daughter of Alexander Eberenz who worked with the Coaling Plant and the Electrical Division; Mr. Orr's father was a Yard Foreman for the Panama Railroad when he retired in 1949. Mr. Marshall's mother worked for the old Receiving and Forwarding Agency.

Geographically the 20-year employees are interesting, too. All but one, **William L. Brooks,** Administrative Assistant in the Power Conversion Project, who was born in Iowa, comes from east of the Mississippi River.

Those with unbroken service, and their native states, are: **Mr. Brooks; Clement J. Genis,** Pennsylvania, Safety Inspector for the Supply and Employee Service Bureau; **Mr. Orr;** and **Cecilia E. Wensing,** Wisconsin, Head Nurse, Gorgas Hospital.

Other 20-year employees are: **Henry G. Appel,** Indiana, Liquid Fuels Gauger, Terminals Division; **John R. Bauer,** Pennsylvania, Guard Supervisor, Locks Division; **Mary W. Ewing,** New Jersey, Time, Leave, and Payroll Clerk, Fiscal Division; **Charles L. Greene,** North Carolina, Policeman, Cristobal District; **T. H. Forsstrom,** Massachusetts, Supervisory Marine Traffic Controller; **Daniel A. Lawson,** Wisconsin, Machinist, Gatun Locks; **Mr. Marshall; Mrs. Turner;** and **Lloyd M. Smith,** New York, Wireman, Locks Division.

15 YEARS

Ten of the 23 employees who completed 15 years of Government service last month have unbroken Canal service.

They are: **Walter J. Ilund,** Steam Engineer, Terminals Division; **Andrew J. Landreth,** Electrician Foreman, Electrical Division; **Norman J. Lewter,** Policeman, Gamboa Penitentiary; **Pauline E. Long,** First-Grade Teacher, North Margarita School; **Andrew J. May,** Supervisory Steward, Diablo Service Center; **Charles H. Oller,** Property and Supply Clerk, Motor Transportation Division; **Jacob Rand,** Distribution and Window Clerk, Postal Division; **Earl A. Schilling,** Optical Technician, Commissary Division; and **Elva K. Stewart,** Distribution and Window Clerk, Postal Division.

Other 15-year employees are: **William L. Bingham,** Power Dispatcher, Electrical Division; **Jack C. Brayton,** Head Stevedore Foreman, Terminals Division; **Laura G. Casement,** Accounting Clerk, Accounting Division; **Everette N. Clouse,** Combination Welder, Dredging Division; **Vernon C. Douglas,** Paving and Heavy Labor Lead Foreman, Maintenance Division; **Burnell F. Dowler,** Machinist, Industrial Division; **James S. DeFrees,** Maintenance Mechanic, Motor Transportation Division; **Dorothy E. Hannigan,** Clerk-Typist, Electrical Division; **John W. Huson,** Electronics Mechanic, Electrical Division; **Peter N. Riley,** Supervisory Administrative Assistant, Navigation Division; **George E. Riley, Jr.,** Lead Dock Foreman, Navigation Division (the Rileys are brothers); **Mildred H. Slater,** Elementary School Teacher, Division of Schools; **Anita R. Thompson,** Accounting Clerk, Accounting Division; and **Michael Zombory,** Supervisory Administrative Assistant, License Section, Civil Affairs Bureau.

First C. Z. Paid Fire Company

MATCHED TEAMS were apparently not in order 'way back when the Cristobal Fire Station equipment was horsedrawn. The station was the first to be manned by salaried firemen, 50 years ago this month.

"President Roosevelt was very much impressed by the practical test made by our fire department at Colon on Saturday," John F. Stevens, Chief Engineer of the Isthmian Canal Commission, wrote to Fire Chief C. E. Weidman 50 years ago this month.

"I may add on my own behalf," he continued, "that there are few towns of a much larger size in the United States that could even approximate such results."

The Chief Engineer had ample reason to congratulate the men who staffed the Cristobal Fire Station. At work as a unit of paid fire fighters for less than a month, the firemen had made a run from the Cristobal engine house to the passenger station in Colon, attached hose to nine two-way hydrants on Front Street and had 18 streams of water, 65 feet high, playing on the buildings—in 4 minutes.

Except for their chief, who had been appointed the Canal Zone's first Fire Chief December 1, 1905, the Cristobal firemen were the first paid fire fighters in the Canal Zone. Prior to November 1906, the Department had consisted entirely of volunteers. Cristobal, Gorgona, Empire, Culebra, La Boca, and Ancon had two volunteer companies apiece and Pedro Miguel had one in 1906. The following year volunteer companies were organized at Tabernilla, Gatun, Paraiso, and Corozal and in 1908 at San Pablo, Portobelo, and Bas Obispo.

Although other companies were staffed later with paid firemen, for years Cristobal was the largest station. Its company consisted of a captain, a lieutenant, an engineer, 13 firemen, and a clerk, all of whom served for 14 days out of each 15.

For those days their equipment was modern: One steam fire engine with a spiral water-tube boiler, capable of delivering 600 gallons of water a minute, a chemical engine, a truss hook-and-ladder, a two-horse hose wagon, with 2,500 feet of 2½-inch woven fire hose, and two 5-gallon chemical extinguishers. Its fire alarm system covered not only Cristobal but those parts of Colon adjacent to ICC and Panama Railroad property.

The information on the Canal Zone's oldest fire stations staffed by paid fire fighters is part of a comprehensive history of the Fire Division's early days compiled by Thomas N. Stewart, of Cristobal District.

RETIREMENTS

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

Philip Arrieta, El Salvador; Cash Accounting Clerk, Division of Storehouses; 14 years, 4 months, 25 days; San Antonio, Tex.

Edward Barlow, Rhode Island; Control House General Foreman, Miraflores Locks; 40 years, 9 months, 8 days; Croton-on-Hudson, N. Y.

Jerome Barras, Louisiana; Special Assistant to Chief, Housing and Grounds Division; 31 years, 1 month, 17 days; Hawley, Pa.

Daniel J. Considine, New York; Machinist, Gatun Locks, 26 years, 11 months; Elmira, N. Y.

Jerome F. Evans, Michigan; Manager, Balboa Commissary; 30 years, 1 month, 8 days; address undecided.

John P. Fahnestock, Florida; Blacksmith, Dredging Division; 16 years, 7 months, 22 days; Oceanside, Calif.

Antonio Fernandez, Spain; Machinist, Pacific Locks; 21 years, 10 months, 27 days; Miami, Fla.

Gilbert H. Furey, Washington, D. C.; Printer, Printing Plant; 30 years, 4 months, 19 days; California.

Clifford M. Glenn, Nebraska; Lead Foreman, Maintenance Division; 17 years, 10 days; address undecided.

James E. Heady, Indiana; Chief, Reports and Reconciliation Branch, Office of the Comptroller; 30 years, 5 months; Texas.

Capt. Walter H. Kuhrt, New York; Pilot, Navigation Division; 29 years, 1 month, 24 days; Dorset, Vt.

Capt. Lucien A. Skeels, Massachusetts; Pilot, Navigation Division; 29 years, 10 months, 27 days; Madison, Conn.

Cleveland A. Schecker, New York; Disability Relief Officer, Personnel Bureau; 33 years, 2 months, 9 days; Pittsburg, Kan.

Warren G. Schultz, Pennsylvania; Inspector of Floating Equipment, Marine Bureau; 29 years, 9 months, 20 days; Tampa, Fla.

George W. Smith, Ohio; Supervisory Storekeeper, Atlantic Locks; 14 years, 2 months, 3 days; Colon, R. P.

Marie Van Clief, Germany; Accounting Clerk, Office of the Comptroller; 19 years, 8 months, 12 days; Balboa, Canal Zone.

Capt. Alan S. Wallace, Massachusetts; Pilot, Navigation Division; 32 years, 11 months, 15 days; Costa Rica, for the present.

Relandscaping Plan Calls For Planting 4,000 Shrubs, Trees

The sight of flowering trees and the beauty of tropical plants will soon greet newcomers and visitors to the Isthmus as their ships pull into the Cristobal pier area provided the iguanas don't win the current Battle of the Flowers.

A complete landscaping job near the piers, at the end of the Mole and around the Terminal Building has just been completed as part of an over-all re-landscaping of the Canal Zone. Now personnel of the Housing and Grounds Division and the Terminals Division are anxiously watching to see whether they can outwit the iguanas whose favorite diet is luscious new leaves and twigs.

No one is quite sure why the iguanas have selected the rocks at the end of the Cristobal Mole as their habitat, but almost any day they can be seen by the dozen—rusty-brown grandfather sizes down to tiny bright-green youngsters—basking in the sun on the rocks.

While the entire Canal Zone is being replanted—the job will involve more than 4,000 shrubs and trees—the Cristobal pier area was selected for special attention because it is the first place to be seen by thousands of visitors who come to the Isthmus each year aboard ship. This part of the program was requested, and paid for, by the Terminals Division.

The most brilliant of the tropical plants and trees native to Panama, or, if not native, which flourish here and can withstand salt spray, were chosen for the planting so that newcomers could get a good idea of the variety and beauty of the local flora.

The planting, which is spaced in strategic spots along the entire pier area from the customs checkout shed to the end of the Mole opposite Pier 6, includes copper leaf plants, many varieties of hibiscus, oleander, crepe myrtle, Pride of Barbados, bamboo orchids, frangipani, several varieties of croton, poinsettias, red ginger lilies, gardenias, bougainvillea in several shades, several types of shower trees, and a stand of red bananas.

Several small shrubs and some flowering plants have been set out in the small plot of ground in front of the Terminal Building where the old Spanish anchors, brought from the Cruces Trail, have been a tourist attraction for years.

While most of the planting in the pier area is new, it is part of the over-all landscaping and re-landscaping program for which the Housing and Grounds Division has been preparing for some time, but which actually got underway about July 1 and which will be completed before the beginning of the dry season.

Anniversary Program Will Be Held Nov. 15

(*Continued from page 1*) and the festivities held there for many years; Mrs. McCormack, representing the Historical Society; and, from today's Company-Government organization: Wilson H. Crook, Supply and Employee Service Director; Mr. Thornton, Mr. Chase; W. G. Arey, Jr., Public Information Officer; and J. Rufus Hardy and Eleanor McIlhenny, from the Press and Publications Office.

Company Income Statement

With Panama Canal traffic at the highest peak in its operating history, a tentative net income of $4,179,464 was reported for the past fiscal year by the Panama Canal Company. This net was reported after payment of $8,590,710 interest on the U. S. Government's direct investment, and $10,078,252 for the net cost of the Canal Zone Government.

Operating results for the fiscal year 1956 were reported late last month by Governor Potter, President of the Company.

The financial report also showed the payment of a $5,000,000 liquidating dividend to the United States Treasury. This was the second liquidating dividend paid to the Treasury since the Company started operations as a corporate enterprise in July 1951. A payment of $10,000,000 was made in the fiscal year 1955.

These payments to the Treasury represent a partial repayment of the United States Government's investment in the Company, and serve to reduce the interest base and consequent reduction of the Company's financial obligations.

In the formal statement issued on the operating results for the past fiscal year, attention was directed to the fact that fluctuations in the ratio of net income to revenues is directly influenced by tolls-revenue since the Canal costs are fixed and do not vary with business volume.

All income statements and balance-sheets of the Company, including net revenue, are still considered on a tentative basis, pending approval by the Director of the Bureau of the Budget of the valuation of certain properties and items of working capital transferred to the Company up to July 1, 1951.

The condensed income statement for the fiscal year 1956 is shown below:

Condensed Statement Of Income—Fiscal Years Ended June 30, 1956 and 1955

	Fiscal Year *1956*	Fiscal Year *1955*
CANAL AND ALLIED MARITIME OPERATIONS		
REVENUE:		
Tolls from commercial vessels	$36,219,085	$33,918,993
Tolls credits from U. S. Government vessels	1,231,866	1,217,536
Other	10,176,918	9,195,027
Total revenue	$47,627,869	$44,331,556
OPERATING EXPENSES:		
Depreciation (see note)	$2,449,014	$2,383,405
Other	18,877,097	18,661,733
Total operating expenses	$21,326,111	$21,045,138
Net operating income	$26,301,758	$23,286,418
SUPPORTING SERVICE OPERATIONS		
Sales to employees and others	$41,629,185	$39,485,846
Cost of goods sold and other direct expenses	39,239,198	37,467,518
Net operating income	$2,389,987	$2,018,328
Total	$28,691,745	$25,304,746
GENERAL CORPORATE CHARGES		
Net cost of Canal Zone Government	$10,078,252	$9,779,270
Interest paid to U. S. Treasury	8,590,710	9,043,766
General and administrative expenses	5,843,319	5,900,576
Total general corporate charges	$24,512,281	$24,723,612
Net income	$4,179,464	$581,134

NOTE: Exclusive of depreciation (1956, $2,882,086; 1955, $2,552,977) charged to supporting service operations and to general and administrative expenses.

Preliminary Planning Now Under Way For School For Handicapped Children

(*Continued from page 1*) American schools, and four Medical Technicians for the two hospitals.

In preparing plans for the establishment of a school for handicapped children, it has been assumed that the program will receive the parent's full cooperation. One of the prerequisites for enrollment will be a pledge by the mothers to work voluntarily as orderlies and training assistants where their services are required.

Governor Potter has expressed a deep interest in the establishment of proper training facilities for these children in the Zone. In presenting the proposal to the Board of Directors last month, he said in part:

"It is only reasonable that the Government should provide adequate educational facilities for the handicapped in this remote location where no municipal or charitable institution, research center, or private school or clinic is available to our Canal Zone population."

STATISTICS ON CANAL TRAFFIC

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

U. S. STEEL STRIKE AND DROP IN OIL SHIPMENTS CONTRIBUTE TO DECLINE IN TRAFFIC AND TOLLS

A drop in fuel oil movements from the U. S. west coast, the aftermath of the recent steel strike in the United States, and a severe windstorm in Central America were factors contributing to the decline of traffic through the Panama Canal during the first quarter of the fiscal year.

Tolls, traffic, and cargo tonnage were all lower during the first quarter this year than for the comparable quarter in the preceding fiscal year.

During the months of July, August, and September this year, a total of 2,277 vessels—1,968 of them commercial ships of 300 tons or over—transited the Canal. This figure is 210 below the total of 2,487 which went through the Canal during the same months in the previous fiscal year. The major decrease was in the number of large commercial vessels, although there were also fewer small commercial ships and Government vessels than during the first quarter of fiscal year 1956.

Tolls collected during the first quarter of this fiscal year were $576,824 lower than for the first quarter of the preceding fiscal year, with commercial tolls accounting for $476,222 of the decline.

Intercoastal Drop

A most marked change in the shipping picture was in the United States intercoastal trade, with only 126 vessels on that trade route using the Canal during the first quarter this year, compared to 236 during the first quarter of the past fiscal year.

This was due mainly to a marked decrease in the shipments of residual oil, used for fuel. Oil shipments between the west and east coasts of the United States had been unusually heavy during the first quarter of the past fiscal year. This apparently was a peak.

Another trade development having an effect on Canal traffic was the recent steel strike in the United States. This shows in the smaller amount of iron and steel manufactures shipped through the Panama Canal during the first quarter of this year.

Traffic between the east coast of the United States and Central America, via the Canal, is only slightly over half of that shown during the first quarter of the preceding fiscal year. This drop is attributed mainly to severe windstorms which destroyed approximately 2.5 million banana plants in the crop around Puerto Armuelles in western Panama. This is also indicated by the figures for banana shipments 177,424 thousands of long-tons this fiscal year compared to 244,137 long tons during the first quarter of fiscal year 1956. Replacements for these plants should be ready for cutting within the next few months.

Nitrate shipments from the Pacific to the Atlantic also showed a marked decline, reaching their lowest point for some years. Only 68,854 thousands of long-tons of nitrate were carried through the Canal during the first (*See page 18*)

BIDS FOR THE sale or charter of the SS *Panama*, one of the Panama Line's three sister ships, are to be advertised by the U. S. Maritime Commission which will handle the transaction for the Panama Canal Company. The proposed removal of one the ships from service was approved last month by the Board of Directors because of the expected decrease in amount of Company-Government freight after this year. Final action on the *Panama*'s fate will not be taken before the Board meets late next January in the Zone.

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

Month	Transits			Tolls (In thousands of dollars)		
	1957	1956	1938	1957	1956	1938
July	669	727	457	$3,054	$3,247	$2,030
August	653	676	505	2,888	2,980	2,195
September	646	686	444	2,861	3,053	1,936
October	--------	709	461	--------	3,065	1,981
November	--------	627	435	--------	2,706	1,893
December	--------	658	439	--------	2,944	1,845
January	--------	664	444	--------	2,844	1,838
February	--------	681	436	--------	3,011	1,787
March	--------	712	506	--------	3,068	2,016
April	--------	692	487	--------	3,025	1,961
May	--------	703	465	--------	3,215	1,887
June	--------	674	445	--------	3,013	1,801
Totals for first 3 months of fiscal year	1,968	2,089	1,406	$8,803	$9,280	$6,161
Totals for fiscal year	--------	8,809	5,524	--------	$37,451	$23,170

CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

	First Quarter, Fiscal Years				
	1957			1956	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean going	1,040	928	1,968	2,089	1,406
*Small	89	91	180	261	211
Total commercial	1,129	1,019	2,148	2,350	1,617
**U. S. Government vessels, ocean going	38	30	68	67	--------
*Small	23	38	61	70	--------
Total commercial and U. S. Government	1,190	1,087	2,277	2,487	--------

*Vessels under 300 net tons or 500 displacement tons.
**Vessels on which tolls are credited. Prior to July 1, 1951, Government operated ships transited free.

(Continued from page 17) quarter this fiscal year, compared to 207,629 thousands of long tons in the same period of the last fiscal year.

Commodities showing an increase this quarter over the same quarter last year are wheat, canned food products, metals, refrigerated food products, phosphates, paper and paper products, sugar (an increase of about 77 percent here), and ores.

Scrap shipments from the east coast of the United States to the Far East continue high; 91,000 tons of scrap went through the Canal in September alone.

While there is a considerable decrease in the number of ships on the intercoastal run and on the trade route between the United States east coast and Central America, there is some increase in the number of ships on the trade routes between the east coast of the United States and the Far East, and those from Europe to the west coast of South America.

Europe, especially Germany, is more than recovering its pre-war trade, Canal statistics show. Some of this cargo is iron ore, from the South American west coast to Europe. During the first quarter of this fiscal year, 158 German-flag vessels transited the Canal, compared to 100 for the first quarter of the fiscal year 1956. Part of this total, of course, is counted for by the transits of the German-registered *Portunus*, which averages slightly over one Canal transit a week on its run from Ecuador to U. S. Gulf coast ports.

Other nationality increases the first quarter of this year were British, up from 253 transits for the first quarter of fiscal year 1956 to 295 the first quarter this year; Liberian, 138 for the first quarter this year compared to 98 for the same period in fiscal 1956; Japanese, Italian, and Dutch.

Nationalities showing a decrease included: United States, down from 634 during the first quarter of fiscal year 1956 to 469 during the first quarter this year; Norwegian, 52 fewer the first quarter this year than last; Danish, a drop of 16; and Honduran, a drop of 22—most of which is accounted for by the decline in banana shipments.

LeTourneau Told To Proceed With New-Type Locomotives

Two experimental towing locomotives, designed by the R. G. LeTourneau Company of Texas, will be in service at Gatun Locks no later than December of next year.

Notice to proceed with the manufacture of the two towing locomotives, which are radically different in design from the present locomotives used on Panama Canal locks, was given to the LeTourneau Company after the meeting of the Board of Directors last month.

The experimental locomotives are designed to furnish enough power and maneuverability so that only two locomotives will be needed for an average-sized ship—as compared to the four to six now used—and three or four of the experimental type for larger vessels which now require six to ten locomotives.

A detailed story on the new-type locomotives, together with engineers' drawings of the way in which they will be operated, appeared in the August 1956 issue of THE PANAMA CANAL REVIEW.

Canal Commercial Traffic by Nationality of Vessels

Nationality	First Quarter, Fiscal Years					
	1957		1956		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Belgian	3	3,316				
British	295	1,919,057	253	1,625,637	292	1,667,795
Chilean	18	101,454	17	109,443	2	10,096
Chinese	13	88,079	10	59,517	2	13,113
Colombian	56	78,179	62	67,476		
Costa Rican	4	37,304	6	48,473		
Danish	80	293,411	96	277,578	55	254,567
Ecuadorean	14	24,860	13	14,767		
Estonian					2	4,695
Finnish	5	18,452	4	26,041		
French	27	149,490	32	189,908	28	146,788
German	158	521,759	100	255,436	91	450,641
Greek	32	288,248	43	369,198	31	181,941
Honduran	72	56,663	94	103,270	9	2,926
Hungarian					2	11,176
Irish	1	8,250				
Italian	36	179,673	33	217,094	13	39,933
Japanese	120	853,040	113	792,263	75	522,490
Korean	3	14,318				
Liberian	138	1,212,838	98	782,465		
Mexican	2	5,754				
Netherlands	34	211,765	30	157,913	60	217,168
Nicaraguan	9	16,594	9	14,191		
Norwegian	199	1,023,276	251	1,120,682	155	855,770
Panamanian	114	628,464	111	481,679	54	155,169
Peruvian	11	59,369	8	59,398		
Philippine	3	15,127	7	41,445		
Portuguese			1			
Spanish	10	32,037	13	55,391	2	15,280
Swedish	41	194,446	49	234,771	31	206,645
Swiss	1	10,091				
United States	469	2,960 913	634	4,405,318	495	2,860,814
Venezuelan			2	8,851	2	1,953
Yugoslavian					5	23,151
Total	1,968	11,006,226	2,089	11,518,205	1,406	7,642,111

Principal commodities shipped through the Canal
(All figures in long tons)
ATLANTIC TO PACIFIC

Commodity	First Quarter, Fiscal Years		
	1957	1956	1938
Mineral oils	1,364,904	1,208,981	178,635
Coal and coke	808,166	893,731	47,077
Manufactures of iron and steel	483,120	491,615	646,493
Phosphates	417,807	273,237	111,416
Sugar	328,898	185,054	3,207
Paper and paper products	135,697	115,069	132,018
Sulphur	109,691	118,358	83,729
Soybeans and products	108,182	144,495	900
Ores, various	91,496	69,448	42,072
Wheat	69,948	66,067	343
Automobiles	69,179	67,079	62,666
Chemicals, unclassified	67,980	60,796	27,985
Ammonium compounds	58,686	61,317	534
Cement	56,683	65,526	50,559
Corn	9,206	98,642	33,360
All others	1,647,743	1,125,697	1,568,015
Total	5,827,386	5,045,112	2,989,009

PACIFIC TO ATLANTIC

Commodity	First Quarter, Fiscal Years		
	1957	1956	1938
Ores, various	1,339,987	990,513	541,685
Lumber	705,788	981,476	877,574
Wheat	473,789	248,463	40,873
Sugar	354,838	545,825	439,129
Canned food products	337,658	323,200	306,650
Metals, various	227,284	197,836	173,726
Bananas	177,424	244,137	8,670
Mineral oils	164,162	1,272,407	978,129
Refrigerated food products (except fresh fruit)	164,003	118,035	45,205
Nitrate	68,854	207,629	222,756
Coffee	65,633	73,515	37,173
Copra	61,758	81,706	35,092
Iron and steel manufactures	57,368	55,300	5,966
Barley	53,755	275,901	53,158
Cotton	41,051	56,233	37,071
All others	885,488	800,917	850,245
Total	5,178,840	6,473,093	4,653,102

Dutch Line Observes Hundredth Birthday

When the SS *Agamemnon* of the Royal Netherlands Steamship Company entered the Panama Canal May 17, 1915, enroute from Amsterdam to Guayaquil in ballast, she was sufficiently unusual on two counts to warrant special mention in THE PANAMA CANAL RECORD.

She was not only the first Dutch ship to transit the Canal but she also bore on her sides her name and port of registry in letters which could be read at a distance of several miles. This World War I measure—later to become a familiar sight on transiting ships apparently was still a novelty for the Canal's customers.

Last month the *Agamemnon's* owner, the Royal Netherlands Steamship Company (whose name is officially The Koninklijke Nederlandsche Stoombot-Maatschappij, N.V.) celebrated its hundredth birthday. Organized in 1856, the Dutch line absorbed the Royal Netherlands West India Mail Line in 1912, with an eye to the then future opening of the Panama Canal. The war interrupted plans for an expanded trans-Atlantic service and it was not until 1915 that the Line was able to begin regular service through the Canal to the west coast of South America.

Years later, after World War II, a Dutch line service which was exceedingly popular with Zonians was stopped. This was an around-South-America run by two 12-passenger freighters, the *Pericles* and *Soerates*. The trip took about 100 days and passenger fare was around $650.

Today its offices in Cristobal act as agents not only for its own ships but also for the vessels which transit the Canal each month for the Japanese Kawasaki Kisen Kaisha Line; for the Nedlloyd Line, which is a combination of the two other largest Dutch shipping companies in trade from Vancouver and the U. S. west coast to ports on the South American east coast and North Africa; and for a number of tankers registered in Rotterdam.

Four of the line's passenger ships arrive regularly at Cristobal but do not make the Canal transit. They are the *Willemstad*, *Oranjestad*, *Cotica*, and *Boskoop*. Each carries about 150 passengers and cargo from Amsterdam to Caribbean ports.

Two new passenger vessels will be added to the Royal Netherlands Caribbean fleet next year. They are the *Prins der Nederlanden* and the *Oranje Nassau*, now being constructed in Holland. Each will have accommodations for 150 passengers and will be partly air-conditioned. The first of the two will leave Holland in July 1957, and will visit Cristobal on her regular Caribbean run.

On the Pacific side the Royal Netherlands Steamship Company is represented by Pieter Blok Agencies, as far as freight is concerned, while passenger traffic is handled by Boyd Brothers.

H. N. JONGBLOED, General Agent for the Royal Netherlands Steamship Company in Cristobal, has been with the line for 38 years. He is serving his second tour in the Canal Zone.

Zonians On Alert

TWO SIMULATED ATOMIC blasts in the Canal Zone resulted in scenes like these last month in the Canal Zone. In the top picture first-aid workers—splints in hand—stream out of the assembly area in the old Mechanical Division yard at Balboa enroute to the disaster area south of Miraflores Locks. In the lower picture the first-aid and decontamination teams—the latter are indicated by their brooms—pile aboard trucks for the disaster section. About 250 Company-Government workers and 50 volunteers took part in the Pacific side exercise October 17; another 200 employees and about 40 volunteers played similar parts in the alert on the Atlantic side last Tuesday. The Atlantic side assembly area was the Industrial Division and the disaster area was at Coco Solo.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	First Quarter, Fiscal Year		
	1957	1956	1938
United States Intercoastal	126	236	349
East Coast of U. S. and South America	474	483	97
East Coast of U. S. and Central America	77	146	19
East Coast of U. S. and Far East	343	317	217
U. S./Canada East Coast and Australasia	48	55	49
Europe and West Coast of U. S./Canada	174	182	194
Europe and South America	205	184	137
Europe and Australasia	88	84	44
All other routes	433	402	300
Total traffic	1,968	2,089	1,406

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SHIPS AND SHIPPING

TANGIBLE PROOF that the MS *Portunus* made more trips through the Panama Canal last fiscal year than any other vessel—54 in all—is this hand-lettered certificate presented last month by Capt. Warner S. Rodimon, Marine Director, to Capt. Fritz J. Moebes, master of the *Portunus*. The presentation took place while the *Portunus* was being put through Miraflores Locks.

TRANSITS BY OCEAN-GOING VESSELS IN SEPTEMBER

	1956	*1955*
Commercial	646	686
U. S. Government	18	24
TOTAL	664	710
TOLLS*		
Commercial	$2,865,538	$3,057,607
U. S. Government	99,122	149,310
TOTAL	$2,964,660	$3,206,917

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

Tanker To Dredge

One of the most unusual craft to make the Canal transit recently was the *Sealane* which was northbound through the Canal last month. Formerly a 501-foot tanker, the vessel was converted in Japan recently into the world's largest suction dredge.

No stranger to the Canal, the *Sealane* made its last visit to the Isthmus September 20, 1953, as the tanker *Pan Massachusetts*, enroute from the U. S. east coast to Japan. Her method of transit at that time was, to say the least, unusual. Because of bow damage received in a marine collision off the east coast, she was towed backward as a dead ship from Baltimore through the Canal and on to Japan.

As the *Sealane*, the vessel made the trip from Japan to Panama under her own power. She is owned by the Ludwig interests. The dredge will be used on the Atlantic side to deepen the harbor at Las Minas Bay as part of a refinery project.

Ore Ship

Another addition to the list of ships too large to use the Panama Canal is the Universe tankship *Ore Monarch* which is due in Balboa about November 30 from San Juan, Peru.

Unlike the *Queen Mary* and some of the largest U. S. aircraft carriers, however, the *Ore Monarch* is too large to make the Canal transit only when she is carrying a full load of ore. Fully loaded, her draft is beyond the maximum permitted for the Panama Canal.

When the *Ore Monarch* arrives from Peru, she will be carrying approximately 36,400 tons of iron ore, which is 5,000 tons under her maximum capacity. With this load, the ship will have a safe 34-foot draft and, with the assistance of two Panama Canal tugs, is expected to make the transit without incident.

In the future, however, the ore ship will be used between the United States east coast and Gulf coast to Venezuela, where she will be able to operate on a capacity basis. The *Ore Monarch* is the third of a series of super oreships being built in Japan by the Ludwig interests and will be on her maiden voyage. The *Ore Monarch* is handled here by Panama Agencies.

Official First

Arrival in Cristobal on November 25 of the Norwegian-American Line's new *Bergensfjord* is considered as the official beginning of the 1956–57 cruise season, although an occasional cruise ship has put in here within the past few months.

The *Bergensfjord* will be not only the first of the cruise ships in the tourist season, which is expected to bring some 20,000 tourists here, but will also be on her maiden cruise. Completed in 1955, the ship has been on the North Atlantic service since last May.

The 17,000-ton *Bergensfjord* will carry about 400 tourists and, in addition to Cristobal, will make stops at Port-au-Prince, Curacao, Cartagena, and Nassau. The ship will be handled locally by the Pacific Steam Navigation Company.

First Visits

Two new ships, one making its maiden trip through the Panama Canal and the other here on its first cruise, are due within the next few weeks.

The first will be the MS *Bolinas*, a new Fred Olsen Line freighter on its maiden voyage from Oslo enroute to North Pacific ports with general and refrigerated cargo. The vessel was built in Bergen and has accommodations for 12 passengers. She will join a large fleet of Fred Olsen ships which make regular trips through the Panama Canal. Local agents for the Olsen Line are C. Fernie & Co.

The second of the two new ships is the 22,000-ton Cunard liner *Carinthia*, one of the new luxury liners on the North American service between Montreal and Liverpool.

She is due in Cristobal on New Year's Eve on her first winter cruise through the Caribbean. The *Carinthia* will remain here one day. Pacific Steam Navigation Company will handle the big cruise ship.

Milk Ship

Carrying a full cargo of powdered milk for the United Nations Children Fund, the 5,134-ton Chilean ship *Roble* was southbound through the Canal last week.

The *Roble* was out of Wilmington, N. C., and, before reaching the Canal Zone, made stops at Puerto Barrios and Puerto Cortez in Central America, discharging allotments of the milk at each stop. From the Canal Zone she was destined for Guayaquil, Callao, Antofagasta, and Valparaiso.

The master of the *Roble* is Captain Manuel Duran. The ship was handled locally by L. K. Cofer.

Per Diem Of $6 Authorized For Travel By Ship Or Plane

Employees of the Canal organization on official travel, including free home-leave travel, are now entitled to per diem expenses of $6 a day for ship or plane travel between the Isthmus and the United States.

An amendment to the Executive Regulation covering travel has been approved by Governor Potter authorizing payment of this per diem. The change has been made effective for all travel-orders issued on or since August 1 of this year.

The change does not affect the travel allowance of $12 a day which is provided for employees in travel time between the port of entry in the United States and their destination.

Items Imported By Zonians Must Be For Their Own Use

A notice to Canal employees having importation privileges that they may not import merchandise into the Canal Zone to replace articles purchased from a dealer's duty-paid stocks was issued last month by J. B. Clemmons, Chief of the Customs Division.

Such violation of importation regulations is punishable by law, as well as by cancellation of privileges. Information to this effect appears on the reverse side of Canal Zone free-entry forms.

On several occasions recently employees have purchased such items as silver or motor parts from a dealer in the Republic of Panama and then ordered the identical things sent to themselves in the Canal Zone with the expectation of replacing the merchandise taken from the dealer's shelves.