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Surfing

Governor W. P. Leber

Mercado Grande

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 H. R. PARFITT, Lieutenant Governor
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Russ Herrington eyes the wave ahead and waits patiently for the correct moment when he can walk forward for a good nose ride.

About Our Cover

THE PHOTOS on the cover depict scenes found in many nations of the world, almost any country that has a sea-coast. These pictures, however, were taken on some of Panama's finer beaches.

Surfing is a sport that captures the imagination of participants, photographers and less ambitious, but fascinated, observers. An illustrated article on page 18 focuses on the intricacies of this sport which has gained considerable refinement since it was originated in the South Pacific.

An extended article on the Canal Zone's new chief executive, Governor W. P. Leber, begins on page 11. Gov. Leber's assignment to the Canal Zone returned him to some old friends, made when he served here previously as Lieutenant Governor. The article takes a close look at the Governor and reflects many of his most noteworthy impressions.

Some of the other features of this issue of the PANAMA CANAL REVIEW are stories on Barro Colorado Island, Panama's Mercado Grande, the Canal Zone training programs that benefit individuals and the Republic of Panama, and the first auto trip across the Isthmus.

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Animal behaviorist Dr. Michael Robinson peers at a spider which has built its web on a circular wooden frame placed inside the cage.

Barro Colorado Island Draws Eminent Scientists

A MERE mention of the Isthmus of Panama suggests to many of the world's leading scientists an inconspicuous, 3,600-acre island sitting in Lake Gatun.

Barro Colorado Island, which some Isthmian residents are barely aware exists, is a biological reserve and research station where scientists may study, observe and experiment in ideal surroundings.

The island was formed in 1914 during the Canal construction days when the Chagres River was dammed and the entrapped water became what is now Lake Gatun, the principal source of water for the Canal. For the past 21 years, the Island, as the Canal Zone Biological Area, has been operated by the Smithsonian Institution.

It is part of the Smithsonian Tropical

Research Institute which includes also two marine biological laboratories and a small forested area, all in the Canal Zone. Director of the Institute is Dr. Martin H. Moynihan.

More than 100 scientists visit the island each year to carry on work that keeps them there for periods ranging from a few hours to several months. Rich tropical foliage growing without restriction, an outstanding selection of wildlife, especially mammals, that can be observed in their own habitat, plus laboratory facilities, and simple but wholesome living conditions are some of the characteristics making the preserve so valuable to the trained scientist.

Once open to the general public, Barro Colorado Island officials now do not encourage visits by non-scientists.

Years ago, when tourists were invited, they were faced with one imposing deterrent that still exists—a narrow and steep stairway of more than 200 steps leading from the boat dock up the hillside to the research station that overlooks the Canal. The only elevator is a small, makeshift affair for cargo.

BCI is strictly off limits to hunters who have been known to covet game, particularly the paca and tapir. Employees of the Smithsonian Institution patrol the 30-mile irregular shoreline in cayucos to guard against poachers. When apprehended, violators face prosecution and stiff sentences.

The sweeping variety of animals found on the island is attributed to the hunting prohibition. Contrary to what

(See p. 4)

Wide Variety Of Animals Found on BCI

(Continued from p. 3)

some may tend to believe, the animals, birds and insects found loose are indigenous to the area and did not flock there in desperation when the waters of Lake Gatun rose.

Dr. Neal G. Smith, a staff zoologist who spent 2 years on the island, believes that in no other tropical region can scientists interested in animals find them so easily.

Creatures not native to the island are sometimes taken there in cages for observation but are not released. Those which are or have been indigenous to the area are, at times, restocked.

The layman fortunate enough to make a brief visit finds many animals and insects in cages, and hears their sounds, such as the ear-shattering call of the howler monkey. But he does not see them when strolling through the more than 40 miles of trails—each named after a scientist and each marked every 100 meters—which provide access to various parts of the island.

The animal population includes more than 250 species of birds, 65 species of mammals, 22 lizards, 37 snakes, 5 turtles, 2 crocodiles, 15 toads, 16 frogs, 2 salamanders, and 22 fishes. These figures do not take into account the spiders, insects, other arthropods, and mollusks common to the island.

Comprising the island staff are a manager, a full-time librarian, cook, cleaning woman, carpenter, mechanic, boatmen, woodsmen, and animal keepers. Two full-time staff scientists currently working on the island are Dr. Michael Robinson, a British animal behaviorist, and Dr. A. Stanley Rand, a herpetologist from the United States.

There are four interns, three from the United States and one from France, engaged in varied projects as part of pre-doctoral degree work. The Smithsonian Institution internship program allows selected budding scientists to work on the island, usually for 1 or 2 years to prepare for their doctoral



Nicholas Smythe, who is doing pre-doctoral work on the island, cradles a paca, also known as a conejo pintado, in his arms. The paca is a large rodent common to the Isthmus and indigenous to the island.

dissertations. A similar program has been set up in cooperation with the Organization of American States under which some Latin American students already have participated.

Behavior of wasps, white-faced monkeys and rodents and the digestive track of monkeys are a few of the investigative areas being probed by the current group of interns.

The excellent facilities and working conditions are highly valued by visiting scientists, some of whom bring their wives and even children to the island while they carry on their experiments. At present, there are three children, all of pre-school age, living on BCI.

A fine air-conditioned library emphasizing ecology, behavior, and systematics, has more than 5,000 volumes and receives some 85 journals. Equipment includes photographic darkroom, typewriters, microscopes, canoes, binoculars, balances, flight cages in the forest, field

camping, and laboratory equipment.

Supplies of wood, wire, screen, glassware, preservative, photographic chemicals, and certain other supplies are available.

Air conditioned laboratory space has sinks, benches, electrical outlets, and shelving while animal houses provide cage and aquarium space.

The research station, usually crowded during the summer months but much less so during the winter, can accommodate approximately 20 research people at one time. Living quarters include a dormitory and three comfortable but unpretentious two-room cottages; meals are served in a common dining room.

Living conditions are generally healthful, thanks partially to reliable electricity, pure drinking water and other amenities usually not available to the scientist working in the field. A shortwave radio provides communica-



Dr. Robinson observes the behavior of assorted animals in cages on Barro Colorado Island.

tion with the mainland and by speedy launch residents of BCI are only 25 minutes from the townsite of Gamboa.

The islanders make weekly trips to Panama City for purchases of cigarettes, film and other items. This also provides opportunities for some relaxation and a break in routine with a movie or dinner in a downtown restaurant.

In addition to projects being carried on by individual scientists staying on the island, there are continuing experiments such as those of the Tropical Research Branch of Eastman Kodak which is testing tropical effects on paper, film, lenses, glues, and other products.

Military people involved in jungle survival training have been taken to the island for intensive briefings and to observe.

The island's emergence as a highly regarded scientific installation came slowly.

It began with Dr. Thomas Barbour of the National Research Council who came to the Isthmus in 1922 to find a site for a zoological research laboratory. He met entomologist James Zetek who was to put years of work developing Barro Colorado Island.

Zetek knew the region well. He had worked for the Panama Canal's Sanitary Department, the Republic of Panama, the Board of Health Laboratory and

the U.S. Department of Agriculture. Together, they decided that BCI was the most suitable area for the research laboratory. All hunting was banned there in 1923 when Gov. Jay J. Morrow proclaimed the island a natural park.

The next year, the first buildings were officially dedicated but distinguished men of science studied and observed on the island long before adequate facilities were built.

Financial problems plagued the Island for years and it had to rely on gifts from scientific institutions, universities, philanthropists and other sources to meet expenses. A ray of sunshine appeared when in 1940 the U.S. Congress passed a bill authorizing the setting aside of an area within the Canal Zone to preserve its natural features for scientific study. The bill also authorized \$10,000 a year to be given for the project's support but the appropriation was not made.

Several Government agencies provided funds to support highly confidential projects during World War II. And in 1946, the Canal Zone Biological Area became a Bureau of the Smithsonian Institution, thus bolstering its shaky economic foundation. Scientific groups and universities still assist the island financially and moderate fees, just sufficient to cover board and lodging, are charged scientists.



It's a long, steep walk up a narrow stairway from the boat dock to the upper hillside and the main part of the island. There is a makeshift elevator but this serves only for the luggage.

Mercado Grande Is Place To Shop



A pile of fresh Panama pineapples, the fruit that delights every newcomer, catches the eye of the shopper who seems to know how to make the best selection. To the left are papayas, enjoyed in many tropical and semitropical countries.

WHEN AN ISTHMIAN housewife needs a particular ingredient for that special meal and isn't sure if she can find it in the quantity and quality desired, she usually goes to the Mercado Grande.

It is Panama's largest single food market, being composed of several departments—fish, fowl, poultry, fresh tropical fruits and vegetables—all under one roof. The location is Calle 11 to 13 east, at Avenida Norte, near the Plaza de la Loteria in Panama City.

The fish department outdraws all others in terms of numbers of shoppers. Tables heaped with pink and white Panamanian shrimp, filleted and whole fish, lobster, mollusks, squid and crabs freshly caught by local fishermen are not easily passed up by customers.

Open every day except important holidays, the Mercado Grande is popular with both the average housewife and the fastidious hostess recognized for her delectable cuisine.

Most shoppers get there before 8 a.m., assuring themselves of the best selection of merchandise. The Mercado Grande is valued by those in search of hard-to-find items but the prices alone justify a visit.

Small and large stalls, bins, counters, and cubicles cluster together in general categories. The atmosphere is friendly and relaxed, never subdued.

The market also boasts personalized service rarely found in the coldly efficient supermarket or chain store. Good natured haggling is an accepted part of a day's shopping at the Mercado, though some vendors never waiver from their original prices.



Bananas and more bananas. Many species of both the eating banana and the cooking type (plantain) abound in Panama. And while they are sold at virtually every store and roadside stand in the Republic, the Mercado Grande offers an outstanding choice of varieties, including the tiny, luscious primitivos.



Chickens hang by hooks in the poultry section. The men behind the counters cut up the fowl and dispense other services usually associated with the corner butcher during the "good old days" rather than in this era of frozen foods and ultra efficient supermarkets.



"I'll take it," the lady tells the fish vendor who holds up one of his fresh wares. On the counter there are piles of both uncleaned fish and those cut into fillets and ready for the skillet.



This wise shopper includes a quantity of fresh shrimp on her shopping list knowing that it can be used in a sweeping variety of dishes. First time visitors to the fish counter of the Mercado Grande are often astounded at the size of the Panamanian white shrimp. About six of these make a pound.



"What else was it that I needed?" Our shopper seems to be lost in thought as she strolls past the counters.

Panamanians, Canal Profit By Training

MANY AREAS of activity in the Canal Zone have produced an upward trend in economic benefits to Panama.

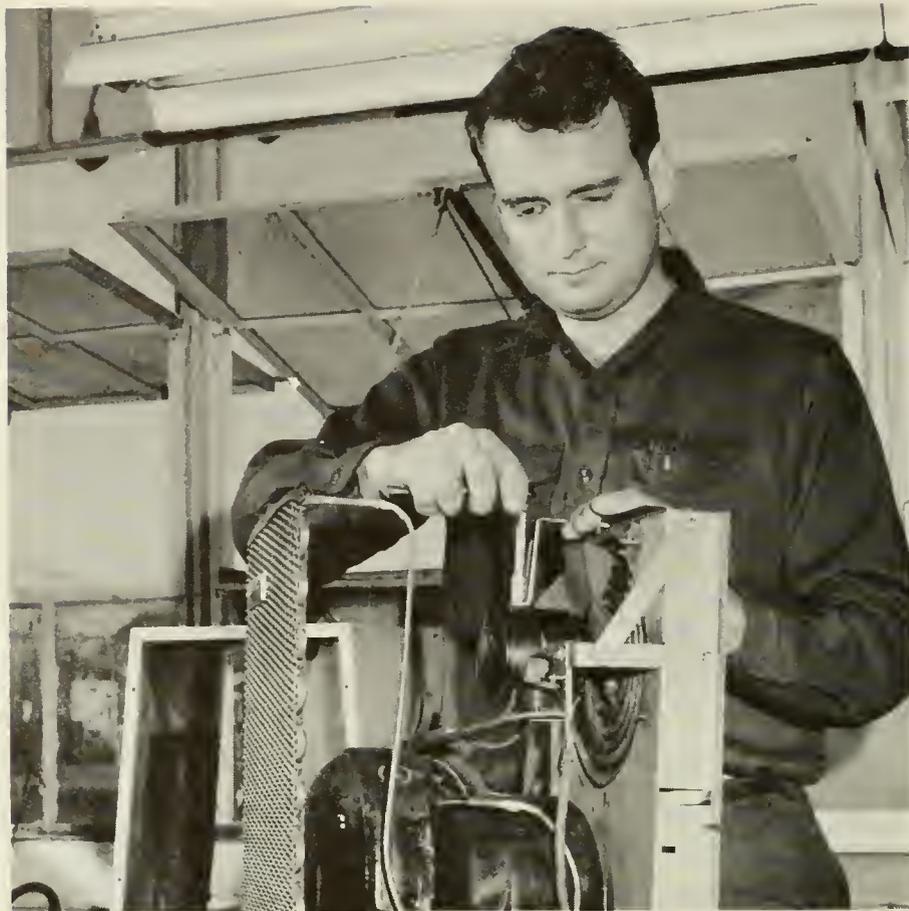
More Panamanians are being brought into employment and into training programs in the Canal organization. The average wage has been rising steadily for this group of employees, and continues to rise. Aid in the form of loans and direct grants has also brightened the economic picture in the Republic, and this program is continuing.

In July of 1964, there were 10,272 full time non-U.S. citizens employed by the Canal organization. By October, 1966, this had increased to 10,758 and is continuing to grow. These figures do not include the approximately 6,000 U.S. Armed Forces and U.S. agency contract employees. The average annual salary has increased \$722 since 1963. Today it is \$3,238, or \$1.56 per hour. Since 1961, the average hourly rate has increased more than 60 percent. There are non-U.S. citizen professional workers who earn more than \$10,000 annually. The growing group of skilled employees includes automotive machinists, boatbuilders, cablesplacers, electricians, welders and many other classifications. These workers averaged, as of July, 1966, \$3.02 per hour. Training programs now in effect will put increasing numbers of Panamanians into these positions, and into professional levels.

An example of the rising averages is in the employment of Panamanians by the Canal Zone Police Division, which has 40 Panamanians who average \$5,977 annually. In the Schools Division, 121 Panamanian teachers average \$6,293 annually. They are employed for 9 and 10 months, because of the school vacation period.

Five percent of the professional level positions were held by non-U.S. citizens in June of 1959. By June of 1966 this had increased to 22 percent, and the percentage is still growing.

There are seven programs designed to further skills and experience of Panamanians, and each one emphasizes progressive achievement for the more than 500 young people involved in both full-time and part-time work. The



The Canal's Apprentice Program turns out journeymen craftsmen who have learned their trade correctly and completely. Here, apprentice Calixto J. Fabrega makes an adjustment on a piece of equipment at the Refrigeration and Air Conditioning Shop at Balboa.

largest is the Latin American Student Assistant Program. During summer vacation periods, some 250 youngsters in secondary schools and universities are employed. The program gives them training and experience at a pre-professional level.

The Apprentice Program is enjoying mounting success. It is aimed at training young men in various crafts used by the Canal, and several classes have graduated. There are now 82 Panamanians employed through the program.

The Craft Learnership Program, with 36 Panamanians now employed, is designed to prepare young men for work in the manual category, at a level under the journeyman. This meets the need for a pool of capable employees for apprentice consideration. The Non Craft Learner Program, with 49 employees, offers training for various positions.

There are now 61 non-U.S. employees in the Office Service Intern Program. The objective of this program is to produce well trained personnel skilled in stenography and typing. There is a shortage of qualified workers in this

area. In the Cooperative Education Program, qualified university students are employed, and they are provided training with a view toward preparing them for professional careers in administration and technical areas. Currently, there are 27 students in this program. In another program, there are 9 university students in varying fields. Qualifications for this program are different than those set up for the Cooperative Education effort.

Panamanians employed by the Canal enjoy a variety of "fringe" benefits. Employment entitles the workers to participate in life and health insurance programs endorsed by the Canal organization. These programs are widely used by Panamanians, who pay low premiums through a group rate.

There is retirement, of course, where the employee and the U.S. Government each contribute 6½ percent of the employee's basic salary to the Civil Service retirement fund. There are several types of retirement, and there is, in certain cases, a survivor annuity plan. Under this, 55 percent of the annuity that the employee had earned is paid to the widow (or widower) and de-

(See p. 10)

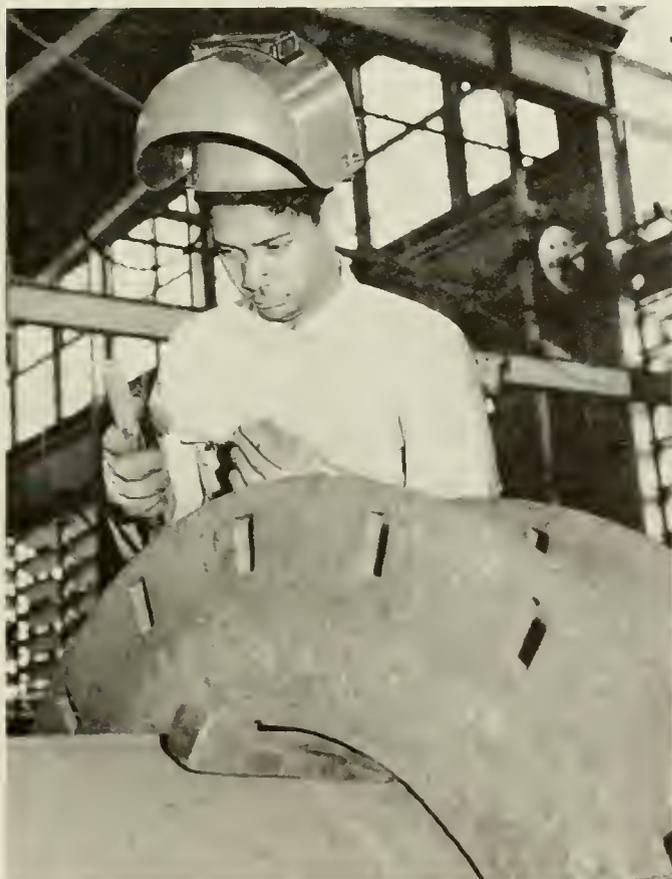
They Learn By Doing



Serving as an efficient, cordial receptionist at Gorgas Hospital laboratory is Lea Middleton, learning the job as an office service intern.



Alertness is seen on the face of student trainee Mayra Calderon, who is studying business administration at the University of Santa Maria La Antigua while serving in the Panama Canal Supply Division under the Cooperative Education program.



Preparing to strike an arc at the Industrial Division in Mount Hope where he is employed under the Craft Learnership Program is Luis H. Ramos.



Sizing photographs is one of the techniques learned by Ramon Almengor who works in the Panama Canal Information Office under the Cooperative Education Program. Almengor majors in English at the University of Panama.

Employee Benefits Are Many

(Continued from p. 8)

pendent children. Under ordinary retirement, an employee who retires for age can draw up to 80 percent of the basic salary that he was paid during his highest 5 consecutive years of service.

Other benefits include the 208 hours (26 working days) of paid leave earned by all non-U.S. employees each year and 10 paid holidays. And all employees of the Canal organization are eligible to use the facilities of Gorgas and Coco Solo Hospitals.

Some \$115 million annually reaches the Panamanian economy through the Panama Canal, Armed Forces, and other

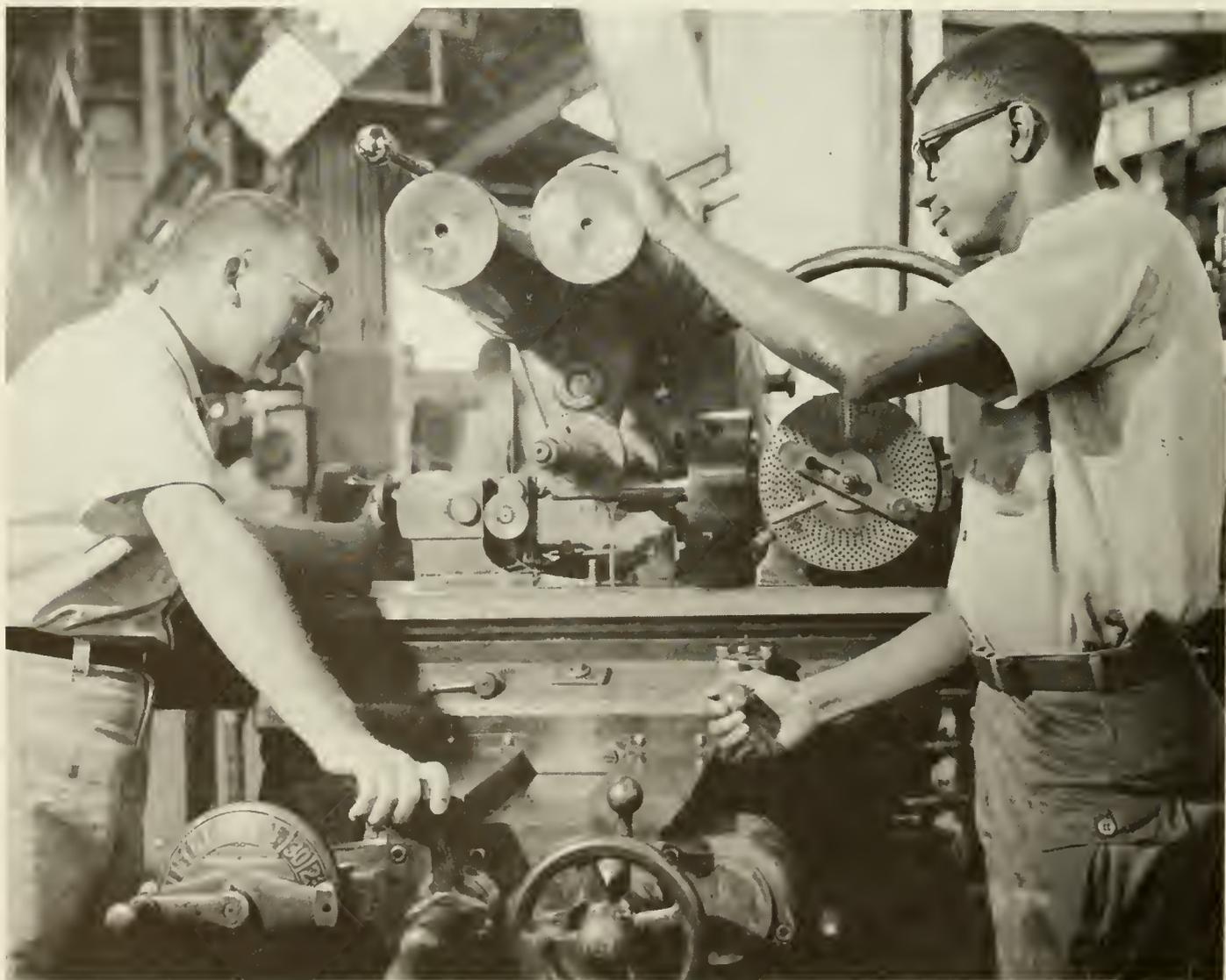
U.S. agencies located in the Republic.

An example of direct economic impact by the Armed Forces and the Panama Canal are payrolls. The Armed Forces annual payroll to non-U.S. citizens amounts to more than \$18 million while the Panama Canal payroll, including pensions and retirement, paid to Panamanians is nearly \$40 million.

Several areas of economic activity in the Canal Zone contribute significantly to Panama's economy. These include direct purchases in Panama by U.S. Government agencies of \$14.4 million; the purchase in Panama of goods by private organizations operating in the Zone, \$9.2 million; contractors' pur-

chases in Panama of goods and services for Canal Zone projects, \$5 million; and the total expenditures in the Republic by Canal Zone residents, \$21.4 million.

Panamanians play an important role in the operation of the Canal and its related activities. Many also are taking advantage of the opportunities offered by the Canal Zone training programs to learn specialized skills. Panamanians working and studying in the Canal Zone are making significant contributions to the economic development of their own country and increasing Panama's pool of highly trained technicians vital to the continued economic growth of Panama.



Under the watchful eye of machinist maintenance-instructor John A. Selstad, 4th year apprentice machinist Roland S. Joseph cuts a pinion gear for an arbor on a milling machine at the Industrial Division's machine shop.

Governor Leber's View: Canal's Future Role Vital

THERE IS one common denominator of the men who have governed the Canal Zone: all have been career officers, with a background in Army Engineering and administration. The new governor brings these qualities to his position, but his point of view suggests a great deal more—the inquiring mind of the scholar, the open mind of the judge, the student's ability to listen, and when the facts are in, the executive's ability to decide.

That's a tall order for a leader to fill. But the adjectives people use to describe Gov. Walter P. Leber tell you that he measures up to it. He is energetic, but not boisterous. When he listens, whether in an interview or a conversation, he is not merely being polite—you have his full attention. His answers and comments reveal an honesty that comes from thoroughgoing consideration and careful judgement. A thoughtful analyst, he is not noted for tossing off pronouncements. When he does speak, people feel compelled to listen, not because he is the governor, but because they respect his knowledge and have confidence in his ability.

Two years as Lieutenant Governor (1961-63), grounded Governor Leber in Canal operations. He views his return in terms of its challenge and is impressed by the changes since his departure in 1963. "I noticed significant progress when I visited David recently," he said. "That area has come a long way in 4 years and the people there have a real understanding of progress and its benefits."

He also is struck by the construction that mushrooms over the Republic. "You see it quickly in Panama City, where an amazing growth has taken place in the past 4 years.

"More people should see Panama: its potential for tourism is very high. All the ingredients are here—weather, fine fishing, historical sights, facilities and easy access. But I wish more people would discover this mecca. As Panama improves its roads and other facilities, an improved tourist picture will follow. Of course, the Canal is an attraction, and we have a role in supporting efforts to attract more visitors.

"The flow of people is increasing, and this is encouraging. I wish more would

come, particularly leaders from the United States and elsewhere. Panama and the Canal are vital places, and the situation here should be familiar to as many leaders as possible. I have talked to people who have an idea that Panama is all an undeveloped jungle. These are intelligent people, but they have never been here. We want them to come, and learn, so that they can develop a

thorough and honest view of the area and its problems."

An outdoor type tourist himself, the Governor likes to get about, and while he isn't the "desperate" type fisherman, he enjoys immensely the blue waters, sunshine and scenery of a fishing trip to the Pearl Islands. He likes to fish "when they are biting," but it's
(See p. 12)



Governor Leber shown with Mrs. Leber, their son, Philip Kevin, 11, and their pet boxer, Eric. Daughter Bonnie Gay, 14, and Randy, 21, a business administration major at the University of Ohio, were not on the Isthmus at the time this photo was taken.

Lebers Happy To Be Back

(Continued from p. 11)

about half and half with him—half relaxation and soaking up the view and half fishing. He also likes to play golf. There isn't enough time, of course, when you hold a demanding job, but Governor Leber makes the most of his spare hours. "The job takes more than 8 hours a day but I'm not complaining. This means your job is interesting. And in the Army, your job changes every few years and you have to spend time learning the ropes in a new situation." And he reads. "There is never time to do all the reading you'd like. . . ." Not incidentally, a Governor who is also the father of 3 children admits with some pride: "Three kids take up a lot of time. As a result of all this, I run into a few complaints at home—generally along the line that I am not around as much as I should be." But when he is around, say on Sunday, he likes nothing better than a trip to Gatun Lake "which is another reason why I like it here. Where else can you go water skiing on Sunday afternoon and be home in time for dinner?"

The 15,000 people who operate the Panama Canal also enjoy life here, and their problems and welfare are at the top of Governor Leber's agenda. He is aware of their preoccupation with impending change, and his view of the future is summed up in a word: optimism. "I understand this overriding concern, particularly when there are talks in progress. A man wonders "What about my family? My job? What's going to happen to me?"

He has a strong opinion on the mettle of the Canal family: "These people have done an outstanding job in operating the Canal, keeping it modern, clean and efficient. The United States can be nothing but proud of them, and I think other countries, particularly maritime nations, must also have a great respect for their achievement."

"But I think some people are overly apprehensive: I don't believe the changes are going to be drastic, or detrimental. And I don't foresee there will be any great change in employee benefits, such as wages and the fringe benefits. We need these fine people; more and more ships must be put through, and for a long time. That isn't going to



"More people should see Panama; its potential for tourism is very high. All the ingredients are here—weather, fine fishing . . . facilities . . ."



"A man wonders 'What about my family? My job? What's going to happen to me?' . . . But I think some people are overly apprehensive. . . . We need these fine people."



Governor Leber gestures while making a point during an interview. He discussed some personal views, his family and the Canal's future.



"I'm optimistic. I think the United States and Panama will come up with a satisfactory agreement that will meet the approval of most people."

change and you need the talent to get the job done."

Still, people speculate "What will happen if my job is gone?" Governor Leber replies, "I don't believe this will happen, or that it's something to worry about. The President and the Congress will stand behind Americans, no matter where they are. When the treaty comes, some people will leave, regardless of what is agreed upon. But I hope not. If they go we'll have to recruit others, train others, and this means time and expense.

"I don't know what will come out of the negotiations or when, but one of my goals is to find out what people are concerned about and discuss these issues while the talks are in progress. For example—retirement, or benefits. How would the employees like to see things set up? There's no guarantee, but I think the negotiators would appreciate these ideas. These talks should be in the open but at the same time, they shouldn't interfere with the negotiations.

"I expect that some of the basic concern centers about facilities and services. I have no doubt that the worry over schools, or hospitals, is excessive.

I am certain that a school system with U.S. teachers will continue to provide an education with a U.S. cultural base. We have to provide these services because they are necessary to operate the Canal. I really can't see any reason to suppose that medical services would not continue. You hear a lot about the law. We have and will continue to operate under the law here, and I am sure provisions will be made for continuing a good legal system.

"The scope of these negotiations is very involved, very broad. It reaches into the future as far as anyone can see. The sea level canal is an example. History tells us that prior to the present Canal there were talks for some time. My point is that we should not get too impatient with this business. Talk and debate must take place, and complex issues require time."

The Governor sums up, "I'm optimistic. I think the United States and Panama will come up with a satisfactory agreement that will meet the approval of most people."

Recently arrived to join Governor Leber are his favorite people—Mrs. Leber, and son Philip Kevin, 11. Daugh-

ter Bonnie Gay, 14, will finish her term in the ninth grade in a few weeks, and son Randy will finish his sophomore year at the University of Ohio at the same time. Randy, 21, is a business administration major. Randy and Bonnie will join the family here in June. The family enjoyed the first tour here and is looking forward to this one, the Governor said. Family friends also have arrived—a boxer dog and two siamese cats. Mrs. Leber, who likes birds and enjoys gardening, will probably resume her interest in birds with some type of small aviary, and a good deal of her time will be taken up in getting settled, he added.

For Governor Leber, the time ahead will be challenging. He accepts that challenge in much the same spirit he has applied to his career in the Army. "I have thought many times about my years in the Army, opportunities elsewhere, and the meaning of what one does in life. After all, what is really valuable? I think a man has found the value and purpose in his life when he can look back over the years and feel that perhaps he has contributed something worthwhile to others, and to society."



At the Central American Fair in David, Governor Leber visits the Kodak pavilion where Humberto A. Young, Kodak's publicity director in Panama, briefs the Governor. The fair at David was one of the many functions the Governor attended shortly after returning to the Isthmus.

PC Telephone System Begun By the French

CANAL ZONE history does not state whether Col. George Washington Goethals, builder of the Panama Canal and first Governor of the Canal Zone, ever listened in on a teenager's telephone conversation; or tried to contact someone by telephone only to receive a continuous busy signal.

There's no doubt, however, about his order issued July 12, 1912: "Telephone conversations will be limited to 5 minutes." In this same order, unlimited service—telephone calls to anywhere in the Canal Zone—was restricted to heads of the four Isthmian Canal Commission divisions and their chief clerks, who were also exempt from the 5-minute time limit.

The Canal Zone's telephone history dates from 1882 when the first conversation, in French, crackled over the newly installed lines. La Compagnie Nouvelle du Canal de Panama, successor to La Compagnie Universelle du Canal Interocéanique, was proud of the installation of this new invention, and reported on the arrival of the apparatus in an 1882 issue of a French Canal publication.

The first models to arrive on the Isthmus consisted of a walnut case mounted on an adjustable stand to make one of the earliest desk sets. Shortly thereafter, the instrument was encased in oak and was one of the first side-winder models on which a crank turned to signal the operator.

The Isthmian Canal Commission inherited the Canal's telephone system in 1904 when President Theodore Roosevelt appointed Adm. John G. Walker first chairman of the First Isthmian Commission for the construction of the Panama Canal.

Only a few telephones were permitted to be installed in residences when the building of the Canal began. They were for the ICC chairman, the chief of the Health Office, the superintendent of the Panama Railroad and a few officials who were on call for emergencies. By that time, there were probably about 2 dozen telephones in the Canal Zone and all were free. In 1909,



Mrs. Fay R. Stanford, a native of Harleton, Tex., formerly served as a long distance operator with Southwestern Bell in Marshall, Tex. She has been with the Canal organization as an operator since 1963.

however, Colonel Goethals permitted the installation of residential telephones at the expense of the applicant and a residential rate of \$2.50.

All telephone and telegraph facilities of the ICC were turned over to the Panama Railroad in 1909. The telephone system was operated and maintained by the Electrical Division thereafter and in 1950 possession of these facilities went to the Panama Canal organization. It now forms the Communications Branch of the Electrical Division.

Beginning in April 1914, applications for installation of telephones had to be made by letter to the employee's department head, who referred it to the general manager of the railroad. The applicant then was furnished an estimate of the cost, which he had to pay in addition to the \$2.50 monthly rental.

Personal phone calls, Governor Goethals ordered also in 1914, were not to be made during working hours. At this time, Class A (residential) and Class B (official) telephones were established. Class A cost \$2.50 per month with a 25-cent additional toll charge for trunk calls, and Class B cost \$7.50 per month for unlimited service. Both classes were restricted for 5-minute conversations during working hours.

The Electrical Division took over the cost of all official telephone installations, changes and removals in 1915. No charges were made to subscribers for installation of private phones unless the cost was excessive, but residence

phone calls continued to be limited to 5 minutes during working hours.

A monthly rate of \$3 was set for residence phones in 1917 when all residence phones were granted unlimited service privileges. The congestion of trunk lines caused by long distance calls across the Isthmus became so troublesome, however, that 3 months later all phone users were requested to confine social calls between the hours of 4 p.m. and 9 a.m. and 11 a.m. to 1 p.m.

With the opening of the Canal, the telephone system began to expand. Telephones were provided to all executives, pilots and local personnel on call, followed by utility workers on call for emergency service.

There was still an air of adventure in the use of Canal Zone telephones in 1925 when the dial telephone system was installed. This converted the Panama Canal system from a manually operated system to the dial telephone and to use of automatic telephone exchanges.

Today's maze of wires, automatic switches equipment and microwave installations make almost instant service possible. To call a number by means of a dial, to have the telephone being called continue to ring until answered, to be notified instantly if the line is busy and to have a connection kept throughout a conversation, are all taken for granted.

Currently there are more than 10,200 official and residence telephone instru-

ments in service in the Panama Canal telephone system, excluding the Armed Forces. The telephone system has 6 automatic telephone exchanges, the 2 major ones being in the Administration Building, Balboa Heights, and in Building 1907 at Cristobal. Four remote-controlled exchanges are located at Gamboa, Gatun, Coco Solo and Pedro Miguel. The Locks Division and Pedro Miguel, Miraflores and Gatun has its own telephone system, which is linked to the regular Panama Canal automatic system.

The Panama Canal telephone system is manned by 63 employees, including 18 information operators—4 are regular, 3 are relief operators and 2 are night operators on each side of the Isthmus.

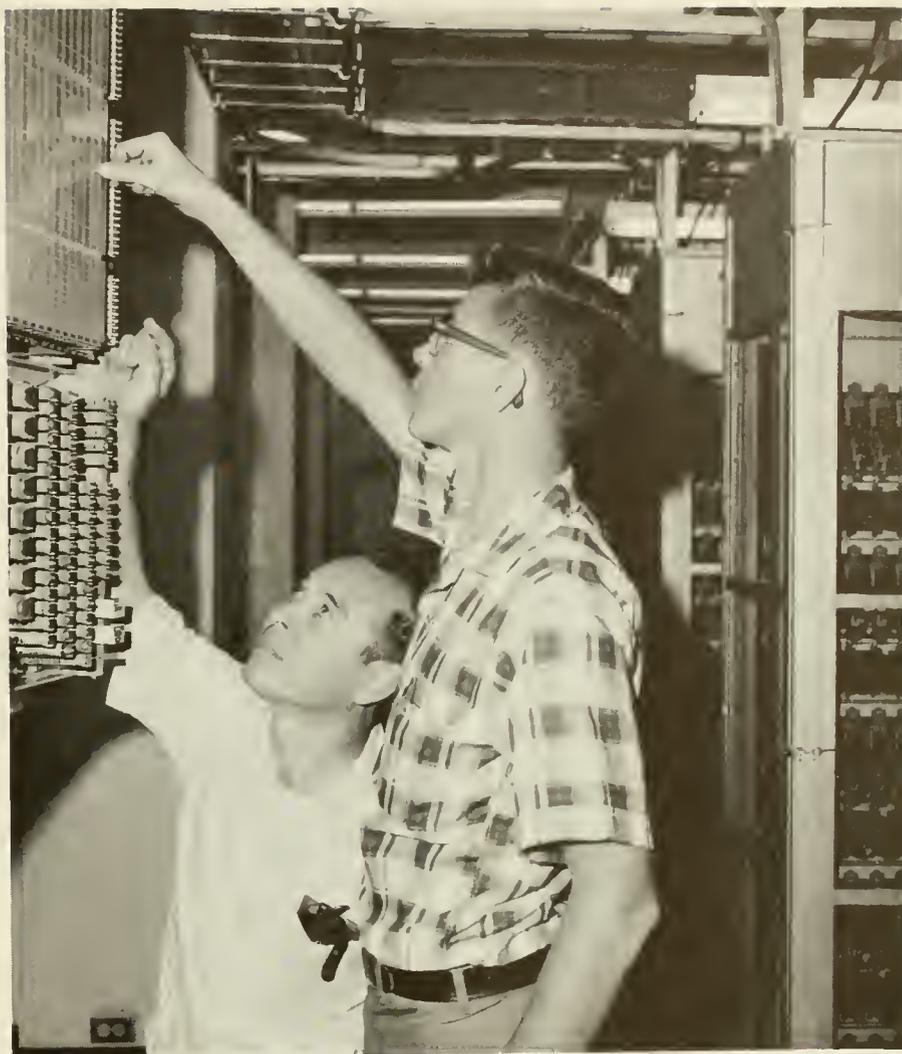
Panama Canal information operators still provide the personal touch in many areas that, elsewhere, have been taken over by automation. Dial 112 and a pleasant voice gives the time of day; dial 114 and the same pleasant voice may help find an elusive telephone number or help establish a telephone contact; 110 emergency calls to the Canal Zone Police and 119 emergency calls to the Fire Department are monitored until the operator is certain the contact has been made.

Despite the fact that the Poison Center telephone number is on Page 1 of the telephone book, the information operators continue to receive desperation calls on 114 from persons who have found Johnny eating some strange berries, or Susie chomping on frothy leaves.

The information operators have to be mind readers sometimes, too. One day a frantic woman dialed information and cried: "We need a vegetarian. Quick!" She actually wanted to contact a veterinarian and the correct connection was swiftly made by the alert telephone operator.

Not all the calls for help come from people needing the police, fire department, poison center, or a doctor or ambulance. Mrs. Lillian E. Ryan remembers one call for help from a couple who wanted to get married. The prospective bridegroom had received his overseas military assignment orders sooner than he had expected and all offices were closed for the day. Mrs. Ryan had never played Cupid before, but she provided the right answers and wedding bells soon rang.

Panama Canal telephone operators have "the voice with a smile" and all the *esprit de corps* and personality that goes with it. They are the "unseen people" in the organization and except for coming to work and departing for home, seldom leave their work area.



Peter W. Foster, left, leader Central Office repairman, and Frederick R. Walker, Central Office repairman, shown with new communications equipment that has been installed in the Administration Building. Foster, with 17 years Panama Canal service, is a graduate of the Canal's apprentice program, worked in Cristobal and came to the Pacific side office 2 years ago. Walker served his Canal apprenticeship in Cristobal and has been on the Pacific side about 2 years also.

In the Administration Building in Balboa Heights, unlike other employees whose 1-hour lunch time permits a leisurely lunch in the building's cafeteria or at home, the information operators have only 20 minutes for lunch.

Every 2 hours they have a 5-minute break. The operators on duty at the Cristobal telephone exchange have the same 20-minute lunch period and 5-minute breaks. Few know the Canal operators by name, but there's scarcely a person in the Canal Zone or Panama City who hasn't had contact and received assistance from them.

Typical of the efficiency of these operators is an incident which occurred in 1962 when a Canal organization employee had placed an official telephone call to New Orleans via Tropical Radio. The call concerned the purchase of some medicine and was urgent.

The caller asked that he be reached at his residence upon completion of the call because the hour was late. Arriving home, he found his telephone out of order and used a neighbor's phone to report it.

Before service was restored, his call from New Orleans came through to Balboa Heights exchange. The operators on duty, Mrs. Mary W. Hall and Mrs. Lillian T. Sieler, held the Tropical Radio operator on the line and determined the location of the telephone nearest to the caller's home where the man making the call was reached.

A subscriber can call to anywhere in the Canal Zone or to the cities of Panama or Colon without an extra charge, regardless of the distance. This is an advantage over telephone service in the United States where you must pay extra for calls outside an exchange area.

They Rode The Rails In An Auto

OLD TIME race car enthusiasts may recall 1916 as the year the Indianapolis "500" was a 300-mile race won by Dario Resta, averaging an astounding 84 miles per hour in a Peugeot.

No one had yet heard of Juan Fangio, Sterling Moss or Jim Clark but it was a big year automotively. It was the year a Panama Canal motor car inspector became the first man to drive across the Isthmus. From the Pacific to the Atlantic by car in just 1 day.

The great event was duly recorded with a 3-page, illustrated article in the August, 1916, issue of *Motor* magazine.

Samuel Grier, Jr., had for years aspired to be the first motorist to cross the Isthmus, probably from the time he arrived in Panama in 1906 from the United States where he had done considerable automotive machine work. Upon reaching the Isthmus, he went to work as a machinist in the Gorgona shops and in 1912 became the motorman of the "Yellow Peril," the official inspection car of Chief Engineer Col. George W. Goethals, during Canal construction days.

Grier, accompanied by R. M. McKenna and Grier's bull pup Marnique, had to drive his 1912 Haynes on the bed of the Panama Railroad as far as he could because there was no road spanning the entire distance at the time. More than 23 jolting miles of the trip was made on the track itself.

It was 6:25 a.m. when he dipped the rear wheels of his car into the Pacific; then he proceeded from Panama City to the Canal Zone roads, passing through Ancon and Corozal. The first stop was at Pedro Miguel, a junction point on the railroad. The main line went to Colon and the branch line to the west side of the Canal by means of a pontoon bridge, going to the com-



The "Go-Go" boys of 1916—Samuel Grier and his companion, R. M. McKenna, set out for their ocean-to-ocean auto trip across the Isthmus. Here they are shown in Ancon at the beginning of the feat which was accomplished by using the Panama Railroad bed for part of the way.

munities of Culebra. Empire and Las Cascadas.

From Pedro Miguel, Grier drove along the east bank of the Canal on a road which had recently been finished. Near Paraiso, the road led up and over Gold Hill, the highest hill on the Isthmus and from which they could look across to Culebra on the other side of the Canal. The road from Gold Hill narrowed sharply so that for some 3 miles it was almost impossible for two cars to pass.

Approximately 2 miles before Gamboa, Grier had to leave the road and move to the railroad bed where he was handed the train order "Haynes Special Number 6," which controlled him while he was on the right-of-way.

From this point, it was a continuous series of jouncing and bumping over ties, tie plates, spikes, ballast bridges and switches—all 23 miles to Gatun. From time to time he had to leave the track to make way for the Transcontinental Limited.

and mining and manufacturing would record a gain of around 14 percent."

MITI forecasts that the biggest increases will be found in imports of raw materials and fuel. The growth of mining and manufacturing and the growing market for food and manufactured items also would record an overall gain. The demand for consumer goods, spurred by increasing prosperity, also will push up imports.

From increased imports of raw materials and fuels and manufactured goods, it is anticipated that in the last half of the current fiscal year as compared to the first half, the increase would amount to 11.1 percent.

The increase in imports in the first half of the current fiscal year will be for food and lumber associated with higher consumer consumption, for greater housing construction, and for increased industrial activity.

The MITI report said indications were that foods, raw materials and fuel and finished manufactures all were going to show an increase of more than 10 percent as compared to the corresponding period of the preceding fiscal year. Conspicuous is the anticipated increase of 21.3 percent for raw materials and fuel.

Imports of fuel are figured at \$359 million and foods and beverages at \$369 million, up 69.3 and 18 percent respectively.

Canal figures showed an increase of 11.5 percent in the amount of coal shipments alone destined for Japan passing through the Canal from the U.S. east coast during the first 6 months of the present fiscal year as compared to a similar period in the previous fiscal year. From this it would appear that the outlook for Canal traffic is most promising for the immediate future.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Third quarter, fiscal year--		
	1967	1966	5-Yr. Avg. 1961-65
Lumber	1,331,324	1,251,227	1,061,098
Ores, various	1,164,642	1,494,732	1,669,063
Iron and steel manufactures	713,690	608,126	253,747
Sugar	432,293	522,177	467,720
Bananas	364,031	339,127	293,481
Refrigerated food products (excluding fresh fruit)	341,895	293,646	264,520
Metals, various	311,820	295,591	304,018
Fishmeal	310,136	399,164	N.A.
Barley	271,098	346,927	195,091
Petroleum and products (excluding asphalt)	268,076	271,919	410,399
Pulpwood	203,589	173,451	126,688
Canned food products	200,181	184,637	222,514
Nitrate of soda	154,562	201,231	220,844
Potash	150,135	72,658	5,528
Coffee	140,711	102,385	100,400
All others	2,022,435	2,436,423	2,216,278
Total	8,380,618	8,993,421	7,811,389

Atlantic to Pacific

Commodity	Third quarter, fiscal year--		
	1967	1966	5-Yr. Avg. 1961-65
Petroleum and products (excluding asphalt)	4,041,140	3,690,798	2,867,923
Coal and coke	2,838,219	1,906,901	1,505,514
Phosphate	917,366	1,070,031	537,037
Scrap metal	719,540	253,065	466,944
Corn	636,400	513,259	496,187
Iron and steel manufactures	480,119	514,254	355,078
Soybeans	447,225	520,678	381,430
Ores, various	412,173	346,781	75,586
Chemicals, unclassified	253,997	181,205	159,238
Sulphur	157,945	148,720	88,736
Cotton, raw	157,909	102,412	118,155
Rice	155,463	124,558	34,651
Sugar	153,016	166,222	174,394
Paper and paper products	137,876	112,540	87,202
Machinery	137,053	115,572	91,637
All others	1,825,521	1,896,421	1,548,293
Total	13,470,962	11,663,417	8,988,005

CANAL TRANSITS - COMMERCIAL AND U.S. GOVERNMENT

Miami to Chile Service

A MONTHLY service from the Port of Miami to Cristobal and down the west coast of South America to Chile, was started in April by the West Coast Line, a 120-year-old shipping company which also has service from the Gulf ports and to the Pacific ports of Colombia.

Miami is the final port of call in the United States for the five 10,000-ton vessels on this new run. They carry refrigerated and general cargo. It is the first time Miami has had regularly scheduled sailings, not only to Valparaiso, but to southernmost Puntarenas. Fernie & Company act as local agents.

	Third quarter, fiscal year--				
	1967			1966	Avg. No. Transits 1961-65
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,563	1,527	3,090	2,957	2,785
Small *	79	49	128	133	126
Total commercial	1,642	1,576	3,218	3,090	2,911
U.S. Government vessels: **					
Oceangoing	160	52	212	162	61
Small *	12	14	26	26	39
Total, commercial and U.S. Government	1,814	1,642	3,456	3,278	3,011

* 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.

ANNIVERSARIES

(On the basis of total Federal Service)

MARINE BUREAU

Caliman Bernard
Leader Linehandler (Deckhand
Boatswain)

Eduardo L. Melbourne
Clerk Typist

ENGINEERING AND CONSTRUCTION BUREAU

Sidney A. Richards
Time and Leave Clerk

Hubert L. Francis
Clerk (Water Meters)

Harold L. Duncan
Oiler (Floating Plant)

OFFICE OF THE GOVERNOR

Mary F. Anderson
Secretary (Stenography)

OFFICE OF THE COMPTROLLER

Daniel G. Zitzman
Operating Accountant
Charles E. Belden
Supervisory Accountant
John A. McNatt
Auditor

ADMINISTRATIVE SERVICES DIVISION

Harold L. Anderson
Office Services Manager
Egbert E. Turpin
Mail Clerk

MARINE BUREAU

Ira D. Paddyfoot
Leader Carpenter
Leonard A. Barret
Helper Lock Operator
Granville Ottey
Linehandler (Deckhand)
Allan A. Joseph
Linehandler (Deckhand)
Stanley S. Anderson
File Clerk
Gordon L. C. Alleyne
Toolroom Attendant
Joseph U. Henlon
Painter

TRANSPORTATION AND TERMINALS BUREAU

Joseph Crosdale
Maintenance (Dock)
Ivanhoe Moffatt
Guard
Candelario Espada
Liquid Fuels Valve Manifold Operator
Lucius C. Powell
Clerk
Sigbert Roberts
High Lift Truck Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Clannis Cheltenham
Laborer (Heavy)
Evelyn A. Hinds
Lead Foreman Meat Cutter
Oscar S. Butler
Clerk
Louis H. Schmidt, Jr.
Retail Store Department Manager (Gas
Station)
David S. Beckett
Restaurant Manager

Atanacio Ramos
Laborer (Heavy)
Arthur Hilton
Leader Milk Plant Worker
Alfred W. Anderson
Warehouseman
Joshua U. Robinson
Sales Store Manager
Joseph N. Alleyne
Personnel Clerk
Rómulo Palacio
Laborer (Heavy)
Edger Ogarrá
Sales Store Clerk
Cayetano De Sedas
Garbage Collector

ENGINEERING AND CONSTRUCTION BUREAU

Alvin I. Burnett
Motor Launch Operator
Wilbert J. Nesfield
Battery Servicer
Leopoldo De Gracia
Cement Finisher
George O. Tarfinger
Leader Foreman, Refrigeration and Air
Conditioning Mechanic
William H. Will
Construction Inspector (General)
Joseph Amantine
Leader Seaman
Claude S. Brathwaite
Helper Electrician
James A. Leach
Helper Machinist (Maintenance)
Alexander James
Oiler
Vincent E. Trotman
Seaman
F. C. Willoughby
Foreman (Mechanical) Power Station
Hilton S. Nurse
Seaman
McCurdie Robinson
Motor Launch Operator
Victor N. Burrows
Oiler
Carmen Batista
Electrician (Lineman)
Melvin M. Julie
Supply Clerk
Byron E. Brooks
Accounts Maintenance Clerk
Alejandro A. Hunt
Joiner

CIVIL AFFAIRS BUREAU

Larry J. Miller
Firefighter
Milton J. Halley
Finance Branch Superintendent
Leo M. Blades
Detention Guard
William K. McCue
Finance Branch Superintendent
James A. Rodgers
Dressing Room Attendant

HEALTH BUREAU

Earl S. Walrond
File Clerk
Hubert Edwin Yard
Industrial Hygienist
Ivy M. Thompson
Nursing Assistant
Joseph P. Thomas
Meat Cutter



What's all the excitement? It's the pay car at Culebra January 12, 1908.

SHIPPING

Anniversary Medallion

CAPT. MAFFEO ZONCA, who recently made his last visit to the Panama Canal this year as master of the Italian cruise liner *Federico C.*, has received a Panama Canal Anniversary Book and a silver 50 year anniversary medallion from Capt. E. B. Rainier, Cristobal Port Captain.

The farewell presentation was made in the Captain's office aboard the ship in the presence of Donald Francey, representative of C. B. Fenton & Company, agents for the ship here.

Captain Zonca has made 4 visits to Cristobal this year bringing to Panama more than 2,000 tourists. The ship made 1 more visit to Cristobal early in April. Next year the *Federico C.* is expected to make 9 calls at Cristobal as part of her West Indian cruise program.

Captain Zonca is returning to the line's home office in Genoa and is expected to be transferred there to the command of the *Eugenio C.*, the new flagship of the Linea Costa Fu Andrea which runs between Europe and South American ports. She may join the *Federico C.* in Caribbean cruising next year.

Yacht Due on Freighter

THE 12-METER yacht *Dame Pattie*, Australia's newest contender for the America's Cup Race to be sailed off Newport this September, is expected to come through the Canal sometime in June as a most distinguished passenger from Australia to New York aboard a cargo liner of the Columbus Line. An article in a recent *Shipping Digest* says the yacht should arrive in New York at the end of June. After that the *Dame Pattie* will be fitted out and start tune up trials during July and August off Newport. The first race of the America's Cup is scheduled to begin September 12. The America's Cup Challenger Syndicate, a group of yachting enthusiasts and businessmen who are sending *Dame Pattie*, nominated the Columbus Line to represent their contender in New York. The line, represented at the Canal by C. Fernie & Company, will work with the Australian consulate and other government representatives as well as the yachting press in New York and Australia.

PANAMA CANAL TRAFFIC

STATISTICS FOR THIRD QUARTER FISCAL YEAR 1967

	TRANSITS (Oceangoing Vessels)	
	1967	1966
Commercial	1,079	1,060
U.S. Government	77	50
Total	1,156	1,110

TOLLS*

Commercial	\$6,833,708	\$6,048,482
U.S. Government	491,960	257,000
Total	\$7,325,668	\$6,305,482

CARGO**

Commercial	7,909,287	7,192,934
U.S. Government	521,522	176,811
Total	8,430,809	7,369,745

* Includes tolls on all vessels, oceangoing and small.

** Cargo figures are in long tons.

Japanese Floating Fair

A JAPANESE floating trade fair aboard the 12,611 ton liner *Sakura Maru* is scheduled to visit the Panama Canal in July following a cruise including calls at Montreal, Houston, New York, and New Orleans. The ship, after leaving the Canal, will go to Los Angeles, San Francisco, Portland, Seattle, and Vancouver, the last port of call before she returns to Tokyo.

United States Popular Liner

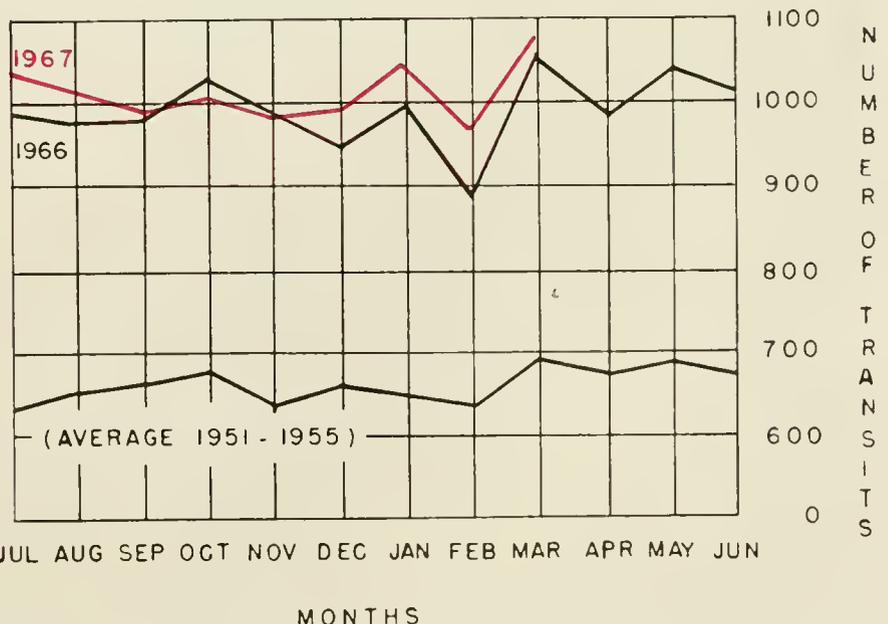
THE SUPERLINER *United States*, largest passenger liner in the United States merchant marine and the fastest

in the world, carried a total of 52,109 passengers eastbound and westbound on the North Atlantic service in 1966—more than any other single vessel operating on the route, according to a note in a recent issue of the *Shipping Digest*. The 52,000 ton ship also carried 4,044 passengers on West Indies cruises for a combined total of 56,153 persons. The *United States*, which has made several visits to Cristobal, made 40 Atlantic crossings and 4 West Indian cruises in 1966. In 1967 she will make 38 Atlantic crossings and 5 cruises.

Another Non-Customer

THE WORLD'S largest ship the 210,000 deadweight tanker *Idemitsu Maru* was delivered in December 1966 to her owner the Idemitsu Tanker Company, Ltd., a subsidiary of Idemitsu Kosan KK. With a length of 1,122 feet and a molded breadth of 163 feet, the ship will join the growing fleet of bulk carriers and tankers too big to transit the Panama Canal.

According to an item in the *Maritime Reporter*, the *Idemitsu Maru* is the first vessel in the world to pass the 200,000 dwt mark. Her 122-foot bridge equals the height of an 11 story building and her molded depth is 76 feet but she is one of the most economical and efficient tankers afloat. On her maiden voyage in mid-December, the ship, whose crew numbers only 32, carried a full load of crude oil from Kuwait for Idemitsu Kosan's refinery at Tokuyama, Japan.



CANAL HISTORY

50 Years Ago

THE U.S.-FLAG steamship *Minnesota*, which made the transit of the Canal February 27, 1917, was the largest ship to have used the Canal to that date. The *Minnesota* also was the largest ship under the U.S. flag at that time. Her cubic capacity was 1,191,000 cubic feet and her deadweight capacity 22,500 tons. Her operators said she had greater cargo capacity than any other ship in the world. Prior to the passage of the *Minnesota*, the record for size of ships using the Canal was held by the *Finland* and *Kroonland*, each with a length of 560 feet and beam of 60 feet 2 inches.

A second group of ward buildings of the new Ancon (now Gorgas) Hospital was finished in April 1917 and were thrown open to public inspection. A group of hospital employees conducted visitors through the new buildings explaining the various conveniences and giving them an opportunity to see the advanced sanitary construction.

According to the *Panama Canal Record*, the buildings, erected on the northeast slope of Ancon Hill within the grounds of the old hospital, were arranged to make the most of the view over the city of Panama and across the hills to the north and the Bay of Panama. Two other groups of buildings, each to accommodate 190 beds, and a separate building for contagious dis-

eases, were still to be built. The Admitting Office and the Board of Health Laboratory were practically completed.

The *Panama Canal Record* of April 25 prints the declaration of war by the United States against the Imperial German Government.

25 Years Ago

WORLD WAR II was beginning to play a larger part in the day-to-day lives of the people who lived in the Canal Zone 25 years ago.

Instructions were issued to civilian and military personnel on how to recover barrage balloons which had escaped from their moorings around vital installations. In the Canal Zone 431 air-raid shelters had been completed or were under construction. Strict regulations governing the taking of photographs and possession of cameras in or about the Canal Zone were issued. Some 250 local students began turning out the scale model planes to be used in aircraft recognition training.

The razing of a number of buildings at Gatun and Pedro Miguel was started by the Panama Canal. Tests had shown that buildings burning on or above the level of the locks would light up the locks and possibly aid in accurate bombing. "Light fences" 26 feet high were built along the locks.

As an indirect result of war conditions, the Panama Railroad announced that the color of its passenger coaches was

to be changed from the oldtime maroon to a new Pullman green. The maroon paint had been made with a cadmium base which, became expensive and difficult to obtain because of the war.

10 Years Ago

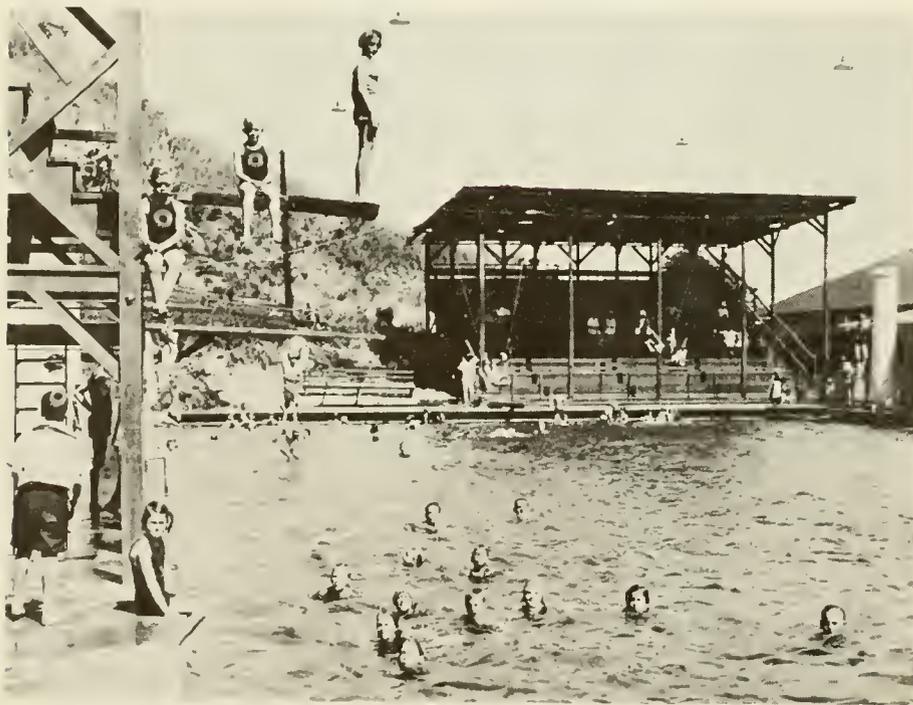
THE ANSWER to the Panama Canal's most pressing problem—how to fit more and larger ships in the Panama Canal without making changes that would cost billions of dollars—was being sought 10 years ago by a special committee known officially as the Ad Hoc Committee headed by former Gov. William E. Potter. Its members included two directors of the Panama Canal, Maj. Gen. Julian L. Schley, a former Governor of the Canal Zone, and Ralph A. Tudor, well-known consulting engineer from San Francisco.

The committee developed a program aimed at eliminating delays to the Canal's continually increasing traffic and to consider improvements needed during the next decade to provide efficient and safe transits. The movements of commodities which make up 75 percent of the cargo passing through the Canal were studied for their past, present and expected performance. Officers of more than two dozen shipping companies, banks, industries and foreign trade associations were questioned to obtain this information and their reports correlated with past Canal movements.

Group health insurance for Canal employees became an accomplished fact 10 years ago when more than 50 percent of the Canal force was enrolled in a group plan underwritten by Mutual of Omaha and administered by an employee Group Health Insurance Board. Both U.S.-citizen and non-U.S.-citizen employee groups met the 50 percent goal. The Health Insurance plan was the first such available to employees as a whole.

One Year Ago

THE SUCTION dredge *Mindi* was put to work last March in the narrow confines of Gaillard Cut to dredge a 50-year accumulation of silt. It was part of a long-range program of sweeping the entire Cut bottom using the *Mindi* and other dredging equipment. The work of dredging in this area was made feasible by modification of the *Mindi* pump to provide a higher discharge pressure, and by the progress in widening of the Cut, which permits the big dredge to remain in position without interfering with ship traffic.



A cool dip in the Balboa pool was just as welcomed in 1922 as it is today.



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LATIN
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