

UNIVERSITY
OF FLORIDA
LIBRARIES



A very faint, large watermark-like illustration occupies the background of the page. It depicts a classical building, possibly a temple or a government building, featuring four prominent columns supporting an entablature. The entire scene is rendered in a light beige or cream color, blending with the paper's texture.

Digitized by the Internet Archive
in 2010 with funding from
University of Florida, George A. Smathers Libraries

<http://www.archive.org/details/panamacanalrevie128pana>

UNIVERSITY OF FLORIDA LIBRARIES
MAY 5 1962
THE PANAMA CANAL
REVIEW



His First 30 Days	4
Gray Ladies Go International	8
New Cristobal Schedules	15
What CARNAVAL Is All About	10

15

ROBERT J. FLEMING, JR., Governor-President
W. P. LEBER, Lieutenant Governor
WILL AREY
Panama Canal Information Officer

PANAMA CANAL **REVIEW**

Official Panama Canal Company Publication

Published Monthly at Balboa Heights, C. Z.

Printed at the Printing Plant, Mount Hope, Canal Zone

N. D. CHRISTENSEN, Press Officer
JOSEPH CONNOR, Publications Editor
Editorial Assistants:
EUNICE RICHARD and TOBI BITTEL
WILLIAM BURNS, Official Photographer

On sale at all Panama Canal Service Centers, Retail Stores, and the Tivoli Guest House for 10 days after publication date at 5 cents each.

Subscriptions, \$1 a year; mail and back copies, 10 cents each.

Postal money orders made payable to the Panama Canal Company should be mailed to Box M, Balboa Heights, C. Z.

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

\$60,000,000 *Status of Major Canal Improvements*

WIDENING OF GAILLARD CUT: All widening work on the Empire Reach section of Gaillard Cut will be completed by December 1962. The contract for widening of Las Cascadas and Bas Obispo Reaches is scheduled for award in June of this year and for completion early in fiscal year 1966. At that time the entire 8-mile Gaillard Cut will have been widened from the original 300 feet to at least 500 feet.

LIGHTING BANKS OF GAILLARD CUT AND CANAL APPROACHES: All lights have been installed along the banks of the Cut except for certain sections on the west bank where widening work is in progress. Lights in the Locks are complete and operating. Lighting of the approaches from Balboa to Miraflores and from Cristobal to Gatun is scheduled for completion next month.

NEW LOCOMOTIVES FOR LOCKS: The first six of the new towing locomotives being built by Mitsubishi Shoji Kaisha, Ltd., in Japan arrived early in January and are undergoing tests on the East lane of Gatun Locks. (See article on page 6 of this issue.)

MARINE TRAFFIC CONTROL SYSTEM: Specifications for the new electronic system designed by Gibbs & Hill, Inc., of New York now are being prepared and will be advertised for bids in June of this year. The contract for the project is to be awarded in October 1962 and installation is scheduled for completion in January 1964.

NEW LOCKS MAINTENANCE METHOD: Plans are in the final stages for procurement of material to be used in Lock outages scheduled for 1963 and 1964. The material will be used to modify Lock gates and other appurtenances so that in future overhauls, no Lock lane will be out of service for more than 24 hours at any one time. The method to be used is being planned with the help of the Corps of Engineers.

In This Issue

THIS MONTH is Carnival time in Panama and the first few days of March will be devoted to the gay, pre-Lenten festival. The origins of the holiday, its legends, and the manner in which it is observed all are described in the article which starts on page 10 of this issue.

The cover picture on this month's issue is a clever bit of photography by Jerry Stec, owner and operator of the El Halcón photographic shop in Panama. Jerry admits that there is a bit of fakery involved in the picture, which was taken, intentionally, as a double exposure. He first took a time exposure of Carnival fireworks, then saved the film to shoot the scene of Miss Marcella de Janon, now Mrs. James A. Reid, climbing from the treasure chest.

Canal Zone Wage Rates	3
Busy, Busy Month	4
New Machines for Old Job	6
Ladies in Gray	8
This Is Carnaval	10
Schedule of Cristobal Revised	15
Worth Knowing	16
People	18
Anniversaries	20
Promotions and Transfers	21
Retirements	22
Canal History	22
Safety	22
Budding Artists	23
Shipping	24

CANAL ZONE WAGE RATES

A Significant New Policy

A SIGNIFICANT CHANCE in the policy governing pay increases for Canal Zone wage base employees was made last month with announcement of a two-fold plan to give greater recognition for skills, provide more incentive for employees, and to narrow the gap between area-based wage rates and U.S.-based rates.

The new policy, for the first time in the history of U.S. Government agencies on the Zone, provides a direct tie between the rates paid to workers in U.S. wage base positions and those in Canal Zone wage base positions.

To be fully implemented on July 1, 1964, the new wage policy provides for two major benefits:

Changes in Pay Rates To Be Made April 1, 1962

MANUAL SCHEDULE

Level	Current		New		New	
	Range	From	To	Range	From	To
1	\$0.60	\$0.60	1	\$0.60	\$0.63	
2	0.60	0.64	2	0.62	0.67	
3	0.63	0.69	3	0.65	0.71	
4	0.67	0.73	4	0.70	0.76	
5	0.72	0.78	5	0.75	0.81	
6	0.76	0.82	6	0.84	0.90	
7	0.85	0.93	7	0.97	1.05	
8	0.94	1.02	8	1.09	1.21	
9	1.02	1.10	9	1.26	1.36	
10	1.13	1.23	10	1.47	1.59	

Rate range includes three step intervals totaling 24 months with increase to 2d step after 6 months and to 3d step after an 18-month interval.

SERVICE SCHEDULE

Level	Current		New		Range	
	Range	From	To	Level	From	To
1	\$0.60	\$0.69	1	\$0.60	\$0.71	
2	0.62	0.75	2	0.67	0.80	
3	0.69	0.82	3	0.76	0.89	
4	0.76	0.96	4	0.86	1.06	
5	0.86	1.06	5	1.00	1.20	
6	0.97	1.21	6	1.15	1.39	

Rate range includes six steps (a through g) with one step increase every 12 months.

NON-MANUAL SCHEDULE

Level	Current		New		Range	
	Range	From	To	Level	From	To
1	\$0.62	\$0.86	1	\$0.65	\$0.89	
2	0.73	0.99	2	0.81	1.07	
3	0.91	1.17	3	1.07	1.33	

Rate range includes six steps (a through g) with one step increase every 12 months.

1. Adjustment of Canal Zone wage base pay schedules, beginning on July 1, 1963, whenever U.S. wage base schedules are adjusted on or after that date.

2. A series of administrative wage increases for the upper grade levels of Canal Zone wage base positions as funds become available over the next 3 years.

The first increases under the new policy will become effective April 1, when approximately 10,000 employees of the Panama Canal Company/Canal Zone Government will receive increases ranging from 3 to 29 percent as a result of the new policy.

The new policy resulted from a study

by the Canal Zone Civilian Personnel Policy Coordinating Board last year and a full review of rate-setting policies and practices started in September by Stephen Ailes, Under Secretary of the Army and Chairman of the Board of Directors of the Panama Canal Company.

A major objective of the new policy is to develop, over a period of time, what Personnel Bureau officials refer to as "a more satisfactory wage curve." The desired wage curve would move from the lowest to the highest salary in a gentle upward sweep, with no unreasonable plateaus or sharp divergences upward.

It will take time to achieve the objective, officials say, but voice the opinion that the new policy will provide a solid basis for long and continuous improvement of working conditions for workers in the Canal Zone.

Noting that endorsement of the two-fold pay improvement program "is quite an undertaking costwise," Governor Fleming said, "I consider it to be a real incentive program which can reap benefits for the Canal Zone employee in job satisfaction and for the employing agencies in worker productivity." The Governor also expressed pleasure that the plan provides recognition for the higher levels of skill and for coordinated wage increases. "The plan is more than a wage increase," he said, "it is a further opportunity for people to work up to substantial rates of pay throughout the organization."

While the new wage policy was stirring fresh discussion of wages among those most affected by it, similar impetus was given to the subject of wages paid in many U.S. wage base positions by President Kennedy's proposal that Congress establish a 3-year plan of pay increases for 1.6 million white-collar employees of the Federal Government. Like the new Canal Zone wage policy, the plan proposed by President Kennedy would provide greater recognition of skills and additional incentive for employees to improve their abilities.

Busy, Busy Month

*Many duties and
obligations face Canal Zone
Chief Executive during
first month in office*



Gov. Robert J. Fleming, Jr.



Governor Fleming
is greeted by
Lieutenant
Governor Leber
upon arrival at
Tocumen Airport.
Looking on is
Hayden Williams,
Deputy Assistant
Secretary of Defense.

THE DUTIES of a Governor of the Canal Zone are many and diverse at all times, and for a new Governor there are many obligations which must be met in a very short time, as Gov. Robert J. Fleming, Jr., found during his first busy, busy month as Governor of the Canal Zone and President of the Panama Canal Company.

Arriving in the Canal Zone on the evening of February 2 aboard the same plane which brought U.S. Secretary of Defense Robert J. McNamara to the Isthmus for one in a series of overseas conferences with local military commanders, Governor Fleming found himself launched on a fast-paced schedule of conferences, official calls, receptions, and work-a-day decisions.

Having been sworn into office by Secretary of the Army Elvis J. Stahr, jr., in Washington the day before his arrival on the Isthmus, Governor Fleming said upon his arrival that he was "delighted" with his new assignment.

"During my service," the new Governor said, "I have had, from time to time, assignments which were somewhat different from those normally considered usual. In retrospect, it now seems there must have been a design in these unusual assignments, for they have certainly been excellent training for this new challenge. I believe that because of these past experiences, I am more concerned with social and human



Panama President Roberto F. Chiari welcomes Governor to Presidencia.



Antonio Caballero, one of two honorary aides assigned to Governor during visit to Colegio Javier Fair, stands at attention as Governor greets him.

factors than with the material and the finite. And I hope that I can bring to this new assignment a sincere appreciation of the problems involved in human relationships."

His first weekend was largely devoted to the conference held by the Defense Secretary, but early Monday morning the new Governor held his first weekly staff meeting, at which he outlined some of his basic viewpoints and working methods. During his first "work day," he also visited the Latin American schools in Paraiso and called on U.S. Ambassador Joseph S. Farland.

During that first week, he also participated in the Panama Open, greeted

the visiting Burgemeister of Oslo, Norway, called on President Roberto F. Chiari at the Presidencia, attended a press reception at the home of Information Officer Will Arey, received a number of courtesy calls, was host to retired Gen. Alfred M. Gruenthal on a partial transit of Gaillard Cut, and attended the Colegio Javier Fair.

The start of the second week found him beginning a series of calls on diplomatic representatives of other countries in Panama and attending the monthly meeting of the Isthmian Historical Society. During the week, he also held his first meeting with the Zone's Latin American Civic Council officers, during

which he again voiced his concern with problems involving people, while pointing out that getting ships from one ocean to the other continues to be the primary mission here. As the second week ended, he visited the Industrial Division at Mount Hope and, while there, presented a gold watch to Porter McHan, a foreman in the division, for making the most valuable employee suggestion submitted during 1961.

On Saturday, February 17, with his third week as Governor getting under way, he visited some of the housing projects being carried out in Panama through Development Loan Fund financing and the following day was a guest at the World Friendship Tea of the Canal Zone Council, Girl Scouts of the U.S.A., at Quarry Heights.

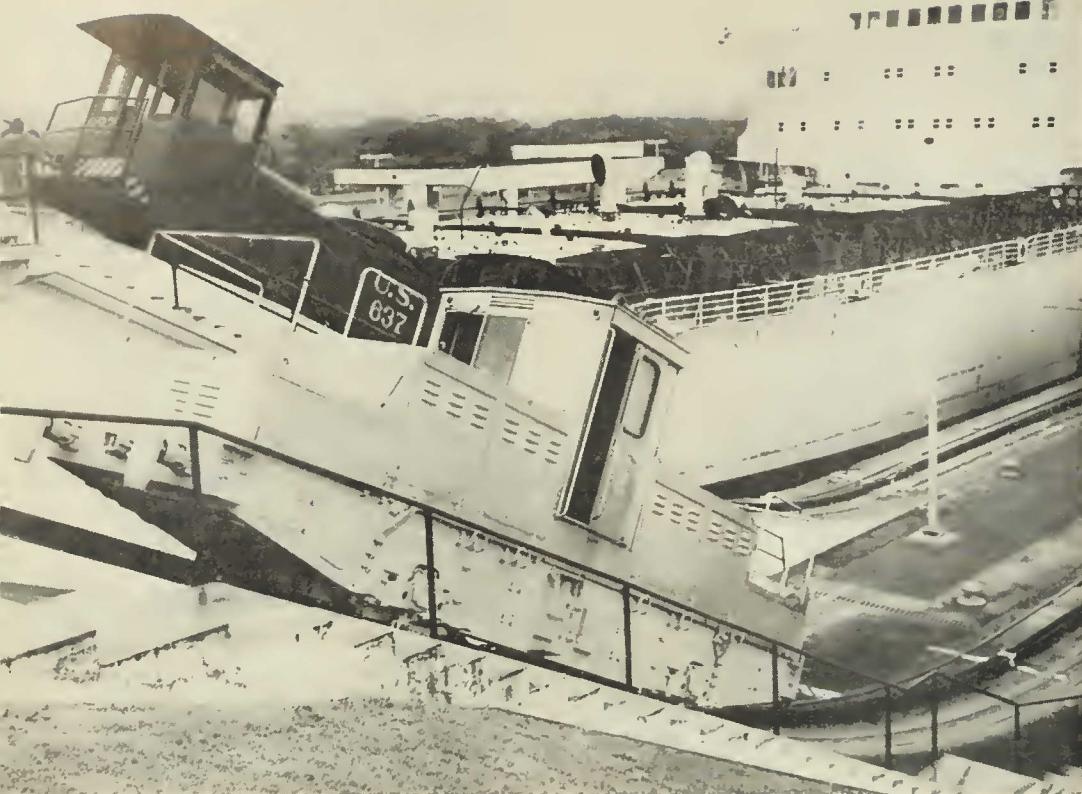
On Monday, February 19, Governor Fleming returned to the Atlantic side to greet his wife, who arrived aboard the *Cristobal*, having stayed in the United States to close out their affairs there.

Governor Fleming's third week also included courtesy calls by representatives of some of the unions which represent Canal Zone employees, the official reception in honor of Governor and Mrs. Fleming by Lt. Gov. and Mrs. W. P. Leber at the Tivoli Guest House, speaking at the annual Engineers Banquet, and meeting with the U.S. Civic Council officers of the Canal Zone. He concluded the month's activities by officiating at a ceremony honoring retirees from Company/Government service.

Thus the first month was one of work, work, work, duty, duty, duty, a few hours for playing golf, and an on-the-spot introduction to the operations of the Isthmian waterway.

Governor Fleming and Lieutenant Governor Leber talk with delegation from Rainbow City Civic Council during meeting of Latin American Civic Councils at Santa Cruz in mid-February. Left to right are Wilfred E. Barrow, Seabert Haynes, and Astor N. Lewis.





Japanese-built locomotive, with single cab, and an old-style locomotive with cab on each end pass each other on Gatun Locks center wall incline.

New Machines for Old Job

The new locomotives, in one of their early assignments, help Telde through Gatun Locks.

Japanese-built locomotives assigned to duty at Gatun . . . and doing fine.



THE FIRST SIX of the Canal's new towing locomotives are at work these days putting ships through Gatun Locks. And they are doing just fine.

Testing of the new mules started in January shortly after they arrived from Japan and were set up on the Gatun cast lane tracks. As of mid-February, they had handled everything sent through that lane, from ships measuring 338 feet in length to the medium-sized superearriers of 642 feet.

Since the new locomotives are capable of using two cables as well as one, many of the larger vessels have been towed through the locks by only four machines using two cables each. This size ship required eight of the old-style,

one-line locomotives. As a safety measure, however, the two remaining test machines have stood by with slack lines.

By the time the tests are completed, it is expected that the six powerful, new, two-eable mules will be able to take ships through the locks which must be assisted by 12 old-style locomotives.

So far, the visiting Japanese engineers and the Canal officials who are keeping close check on the tests, have found few "bugs" in the new towing locomotives. There are a few minor alterations which will be added to the specifications of the additional mules, but up to now, both the engineers and the men who operate the machines are happy with their speed, strength, and handling ease.

Juichi Kaku, Chief Engineer of the Panama Canal Company Locomotive Engineering Center for Mitsubishi Shoji Kaisha, Ltd., and Hatsuo Sasano, Chief of Rolling Stock Export Division, Machinery Export Department of Mitsubishi Shoji Kaisha, Ltd., recently arrived on the Isthmus in connection with the locomotive contract.

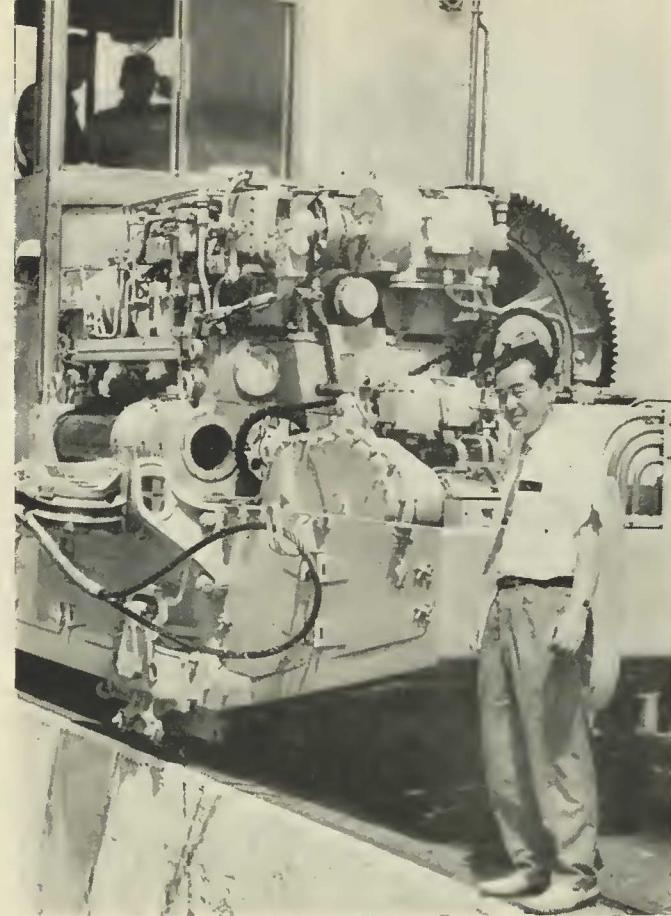
They joined Keisako Sugi, Hiroshi Higara, and Mitsuo Kubota, three representatives of Mitsubishi Shoji Kaisha, who have been here since the beginning of the tests. Also in the Canal Zone for the testing period is Robert Donaldson, the Panama Canal's resident engineer in Tokyo and Yasushige Kisamori, his administrative aid and interpreter.

While the Canal's six new towing locomotives are being given their final tests, a new signal system also is being tested to facilitate communication between the towing locomotive operators and pilots aboard transiting ships. The system is a type of "walkie-talkie" which will enable the pilot to communicate immediately and simultaneously with the operator of the mules attached to either side of the transiting vessel and thus eliminate the historic bell and hand signal system.

When tests on the first six new locomotives are successfully completed, orders will be issued for work to start on the construction of at least 33 more machines which will eventually replace all existing Canal mules. These will begin arriving in the Canal Zone about December 1962 and all Canal towing equipment is scheduled to be completely replaced by the summer of 1963.

Also to come are three electric cranes which are included in the towing locomotive contract. They are to be built on frames identical with those of the towing locomotives and will have lifting capacity of 14 tons at a radius of 13 feet. The cranes are to be built by Tovo Denki Seizo, subcontractors for Mitsubishi.

Yasushige Kisamori
beside one of
new locomotives
at Gatun.



THE ABILITY to speak fluent English, car-driving skill, and a deft hand with the cooking pot combined to provide a magic carpet on which 30-year-old Yasushige Kisamori was able to leave his native Japan for the first time and visit the Isthmus.

Hired in Tokyo by Robert Donaldson, the Canal's resident engineer during construction of the new locomotives, Mr. Kisamori proved to be such an able employee that he has been made administrative aid to Mr. Donaldson in addition to his original duties as chauffeur and interpreter.

While in the Canal Zone, he continues to serve as an interpreter between Canal officials and Japanese-speaking engineers Keisako Sugi and Mitsuo Kubota, two representatives of Mitsubishi Shoji Kaisha, Ltd., who are here to assist during testing of the locomotives.

A second job, however, is aimed at keeping the visiting Japanese engineers adequately and happily nourished during their stay on the Isthmus. To accomplish this, Mr. Kisamori supervises preparation of the Japanese-style food which they prefer.

As vice president in charge of the Japanese kitchen he has established in Gatun for himself and his two visiting compatriots, Mr. Kisamori has had some difficulty with the local food supply, which he finds is considerably different

from that of his homeland. So far, however, he has managed to produce reasonable facsimiles of Japanese and Chinese dishes. Native cooking is much too spicy for the Japanese palate, he says.

Training for his wide variety of present skills and duties was received during his youth, when he worked at a number of odd jobs in Tokyo. His uncle was an accomplished Japanese-style cook and his grandfather was an expert in Chinese-style cooking. He helped them cook after school and during summer vacations, acquiring the knowledge of the cooking art which now is serving both him and the two Japanese engineers so well.

After the war, Mr. Kisamori acquired a command of GI English while working for the U.S. Armed Forces. It was through his employment with the Armed Forces that he also learned to drive an automobile.

Despite the number of skills he has acquired during his 30 years of life, Mr. Kisamori has definite plans for learning more. He hopes upon his return to Japan to wangle a bid to a helicopter pilot school in the United States. If he can learn to operate a whirlybird, Mr. Kisamori believes he will have a bright future in the new Japanese air transportation system, which is using helicopters for passenger and freight service between the main Japanese islands.



Several members of training class for Spanish-speaking Gray Ladies from Central America and Panama help in children's playroom.

LADIES IN GRAY

"COMO MIEMBRO del Servicio de Dama Gris de la Cruz Roja Americana, yo prometo conciente y leal servicio al hospital donde sirva," (As a member of the Gray Lady Service of the American Red Cross, I pledge a conscientious and loyal service to the hospital in which I serve).

In solemn voices, in unison, 22 representatives of the Red Cross from Central America, Panama, and the Canal Zone repeated this pledge after Judge John E. Deming, chairman of the Canal Zone Chapter of the American Red Cross, immediately after receiving their Gray Lady caps, certificates, and pins February 14 in the Base Theater of Albrook Air Force Base.

As they repeated the pledge, the ladies faced the flags of their respective countries, in front of which stood the First Lady of Panama, Mrs. Roberto

F. Chiari, Ambassadors, diplomatic representatives, U.S. Army officials, American Red Cross officials, and representatives of the Canal Zone Health Bureau and Gorgas Hospital.

The capping ceremony concluded the program of the first Gray Lady training course in Spanish ever given under the auspices of the American Red Cross for women of Central America and Panama. The course was given at Gorgas Hospital, with local Gray Ladies and hospital personnel as instructors. The class also was visited by retired Gen. Alfred M. Gruenthal, president of the American Red Cross, who spoke to the trainees about the importance of the training they were receiving.

Three representatives of the Women's Committee of the National Red Cross Society in each of the six countries represented by the trainees came to the

*First course in Spanish
for Red Cross Gray Ladies
given at Gorgas*

Canal Zone for the course of instruction, which started on February 5. On arrival here, they were joined by four Spanish-speaking Canal Zone women, also members of the class. Upon return to their respective countries, the newly-capped Gray Ladies will act as instructors for other groups in their own Red Cross societies. The Canal Zone women will work with the Gorgas Hospital Gray Lady program.

The capping ceremony was opened with an invocation by Lt. Col. Jack Moses, chaplain at Albrook Air Force Base. A welcome to the guests was given by Mrs. Daniel J. Paohucci, chairman of Volunteer Services, Canal Zone Chapter, American Red Cross, and a brief talk was given by Miss Hester E. Garrett, American National Red Cross Field Director at Gorgas Hospital.

The Gray Ladies were introduced by Mrs. J. Carl Baquie, chairman of the Gray Lady Volunteers at Gorgas Hospital. The certificates were presented by Col. Edward Sigerfoos, Director of Gorgas Hospital, and Mrs. Paolucci presented the women with their pins.

During the training course at Gorgas, each of the representatives wore the uniform and cap pertinent to the Women's Committee of the National Red Cross Society in her country. The day of the capping ceremony, the ladies came to the Albrook Theater in uniform, but without caps. Then came the moment when they received the caps symbolic of their new role as Gray Ladies from Miss Beatrice Simonis, Director of Nurses at Gorgas Hospital. The Gray Lady Pledge, administered by Judge Deming, concluded the ceremony.

The Albrook Air Force Base Band provided music for the program. After the ceremony, a reception for the newly-capped Gray Ladies was held at the Albrook Officers Club.

The training course at Gorgas included a briefing on a volunteer's duties and responsibilities, as well as on-the-job training in the many ways a Gray Lady may help in a hospital.

They were given a review of how the Gray Lady can help in the food service; how the volunteer can best serve the patients of the surgical and orthopedic services; how to best serve the patient of the medical service, the nursing serv-

Accompanied by a regular member of the Gorgas Hospital Gray Ladies, a second group of trainees helps with book and magazine distribution in one of the hospital wards.



Gray Lady trainees listen attentively to retired Gen. Alfred M. Gruenther, President of the American Red Cross, who visited the Isthmus in connection with the instruction program.

ice, and to assist in the children's wards.

One afternoon during the course, the volunteers were addressed by Miss Hester E. Garrett, who outlined the Red Cross program in a hospital and the role of the volunteer in the Red Cross Hospital program. She described the admin-

istration of the Gray Lady program, the supervision of the program, and its policies and procedures.

Miss Garrett also spoke on the purpose of social service, the purpose of the recreation service in relation to patient needs and interests, with emphasis on the role of the Gray Lady in the hospital recreation program.

The various representatives left for their home countries on February 15. The members, and graduates, of this first Spanish-language training course at Gorgas Hospital were:

Mrs. Lidia Castillo de Bequillard, Nicaragua; Mrs. Marina de Charlaix, El Salvador; Mrs. Margarita de Dubois, Panama; Mrs. Magdalena Conte de Duque, Panama; Miss Mercedes Gordillo, Nicaragua; Mrs. Gladys de Capriles de Maduro, Costa Rica; Mrs. Marta McCray, Panama; Mrs. Laura de McEntee, El Salvador; Mrs. María Asunción de Mejía, Honduras; Miss Esther Mezerville Ossaye, Costa Rica; Mrs. Alicia Mayorga de Palarea, Guatemala; Mrs. Aurora Presas, Curundu, Canal Zone; Mrs. Thelma C. de Quijano, Panama; Mrs. Estela Portillo de Ramírez, Guatemala; Mrs. Pura James de Ross, Guatemala; Mrs. Simcha Sasso de Sasso, Costa Rica; Mrs. Josette Stratmann, Curundu, Canal Zone; Mrs. Carmen de Valdez, El Salvador; Mrs. Cora Ann Yore, Panama; Miss Eva Dolores Zapata, Honduras; Mrs. Francisca Elena de Ordóñez, Honduras; and Mrs. Liana Somarriba de Morales, Nicaragua.





Former Panama Carnival Queens Miss Catita Lewis; Mrs. Sarita Chiari Selee; Miss Ruti Ehrman; Mrs. Elena Alemán Tapia, Queen of the Pollera; Mrs. Manuelita Vallarino Morrice, Queen of the 1910 Panama Carnival; Miss Vivian Nahmad, 1962 Balboa High School Carnival Queen; Miss Elida Arias; and Mrs. María Esther Arango Arosemena at Isthmian Historical Society meeting. Mrs. Amy McCormick, moderator, and Mrs. Marie Arias Smith, a member of the 1910 Carnival Court, are seated behind table.

This Is *Carnaval*

Its history, traditions, color, spirit, legend, whys, and wherefores.



Canal Zone Gov. Robert J. Fleming, Jr., greets 1961 Panama Carnival Queen Ana Raquel Chanis during flag-raising in Balboa. At left is Hernán Arias and, in the center, Enrique Rogers.

IN SPANISH it's Carnaval, in English, Carnival, in French it's Mardi Gras. But in any language it is a term applied to a time of festivity, gaiety, and general merriment.

The festival, no matter what it is called or where it is celebrated, has its origin in religion and ancient traditions dating to the pre-Christian era, but in Christian garb it has emerged as a pre-Lenten holiday.

In Panama, the 4-day festival begins on the Saturday before the arrival of Lent on Ash Wednesday. Each of the 4 days has been, by tradition, given over to a distinct set of events and traditions, but each and all of them have a single motif: Celebrate now in preparation for the austere season of Lent.

The opening day of the 1962 Carnival of the Americas, in Panama, will be Saturday, March 3, and the observance will come to an end at dawn on Ash Wednesday, March 7.

The first day of the Panama Carnival is, traditionally, Coronation Day. The Carnival Queen and her entourage enter the city during the morning and greet

Momo, Monarch of Merriment, who will reign for 3 days. At the end of the 3 days, Momo, in the role of Pescado, Prince of the Fishes, must return for another year to the kingdom of his fathers. As a mark of the times, Momo now arrives at Tocumen Airport. In days of yore, he would come in a boat from Taboga-way. Saturday evening, the coronation of the Carnival Queen takes place. With the seating of Momo and the crowning of the Queen, the fiesta is considered officially open.

Sunday, the second day, is Pollera Day and everyone who has one of the colorful dresses participates in a seemingly never-ending parade along Central Ave. Sunday evening is one of the gayest of the Carnival, with pollera and montuna-clad participants attending dances throughout the city.

Monday, which has no official title, usually is the quietest of the Carnival. The Queen and her court appear in comparsa, or group costumes, and Carnival revelers follow suit, engaging in their own brand of festive hi-jinks.

The fourth and last full day of Carnival, Tuesday, is highlighted by the Carnival parade of floats in the afternoon, while the frenzied beat of Carnival music throbs faster and faster for the dances that start early and conclude only with the dawn. The Carnival Queen, her court, and all her subjects, appear in their most elaborate and colorful costumes. On this final day of Carnival, all serious business is put aside until Lent begins.

The beginning of the Lenten season and the conclusion of the Carnival comes with the "burial of the fish." This ceremony, held at dawn on Ash Wednesday, is symbolic of the legendary transformation of Momo, god of the fun and frolic of Carnival, into a fish because he overstayed the earthly sojourn permitted him by his masters in the ocean deeps. With the return of the fish to the sea, the gaiety subsides. Carnival is over, and the austerity of Lent begins.

All residents and tourists in Panama at Carnival time are welcome to participate in the 4-day celebration. Doing so is simply a matter of being in the right place at the right time—and understanding at least the basic ingredients of the spice and ginger eake which is Carnival.

Throughout the festivities, there are many scheduled and unscheduled activities of a public or semi-public nature in which one and all are free to participate.

The start of pre-Carnival planning and preparation always is signaled by the raising of the Carnival flag in the various communities of Panama and the

Queen
of the Pollera
Mrs. Elena
Alemán Tapia
displays
pollera de lujo.



Canal Zone. This year, the flag was raised on the Pacific side of the Zone, with members of the Board of Directors of the Panama Canal Company and the 1961 Carnival Queen, Ana Raquel Chamis, participating, on January 19. The Cristobal flag-raising ceremonies, held in conjunction with the Colon flag-raising, was held on February 1. The following day, the Carnival flag went up in Santa Cruz, halfway between the two oceans, and on February 25 the flag was raised in Rainbow City, to bring the entire Zone into the whirligig of pre-Carnival preparations.

These pre-Carnival activities include the readying of the costumes to be worn, floats to be used in the parade, and, most important of all, selection of queens by the various communities and participating organizations planning their own localized observances in connection with the festivities. Although most of the public attention is, by the nature of such things, focused on the Queens of Panama City and Colon, each of the queens is sovereign only in the community which she represents.

Last month, as the pre-Carnival preparations moved into high gear on the Isthmus, the monthly meeting of the Isthmian Historical Society featured a discussion of Carnival events over the years since the first official Carnival was held under the sanction and sup-

porting sponsorship of the Government of the Republic of Panama in 1910. Carnival Queens from 1910, 1915, 1918, 1924, 1925, and 1929 were present. Mrs. Elena Alemán de Tapia, Queen of the Pollera, and Miss Vivian Nahmad, 1962 Carnival Queen of Balboa High School, also participated in the program. To complete the Carnival-oriented meeting, a number of native dances were performed by Queen Vivian and Professor Domingo Domínguez, in whose dancing class she is a pupil. Professor Domínguez also danced with Mrs. Tapia, herself a skilled performer of the tamborito, the punto, and the intricate cumbia.

Mrs. Frank Morrice was the first official Carnival Queen of Panama. The 1910 festival over which she reigned was the first Carnival endorsed and supported by the Republic of Panama. Until that year, Carnival had been almost solely a haphazard observance celebrated with much rowdiness.

The 1910 Carnival, spurred on by a contest in the leading daily newspaper to select a Queen, launched the official festival. The contestants for Queen dwindled to five finalists and was won by Manuelita Vallarino, now Mrs. Morrice. She was crowned in the National Theater on the last day of the festivities,

(See p. 14)



Momo, Monarch of Carnival Merriment, joins in dancing.



The sea and the life it contains are a central theme of Carnival as these two parade floats indicate.



Carnival Time is Fun for All

Photos by Halcon



Children also get into appropriate costumes for Carnival.

A group of young men forms distinctive parade unit.



Dancing and general revelry frequently continues into the wee, small hours.



Parade float depicting legendary Chinese dragons also features beautiful girls.

The parade, highlight and near-conclusion of the 4-day Carnival, produces, crowds, crowds, and more crowds.





Balboa High Queen
Vivian Nahmad
with
Professor Domingo
Dominguez,
Anthony Scottino,
and
Julio Barba.

This Is *Carnaval*

(Continued from p. 11)

rather than on the first day as present-day queens are crowned. Mrs. Marie Arias Smith, a member of the court in 1910, described the beauty of the coronation ceremony.

Miss Ruti Ehrman, Panama's Carnival Queen of 1929, spoke of the changes in the Carnival celebration the year she was crowned, when the Union Club in Panama was the center of the Queen's activities. She was the only contestant for Queen that year. "There was no competition. Everything was peaceful," she recalled.

Another of the Queens, Miss Elida Arias, said that in those days, the Carnival Queen always was treated with the greatest gallantry and often supplanted the President of the Republic at functions attended by both.

Both Mrs. Tapia and Miss Nahmad wore polleras and the highly stylized jewelry which completes the costume, while Julio Barba, Miss Nahmad's escort, wore the male's traditional Carnival costume of montuno and the "sombrero de Penonomé."

These costumes, as much a part of the Carnival tradition as Momo and the various Queens, are peculiar to the Isthmus and are believed to have developed among the servant classes. Each of them has an intriguing history, as Mrs. J. Bartley Smith explained to those attending the meeting.

The word "pollera" comes from "polla," or chicken, a slang term for a young girl. Although it has become more and more elaborate over the years,

tradition governs the fashioning of the dress.

The pollera de lujo worn by Mrs. Tapia was embroidered exquisitely in blue and adorned with handmade lace. The background of the pollera always is white handkerchief linen of fine lawn, and the skirt is full, ranging from 6 to 8 yards at the hem. Cross-stitch embroidery or applique, all by hand, are used in decoration. Handmade insertion is whipped onto each hem of the pollera's numerous ruffles, and to this is gathered lace edgings.

Colored yarn is drawn through the meshes of the wide "off-shoulder" lace bertha and ends in a large pom-pom at front and back. Small ribbon tabs at the waistband and heelless slippers, or zapatillas, match the embroidery and pom-poms.

One to three petticoats are worn under the pollera, with the outer one also elaborately adorned with needlework and fine lace, for it is shown when the skirt of the pollera is coquettishly lifted during the traditional native dances.

Tembleque ornaments, worn in pairs, now are fashioned of tinsel wire and beads into the shape of flowers, birds, and butterflies and are anchored to hairpins in clusters at either side of the head. Heirloom tembleques, however, treasured by many of Panama's older and wealthier families, are entirely of gold. Above the tembleques are worn gold-mounted peinetas and, at the back of the head, stately peineta de balcon, or high comb, and peineta de luees, which reflect light and glisten in it.

Only yellow gold is worn with the pollera, and pearls and coral are the

only jewels allowed. Mrs. Tapia wore heirloom jewelry, with the traditional cadena chata, a flat gold chain which usually ends in an ornamental religious piece or a flexible fish, the latter forming a link with the legend of Pescado. Pearls are used in the mosqueta, a rounded gold disk with graduated terraces set with pearls, with a large pearl in the center.

The montuno still is the customary attire of men in the remote interior provinces of Panama and derives its name from the fact that it was originated by mountaineers.

Fashioned of heavy, coarse, white cloth, the montuno has short, below-the-knee trousers, which frequently are unravelled into a fringe thickly interspersed with colored threads, and a loose tunie, or overshirt, similarly unravelled and decorated. Leather sandals are worn on bare feet and, since the trousers have no pockets, a handwoven mochila is slung from one shoulder to carry anything ordinarily carried in pockets. The costume is topped by a handwoven hat, the "sombrero de Penonomé."

The feminine counterpart of this costume is the montuna, sometimes called a tumba hombre, or man-killer. In colonial days, this was the dress of the servants, or slaves. The full-gathered skirt is made of gay-flowered material edged with narrow lace at the hem. Small ribbon tabs at the front and back of the skirtband match the flat slippers and pom-poms of the lace-trimmed, off-the-shoulder blouse. The chief difference between the blouse of the montuna and that of the pollera fiesta is that the former has one ruffle, while the latter has two.

A handwoven hat also is worn with the montuna. This hat, like the man's, is turned up in front and usually is fastened with a pom-pom, while a matching ribbon streamer hangs down the back. The original wearers of the montuna had long black braids, which today's girls, with their short hair, often imitate with yarn braids.

"Toldos," open air-dance halls that are as typical of Panama as the pollera, are erected in different areas of the city for dancing and merriment. Here a person may dance all night for a small fee. Outside the toldos, vendors have tamales, tortillas, carne en palito (small pieces of barbecued beef on a stick), and beverages available for the dancers.

Thus is the Carnival and its traditional costumes, dances, legends, and history upheld in present-day Panama, where the entire populace joins in the colorful festivities and general merriment of the pre-Lenten celebration.

DESPITE a change in plans for the accelerated vacation season sailing schedule of the Panama Canal Company's *Cristobal*, all employees with reservations on the vessel for the affected period will be accommodated within a few days of their originally scheduled dates.

In announcing a revised schedule for the vessel for the remainder of this year, officials of the Water Transportation Division said the revisions were necessary in order to provide more time between arrival and departure of the ship at both New Orleans and Cristobal.

Under the revised plans, the *Cristobal* will make the round trip from Cristobal to New Orleans and back to Cristobal in 11 days instead of 10 days during the accelerated sailing schedule, which goes into effect with the April 2 sailing from Cristobal. The present winter schedule of 14 days for the round trip is not affected by the changes.

Employees scheduled to sail from New Orleans on July 3 under the originally planned schedule will be

divided between the sailings of June 26 and July 7. Those with school children who were scheduled to sail from New Orleans on July 3 are being reassigned to the July 7 sailing, while those without school children will be reassigned to the June 26 sailing.

The original plans for the accelerated vacation schedule provided only 14 hours for unloading and loading the ship at Cristobal. This was found to be too short a time and under the new schedule there will be 32 hours between arrival and sailing at Cristobal. The 53 hours allotted for stevedoring at New Orleans will be extended to 56 hours.

During the 11-day schedule, the ship will leave Cristobal at 3 p.m. and New Orleans at 4 p.m. Arrival time at New Orleans will be 8 a.m. and at Cristobal it will be 7 a.m. The complete schedule through the remainder of 1962 is printed herewith, along with a listing of the changes made in reservations issued prior to the change from a 10-day round trip to an 11-day round trip for the vacation schedule.

Schedule of Cristobal For Remainder of 1962

	<i>Leave New Orleans</i>		<i>Arrive Cristobal</i>		<i>Leave Cristobal</i>		<i>Arrive New Orleans</i>
	1 p.m.		7 a.m.		1 p.m.		8 a.m.
February	27	March	3	March	5	March	9
March	13	March	17	March	19	March	23
	<i>Leave New Orleans</i>		<i>Arrive Cristobal</i>		<i>Leave Cristobal</i>		<i>Arrive New Orleans</i>
	4 p.m.		7 a.m.		3 p.m.		8 a.m.
March	26	March	30	♦April	2	April	6
April	9	April	13	April	14	April	18
April	20	April	24	April	25	April	29
May	1	May	5	May	6	May	10
May	12	May	16	May	17	May	21
May	23	May	27	♦May	28	June	1
June	3	June	7	♦June	8	June	12
June	14	June	18	♦June	19	June	23
June	26	June	30	♦July	1	July	5
♦July	7	July	11	♦July	12	July	16
♦July	18	July	22	♦July	23	July	27
♦July	29	August	2	August	3	August	7
♦August	9	August	13	August	14	August	18
♦August	20	August	24	August	25	August	29
♦August	31	September	4	September	5	September	9
♦September	11	September	15	September	16	September	20
September	22	September	26	September	27	October	1
October	3	October	7	October	8	October	12
October	16	October	20	October	22	October	26
October	30	November	3	November	5	November	9
November	13	November	17	November	19	November	23
November	27	December	1	December	3	December	7
December	11	December	15	December	18	December	22

♦Sails at 1 p.m.

♦Preference for passage on these ships will be given to teachers and employees with children of school age traveling with them.

Schedule of Cristobal Revised



Reservation Changes

FROM CRISTOBAL

<i>Former Reservation</i>	<i>New Reservation</i>
March 30	April 2
April 9	April 14
April 19	April 14
April 29	April 25
May 9	May 6
May 19	May 17
May 29	May 28
June 8	June 8
June 18	June 19
June 28	July 1
July 7	July 12
July 17	July 23
July 27	August 3
August 6	August 14
August 16	August 14
August 26	August 25
September 4	September 5
September 14	September 16
September 24	September 27

FROM NEW ORLEANS

<i>Former Reservation</i>	<i>New Reservation</i>
April 5	April 9
April 15	April 20
April 25	April 20
May 5	May 1
May 15	May 12
May 25	May 23
June 4	June 3
June 14	June 14
June 24	June 26
June 30	June 26
or July 7	July 7
July 13	July 7
July 23	July 18
August 2	July 29
August 12	August 9
August 22	August 20
August 31	August 31
September 10	September 11
September 20	September 22
September 30	October 3
October 10	October 16
October 20	October 16
October 30	October 30
November 9	November 13
November 19	November 27



Public tribute to retiring Governor Carter brought a crowd of spectators and participants to the Balboa Heights Administration Building.



This is the artist's concept of how the new Gamboa post office will look when completed.

MODERN functional post office design is the main feature of the new Gamboa Post Office now under construction by Ingenierías Unidas de Colón, S.A. at a cost of \$14,700. Built on the foundations of the former frame post office building, the new post office will be of steel and cement block construction.

It will have outside post boxes on one

side, a lobby for the service windows at the front and a loading platform at the back. Scheduled for completion about July 15, it will be opened to the public short time later.

During the time that the new post office is being built, a temporary post office for Gamboa has been set up in the Gamboa Housing Division Office.

THE TAMBORITO and the cumbia, danced with graceful sweeps of poleras to the beat of native drums, brought a brief flurry of gaiety and native color to the staid Balboa Heights Administration Building late in January when a group of Panamanian citizens honored retiring Gov. W. A. Carter at a public ceremony of tribute.

One of the first such events ever staged at the Administration Building, the demonstration was attended by officials as well as private citizens from Panama. Students from the National Institute of Panama participated in the native folk dancing, which concluded a ceremony during which Governor Carter was presented a medallion as a token of esteem from the Panamanian people.

The former Governor left the Isthmus by plane January 25 for Washington, D.C., where he took over his new position as senior engineer advisor of the Inter-American Development Bank. He was succeeded in February by Maj. Gen. Robert J. Fleming, Jr., who first visited the Isthmus during the January meeting of the Board of Directors of the Panama Canal Company and then returned on February 2 to assume his new duties as Governor of the Canal Zone and President of the Panama Canal Company.

Worth Knowing

"WHAT'S WRONG with you guys? I sent my little boy up there with his older sister and it should be obvious I wanted a doctor to see him. I certainly didn't want him sitting there for an hour while you goofed around trying to call me."

The speaker is an irate parent and the listener a member of the hospital staff who frequently has difficulty overcoming the angry flow of words to explain the whys and wherefores of the situation, which is typical of a recurring problem for the hospitals and a source of annoyance to parents.

Back of the misunderstanding is the requirement that Canal Zone hospitals must have the consent of a parent or legal guardian before a doctor can examine or provide treatment for a minor. Even in an emergency, treatment must await authority from the parent unless delay would endanger the life or future health of the child.

Hospital and legal authorities point out that all the difficulty can be avoided if parents unable to accompany a minor child to the hospital send a written consent, or telephone immediately prior to the appointment to give verbal consent. (Under Canal Zone law, any person under 21 years of age is considered a minor, except a married female 18 years of age or older.)

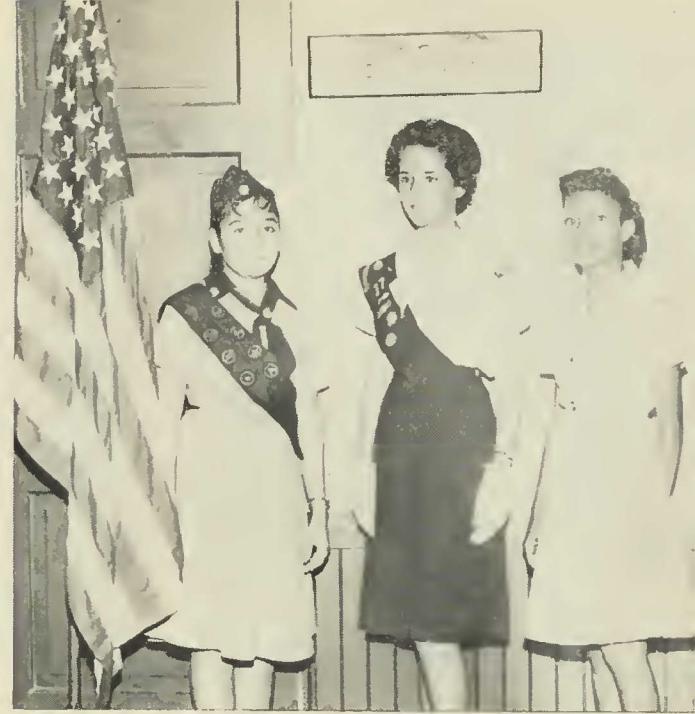
In preparing a written note for the child, the parent or legal guardian should give the youngster's name and refer to the condition for which treatment is sought, for a consent is not valid if too general or if it refers to unrelated conditions.

The hospital and legal authorities also point out that the requirement is for the protection of the minor against mistreatment and thus should be viewed by parents as an additional assurance rather than an annoyance.

THE COMPASS, an external house organ published by the Socony Mobil Oil Co., Inc., devoted the entire cover and five inside pages of the January-February issue to an article on the Panama Canal, which it refers to as "The Canal That Couldn't Be Dug."

The cover picture, in color, shows a ship and tug northbound in Gaillard Cut near Contractors Hill. The pictures illustrating the article, all but one of them in color, show the locks, work on the current Cut-widening project, and other Canal sights. Photographs used for both the cover and to illustrate the article were supplied by the Panama Canal Company.

Karina Carles of Muchachas Guías, Martha Jane Spinney of Girl Scouts of the U.S.A., and Petunia Marshall of International Girl Scouts symbolize international character of Isthmian Girl Scout activities.



MORE THAN 1,000 Canal Zone Girl Scouts and approximately 300 adult leaders paused late last month in their usual round of troop meetings and activities to honor the memory of the founder of the Scout movement, Lord Robert Baden-Powell, and Juliette Low, who established the first troop of Girl Scouts of the U.S.A.

The same girls and adult leaders also were making special preparations to celebrate the 50th anniversary of the founding of that first troop by Juliette Low on March 12, 1912. Since that first troop of 12 girls met in Savannah, Ga., almost 18½ million girls, women, and men have participated in programs associated with the Girl Scouts of the U.S.A.

The Girl Scouts in the Canal Zone, like their counterparts in the United States and 48 other countries around the world where U.S. citizens live, have a long tradition of international friendship. Each year, hundreds of teenage girls and adults participate in an international exchange program sponsored by the Girl Scouts of the U.S.A. in cooperation with 51 member countries of the World Association of Girl Guides and Girl Scouts.

In the Canal Zone, however, associations between girls of three different and distinct scouting organizations are almost daily events. For here, the Girl Scouts of the U.S.A. rub shoulders and exchange experiences and knowledge with both the Muchachas Guías of Panama and the International Girl Scouts of the Canal Zone.

Officials of both the other Girl Scout organizations on the Isthmus were guests of the Canal Zone Council, Girl

Scouts of the U.S.A., at the Juliette Low teas held on each side of the Isthmus last month to honor the woman who first introduced Girl Scouting to the United States.

The international friendship programs carried out by troops of the Canal Zone Council, Girl Scouts of the U.S.A., include welfare projects on behalf of various organizations in Panama, with particular emphasis on orphanages and similar institutions.

There also are frequent meetings between troops of the various Girl Scout organizations on the Isthmus. These meetings usually are planned to provide an exchange of knowledge between the girls of the different organizations. In this way, members of the Girl Scouts of the U.S.A. learn something of Isthmian and Caribbean folkways, handicraft, and language, while members of the Muchachas Guías and International Girl Scouts learn similar things about the United States and its citizens.

Capstone of local events marking the 50th anniversary of the Girl Scouts of the U.S.A. on March 12 will be issuance of a stamp commemorating the date. This stamp, issued by the Canal Zone Postal Division, carries a trefoil design in the foreground and palm trees, tents, and the Canal in the background.

Present officers of the Canal Zone Council, Girl Scouts of the U.S.A., are Mrs. Harold Spinney, Los Rios, President; Mrs. Walter O'Conner, Fort Clayton, First Vice President; Mrs. Robert Piper, Quarry Heights, Second Vice President; and Mrs. Nellie T. Farrell, Executive Director.

JOHN E. DOVE, who said his goodbyes at Palo Seco Leprosarium on January 30, will be remembered fondly by the patients, who honored him on his last day there. Later, he went to the Administration Building at Balboa Heights to receive a retirement certificate for 47 years, 2 months, and 12 days of Company/Government service.

Handkerchiefs were used unashamedly to wipe away tears during a gathering in the Palo Seco Recreation Hall, as several of the patients at Palo Seco voiced the deep appreciation of their fellow patients and themselves for the ministrations they had received from Mr. Dove for more than a third of a century.

Francisco Arosemena, endeavoring to put his gratitude and that of other patients into words, said, "For 37 years you've lived with us and aided us, and our deepest thanks go out to you for all you did for us. I well remember how you came to us in the little launch, even when the seas were roughest. May God go with you."

Simeon Hall, with tears streaming down his face, said there was no music, but no music was needed; there was no chorus of voices to sing a farewell melody, but no farewell songs were required by those present, moved, as they were, by sincere sentiment.

In addition to the verbal tributes, Mr. Dove was presented a watch from patients and fellow employees at the



John E. Dove, in suit, poses with patients and fellow employees at Palo Seco Leprosarium.

leprosarium. The presentation was made by Adrienne Charles. An inscription on the back of the watch bears the name John E. Dove and the dates, August 1925-January 1962.

The honor guest noted, in his speech of acceptance, that he had come to Palo Seco for a temporary assignment, expecting to remain 7 days at the most. He remained for 37 years.

Arriving on the Isthmus on May 1, 1914, Mr. Dove's first employment with the Canal organization was as a waiter. He worked at the Tivoli Hotel,

the Hotel Aspinwall on Taboga Island, and in the La Boea restaurant. In 1917 he transferred to the Health Bureau and, prior to his position at Palo Seco, was an attendant at Ancon Hospital.

On August 7, 1925, he went to Palo Seco as a medical aid and, in his own words, "dedicated myself to the purpose for which I came." The spontaneous tributes paid him by the gathering in the Palo Seco Recreation Hall on his last work day demonstrated that his dedication was sincere and appreciated.

PEOPLE

Joseph Trower, left, and Roger Chastain.



A YOUNG MAN on his way up. This description would seem to fit Joseph Trower, a Balboa High School graduate who is studying industrial engineering at Georgia Institute of Technology in Atlanta and simultaneously is becoming a success in the entertainment field.

Young Joe recently stepped up another rung on the ladder to success as a professional musician when he and a college friend recorded a guitar and vocal version of a song named "Jungle Lullaby."

The record, according to first reports from such experts as American Bandstand and National Music Survey, Inc., has all the earmarks of a hit.

In fact, the recording was chosen by National Music Survey, which services about 1,200 stations all over the United States, as its pick hit of the week and American Bandstand gave it 97 out of a possible 98 points for first place in a weekly review.

In record publishing circles, this means that success in a difficult field may be in sight and that the students

may really break into the "big time."

Young Trower and his friend, Roger Chastain of Georgia, call themselves "The Legends," when appearing professionally. In private or student life, they are a pair of senior engineering students who expect to graduate from Georgia Tech in June.

Joe is the son of the late R. M. Trower and Mrs. Trower of Balboa. He was born in the Canal Zone, attended Canal Zone schools, and was graduated from Balboa High School in 1958. He took up the guitar in his primary school days and became expert in his high school years under supervision of Victor Herr, former Director of Music at Balboa High School.

In college, he met young Chastain, joined the glee club, played the guitar, and last year made a tour of Europe with a group of other students from Georgia Tech. They also appeared on amateur programs and in night clubs in addition to keeping up with their engineering studies at college.

WALTER R. LINDSAY, Canal Zone agronomist, a man who has left his mark on the Isthmus in the form of many of the now common trees and shrubs used in local landscaping, is on his way to a hobby-filled retirement in Florida. With his wife, Mr. Lindsay left the Isthmus on February 20 aboard the *Cristobal*, after 31 years, 1 month, and 11 days of service with the Canal organization.

The retiring agronomist has been responsible for bringing many new plants to the Isthmus, but few of them are more striking than the Norfolk Island pine trees which can be seen here and there in both the Zone and Panama. This vividly green tree with the characteristic pine contours has survived in the Isthmian climate, but Mr. Lindsay fears they may never reproduce.

His landscaping work also has contributed to the beauty of both the Zone and Panama, where he frequently has aided and advised friends and officials in their landscaping problems. Mr. Lindsay directed the work performed at the Canal Zone Governor's residence in preparation for the visit of Her Majesty Queen Elizabeth II in 1953. Six years later he repeated the performance to provide a background for the reception for Prince Philip.

Mr. Lindsay was born at Paia on the island of Maui, in what was then the Territory of Hawaii, and grew up in the horticultural environment of the 50th State. His father was an engineer

on vessels which traveled to the Orient, but Walter followed in the footsteps of an uncle who had the only nursery on the island of Maui.

Having chosen agronomy as his field, Walter spent summer vacations working as a supervisor of laborers on pineapple plantations in the Pacific island group.

He joined the Canal organization in December 1930, after receiving his bachelor of science degree from Washington State College. His first job was supervisor of cultures at the Canal Zone Experimental Gardens, Summit. The Gardens were relatively new in those days, having been established only some half-dozen years previously on the site of a former poultry farm.

Named Acting Director of the Gardens in mid-1936, he was advanced to Director 2 years later and in June 1950 was named Chief of the then newly established Grounds Maintenance Division. He was transferred to the position of agronomist with the consolidation which resulted in the present Community Services Division.

Mr. Lindsay is the author of papers on mangosteen cultivation, on teak in the Canal Zone, on the natural resources of the Panama area, and on edible and poisonous fruits of the Caribbean area. He was one of the organizers of the Canal Zone Gem and Mineral Society, was a charter member of the Orchid Society, and was 1961 president of the Canal Zone Natural History Society.



Walter R. Lindsay and Norfolk Island pine.

That hobby-filled retirement? Even before he left the Isthmus, Mr. Lindsay had forwarded numerous orchids and rocks to St. Petersburg, Fla., thus preparing to continue two of his several hobbies in the additional spare time which he now will have.

OF INTEREST

TEN DAYS spent in the Canal Zone undoubtedly will be remembered fondly for many years by 11-year-old Beida Batista, a resident of a small Panamanian village north of Divisa.

Winsome Beida, shy but inquisitive, visited the Zone as a houseguest of Mr. and Mrs. L. R. Loga of Los Ríos. The Logas first met Beida last summer, after renting a house in the Panamanian village of Paris, where the young girl makes her home with the family of Julio Cedeño.

Living next door, Beida soon became a frequent visitor, assisting Mrs. Loga with the housework. Pleased with Beida's intelligence and natural charm, the Canal Zone couple promised her the Zone visit if she got good grades in school. The young girl paid heed and completed her fifth year of school with the equivalent of five A's and one B. The 10-day visit to the Zone followed.

The trip to the Zone was the first time that Beida had been south of Divisa, which is 12 miles from Paris. The journey, made in the company of

Mr. Loga and a hunting companion, Clifford Samuels, elicited a constant flow of questions from Beida.

Fascinated by the people, traffic, stores, merchandise, and other unfamiliar sights in the Zone and the neighboring parts of Panama, Beida was treated to several shopping and sightseeing trips into Panama City. These included a visit to the market, another to the Sunday morning drawing of the National Lottery, and a trip downtown to watch the parade in honor of Don Bosco on January 31.

In the Canal Zone, she visited Miraflores Locks, Contractors Hill, the Administration Building at Balboa Heights, was conducted on a tour of the SS *Cristobal*, and made a round trip between Balboa and Gamboa on the Panama Railroad.

Outfitted with the first readymade clothes she ever has owned, Beida left for home 10 days after arrival, profuse in her thanks and appreciation. Undoubtedly she has been busily telling of her adventures ever since, but the

fond memories are not hers alone—the Logas also have many that will not soon be forgotten.

Beida Batista

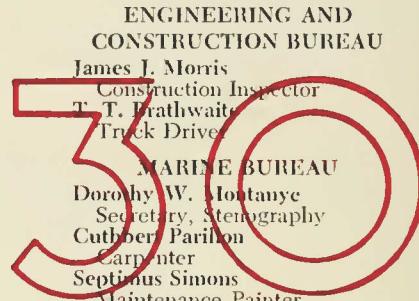


ANNIVERSARIES

(On the basis of total Federal Service)



Walpert J. Bernard
Storekeeping Clerk



SUPPLY AND COMMUNITY SERVICE BUREAU

Samuel J. Silecott
Heavy Laundry Worker

TRANSPORTATION AND TERMINALS BUREAU

Clyde S. Prescott
Track Leader Laborer

ENGINEERING AND CONSTRUCTION BUREAU

Julius Cheney
Leader Electrician
Robert W. Anderson
Stockman
Ralph L. Sell
Lead Foreman, Quarters
Maintenance
Meano Actorus Brown
Oiler
Christopher T. Cox
Laborer Cleaner
Manuel M. Camarena
Heavy Laborer
Liyala E. Bailey
Heavy Laborer
Seiford N. Lyneh
Floating Plant Water Tender
George McKenzie
Maintenanceeman
Reginald P. Young
Seaman

HEALTH BUREAU

Nadine W. Cain
Head Nurse, Psychiatry
Ruby E. Ford
Staff Nurse
Antonio Olmedo
Heavy Pest Control Laborer
Cecil G. Wilmet
Nursing Assistant
Vivian V. Pinto
Cook
Harry White
Hospital Laborer

MARINE BUREAU

Roy G. Lattin
Chief Engineer, Towboat or
Ferry

Fred M. Weade
Canal Pilot
Nelson R. Clark
Supervisory Marine Traffic
Controller

Lambert W. Kat
Towboat or Ferry Master
Rupert A. Tomlinson
Helper Shipwright

José González
Seaman
Edgard U. Petit
Teletypist

Inocencio Torres
General Helper
Julio Macía
Oiler

Mareial Esquina
Seaman
James P. Bpukalis
Leader Maintenance

John S. Romelis
Timekeeper
James S. Best
Heavy Laborer

L. C. Greenidge
Oiler
Renaldo E. Henry
Deckhand

Emelio B. Humphries
Boatman
Vincent Correa
Maintenance Painter

Mareos Darkuin
Helper Lock Operator
Alejo G. Guevara
Heavy Laborer

Rogelio A. Canizales
Launch Operator
Juan Gorrichategui
Launch Operator
Frank L. Maloney
Helper Lock Operator

Louis E. Palmer
Sheetmetal Worker
Luis C. Quintero
Typewriter Repairman

OFFICE OF THE COMPTROLLER

Thomas H. Scott
Chief Accountant
B. S. Chisholm
Construction Cost Accountant
May V. Adamic
Card Punch Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Elia M. Rodriguez
Sales Clerk
Hubert A. White
Culinary Worker

Cecil W. Haughton
Warehouseman
Louis George Jean
Clerk

Enith U. Clarke
Meat Packager
Annetta B. Remiee
Counter Attendant

Egbert Arboine
Dry Cleaning Presser
Rosa Amelia Prados
Meat Packager

Elphina A. Williams
Retail Store Sales Checker
Lloyd H. Harriott
General Helper

Agustín García
Service Center Supervisor
Ernest Bernard
Baker
May Louise Johnson
Retail Store Sales Checker

Cathrine Brown
Cook
Pablo Del Cid
Leader Milker
Claudine A. Daxon
Sales Clerk
William B. Mallory
Chief, Motion Picture Service,
Balboa Theater

Estella T. Nelson
Sales Clerk
Ruth I. Callender
Retail Store Sales Checker

John H. Blades
Maintenanceeman

TRANSPORTATION AND TERMINALS BUREAU

Lorenzo Garay
Lead Foreman Dock Cargo
Operations

Gustavo Rivas
Automotive Mechanic
George G. Mandeville
Truck Driver

Clarence P. Whyte
Helper Locomotive Engineer
Rupert S. Austin
Automotive Equipment
Serviceman

Victor L. Caldera
Railroad Trackman
Vernal C. Williams
Chauffeur

Reginald M. Myrie
Truck Driver
Phillip A. Gill
Truck Driver

Uriah A. Williams
Brakeman
Joseph Savoury
Painter

PROMOTIONS AND TRANSFERS

January 5 through February 5

EMPLOYEES who were promoted or transferred between January 5 and February 5 are listed below. Within-grade promotions and job reclassifications are not listed.

EXECUTIVE PLANNING STAFF

Thomas E. Burrow, from Supervisory Organization Methods Examiner, to Management Analysis Officer (Assistant Chief, Executive Planning Staff).
R. Trendon Vestal, from Organization and Methods Examiner, to Management Analyst (Plans Officer).

CIVIL AFFAIRS BUREAU

Wilma D. Crump, Secretary (Stenography), from Office of the Director, Transportation and Terminals Bureau, to Office of the Director.

Hector Ching, from Truck Driver, Motor Transportation Division, to Detention Guard, Police Division.

Division of Schools

Anita M. McClelland, from Substitute Teacher, to Elementary and Secondary School Teacher.

Eunice E. Mason, from Substitute Teacher, Latin American Schools, to Elementary Teacher, Latin American Schools.

ENGINEERING AND CONSTRUCTION

Edward M. Browder, Jr., from General Engineer (Assistant Engineering and Construction Director), to Supervisory General Engineer (Assistant Engineering and Construction Director), Office of the Director.

Engineering Division

Meyer S. Slotkin, from General Engineer (Assistant Designing Engineer), to Supervisory General Engineer (Assistant Designing Engineer).

Edward H. Allen, from Mechanical Engineer (Industrial Equipment), to Supervisory General Engineer (Chief, Locks Overhaul and Maintenance Branch).

Wayne H. Nellis, from Electrical Engineer (General), to Electronic Engineer (General).

Sidney Temple, File Clerk, from Administrative Branch.

Dredging Division

Francesco Viglietti, William H. Gordon, Larchan H. Robinson, from Launch Operator, to Motor Launch Captain.

John F. Runck, from Guard, Locks Division, to Property and Supply Clerk.

Joseph Mathurin, from Seaman, to Floating Plant Oiler.

Ricardo R. Reefer, from Utility Worker, Supply Division, to Heavy Laborer.

Electrical Division

Robert H. McConaughey, from Apprentice Power Plant Operator, First Year, to Apprentice Power Plant Operator, Second Year.

Livingstone B. Reece, from Helper Armature Winder, to Electroplater (Limited).

Henry S. Steven, from Laborer, to Heavy Laborer.

Maintenance Division

Meano A. Brown, Héctor M. DeSouza, Sidney A. Gordon, Herman G. Myles, from Oiler, to Refrigeration and Air Conditioning Plant Operator.

Salvador Navas, from Heavy Laborer, to General Helper.

Carlos Herazo, from Utility Worker, Sup-

ply Division, to Asphalt or Cement Worker.

Contract and Inspection Division

Junior C. Billingsley, from Towing Locomotive Engineer, Locks Division, to Construction Inspector (General).

HEALTH BUREAU

Jimmy R. Givens, from Accountant, to Graduate Intern (Administrative Services) Office of the Director.

Reginald F. Sandiford, from Hospital Laborer, Gorgas Hospital, to Nursing Assistant (Psychiatry), Corozal Hospital.

Carlos L. James, from Laborer Cleaner, Supply Division, to Kitchen Attendant, Palo Seco Leprosarium.

Gorgas Hospital

Alexander Egudin, from Pharmacist, to Supervisory Pharmacist.

Geraldine W. Knick, from Staff Nurse, to Nurse Supervisor.

OFFICE OF THE COMPTROLLER

Jerome E. Steiner, from Supervisory Cashier, to Supervisory Cashier (Assistant Treasurer), Treasury Branch.

John C. Paige, from Teller, to Supervisory Cashier, Treasury Branch.

Phyllis D. Powers, from Accounting Assistant, Supply Division, to Time, Leave, and Payroll Clerk, Accounting Division.

MARINE BUREAU

Walter A. Dryja, from Administrative Services Officer (Assistant to Marine Director) to Industrial Engineer (Assistant to Marine Director), Office of the Director.

George Warren, from Service Station Attendant, Supply Division, to Helper Rigger, Navigation Division.

José M. Yanguex, from Laborer, Community Services Division, to Helper Carpenter, Industrial Division.

Locks Division

Martha J. M. McGee, Clerk-Typist, from Employment and Utilization Division, to Office of the Chief.

Marjorie R. Butler, from Clerk, to Statistical Clerk, Office of the Chief.

Jerald S. Burke, from Toolroom Attendant, to Stock Control Clerk.

Elliott F. Brathwaite, from Stock Control Clerk, to Sign Painter.

Florence Rios, from Boatman, to Leader Boatman.

Ricardo A. Smith, from Helper Lock Operator, to Toolroom Attendant.

Antonio Jimenez, Carlos F. Master, from Line Handler, to Helper Lock Operator.

PERSONNEL BUREAU

Arline L. Millard, Clerk-Typist, from Gorgas Hospital, to Employment and Utilization Division.

SUPPLY AND COMMUNITY SERVICE BUREAU

George H. Neal, Instrument Repairman, from Industrial Division.

Maria T. Lopez, from Utility Worker, to Sales Clerk.

Edith Edwards, from Sales Clerk, to Clerk. Roosevelt L. Grant, from Kitchen Attendant, to Cook.

Maudline Jemmott, from Car Hop, to Utility Worker and Car Hop.

Allan R. Ellis, from Package Boy, to Laborer Cleaner.

Napoleon B. Ashby, from Package Boy, to Heavy Laborer.

Monica O. Marecheau, from Utility Worker,

to Counter Attendant.

Alfonso Elliott, from Laborer Cleaner, to Utility Worker.

Luis C. Quintero, Jules Vreux, Typewriter Repairman, from Industrial Division.

Oscar Edmund, Jr., Edgar R. McCollin, Anel E. Moreno, from Pinsetter, to Utility Worker.

TRANSPORTATION AND TERMINALS

Norman E. J. Demers, from Administrative Services Officer (Assistant to Transportation and Terminals Director) to Transportation Operations Officer (Assistant Transportation and Terminals Director), Office of the Director.

George B. Erskine, from Warehouseman, to Accounting Clerk, Motor Transportation Division.

Joseph A. Vowell, from Road and Yard Conductor, to Road and Yard Conductor and Train Dispatcher, Railroad Division.

Terminals Division

Frank A. Aird, Eric Malcolm, from Leader Industrial Tractor Operator, to Leader Stevedore.

Florentino Chero, Vincent Mullings, from Industrial Tractor Operator, to Stevedore. Miguel Prados, from High Lift Truck Operator, to Stevedore.

José P. Paruta, from Dock Worker, to High Lift Truck Operator.

Pablo Bonilla, from Dock Worker, to Helper Liquid Fuels Wharfman.

Juan Tud, from Railroad Trackman, to Helper Liquid Fuels Wharfman.

Donald A. Clarke, from Clerk Checker, to Cargo Clerk.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

Marciano Batista, Nursing Assistant, Coco Solo Hospital.

Thatcher A. Clisbee, Management Analyst (Capital Program Coordinator), Executive Planning Staff.

Joseph M. Cooke, Supervisory General Engineer (Designing Engineer), Engineering Division.

Sigurd E. Esser, Director of Schools (Superintendent of Schools), Division of Schools.

Ruth A. Fishbough, Medical Record Librarian, Gorgas Hospital.

Juan Flores, Winchman, Terminals Division.

Margaret M. Gallardo, Medical Clerk (Typing), Gorgas Hospital.

Eddie B. Goodrich, Electrical Engineer (General), Engineering Division.

Reginald A. Guillette, Clerk-Typist, Community Services Division.

Charles T. Jackson, Jr., Administrative Services Officer, Office of the Director, Marine Bureau.

Earl C. Keeney, Teller, Treasury Branch.

Arthur J. O'Leary, Deputy Comptroller, Office of the Comptroller.

Harold I. Perantie, Office Services Manager (Chief, Administrative Branch), Administrative Branch.

Norman L. Randall, Jr., Structural Engineer, Engineering Division.

Luz E. Reyes, Clerk-Stenographer, Accounting Division.

Roy C. Stockman, Supervisory General Engineer (Chief, Locks Division), Office of the Chief, Locks Division.

William C. Willoughby, Mechanical Engineer (Industrial Equipment), Engineering Division.

RETIREMENTS

EMPLOYEES who retired from service with the Panama Canal Company and Canal Zone Government during January are listed below with their position at the time of retirement and years of Canal service:

Dhola S. Archibald, Shipworker, Terminals Division, Cristobal; 27 years, 9 months, 23 days.

Benjamin A. Bilton, Shipworker, Terminals Division, Cristobal; 32 years, 1 month, 6 days.

Pedro B. Cáceres, Heavy Laborer, Terminals Division; 22 years, 2 months, 14 days.

George E. Coleman, Sheet Metal Worker, Industrial Division; 22 years, 2 months, 7 days.

Eric S. Cooper, Helper Lock Operator; 15 years, 1 month, 21 days.

Chris A. Devine, Electrician, Electrical Division; 11 years, 2 months, 17 days.

John E. Dove, Medical Aid, Palo Seco Leprosarium; 47 years, 2 months, 12 days.

Ruth Dunscombe, Position Classifier, Personnel Bureau; 19 years, 7 months, 22 days.

Wilbur Dunscombe, Supervisory Chemist, Gorgas Hospital; 25 years, 3 months, 18 days.

Felix Ehrman, Leader Boatman, Pacific Locks Division; 35 years, 9 months, 20 days.

Percy M. Greenidge, Nursing Assistant, Gorgas Hospital; 42 years, 11 months, 27 days.

Enrique Grifo, Clerk, Supply Division; 36 years, 1 month, 14 days.

Frederick W. Hensler, General Foreman, Navigation Division; 13 years, 8 months, 17 days.

Zephaniah J. Jesse, Helper Pipefitter, Industrial Division; 30 years, 2 months, 6 days.

Anthony R. Lombroia, General Foreman, Maintenance Division; 35 years, 9 months, 15 days.

William F. Long, Policeman, Atlantic District; 21 years, 5 months, 19 days.

William E. Lundy, Assistant Treasurer, Treasury Branch; 32 years, 8 months, 5 days.

Jeanne C. Burgoon, Accounting Technician, Accounting Division; 33 years, 7 months, 29 days.

William C. Merchant, Water Systems Controlman, Water and Laboratories Branch, Maintenance Division; 21 years, 6 months, 27 days.

Eusebio Monserate, Line Handler, Atlantic Locks; 42 years, 8 months, 25 days.

Albert E. Prince, Storekeeping Clerk, Supply Division; 39 years, 11 months, 11 days.

Romualdo Ramos, Cattle Attendant, Mindi Dairy; 15 years, 10 months, 2 days.

Walter E. Robison, Inspector Carman, Railroad Division; 20 years, 5 months, 20 days.

Joslin J. Soares, Laborer Gorgas Hospital, Health Bureau; 24 years, 7 months, 23 days.

George M. Sylvester, Senior Chief Towboat Engineer, Navigation Division; 18 years, month, 26 days.

Theophilus Trumpet, Laborer, Community Services Division; 32 years, 7 months, 16 days.

John J. Williams, High Lift Truck Operator, Terminals Division; 43 years, 5 months, 14 days.

CANAL

HISTORY

50 Years Ago

THE SPILLWAY at Gatun Dam was closed 50 years ago this month, and Gatun Lake was rising, under the prevailing dry season flow, at the rate of about an inch a day. Arrangements had been made to keep the water from rising above any specified level by discharging any excess. Concrete work in the spillway of Gatun Dam was more than 81 percent completed.

Work was advancing on installation of towing locomotive tracks at both Gatun and Pedro Miguel Locks. The tracks to carry the electric locomotives which control the movement of vessels through the locks were unique in comparison with ordinary first class railway construction, with special emphasis on durability.

President William Howard Taft ruled that no automobile, motorcycle, or bicycle should be driven or operated over the roads or streets of the Canal Zone at a speed exceeding 15 miles an hour.

25 Years Ago

BIG NEWS on the Isthmus 25 years ago this month was the announcement that a destroyer and submarine base would be built by the U.S. Navy on the Pacific side and a U.S. Navy air station on the Atlantic side. The plans were revealed in Washington with publication of testimony in the hearings on the \$526 million Navy supply bill. The bill had been reported upon favorably by the House Appropriations Committee and was

passed by Congress late in the month.

Cov. Clarence S. Ridley, in testimony before the House Merchant Marine and Fisheries Committee, urged that favorable action be taken on a bill authorizing superannuity pay for non-U.S.-citizen employees of the Panama Canal and the Panama Railroad on the Isthmus.

10 Years Ago

The House Appropriations Committee called for increased toll rates for ships using the Panama Canal and cut the appropriation requested for the Canal Zone Government by \$1½ million. Canal officials indicated that the tolls question would be among the first business to be considered by the Board of Directors at a meeting in Washington, D.C.

Three Department of the Army representatives met on the Isthmus with Canal and Army officials to discuss the proposed transfer of areas in military reservations on the Pacific side to the Panama Canal Company for the Canal housing project. Representatives from the office of the Secretary of the Army were headed by Peter Beasley, Special Consultant to the Secretary of the Army.

One Year Ago

APPOINTMENT of Col. W. P. Leber to succeed Lt. Gov. John D. McElheney was announced last March by Gov. W. A. Carter. Colonel Leber was to come to the Canal Zone from Washington, D.C., where he was Executive Officer to the Chief of the Corps of Engineers.

Be Careful - Not a Statistic

ACCIDENTS

FOR

THIS MONTH

AND

THIS YEAR

—

JANUARY



FIRST AID CASES

'62 '61

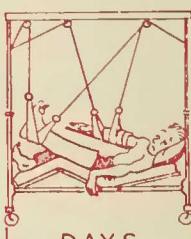
188 535(322)



DISABLING INJURIES

'62 '61

10 16(2)



DAYS LOST

'62 '61

6078 97

ALL UNITS

YEAR TO DATE

(Locks Overhaul Injuries Included in Total.)



Mrs. F. R. Johnson discusses Japanese block print with Lt. Gov. and Mrs. W. P. Leber.



Capt. Richard G. Jack signs guest book.

BUDDING ARTISTS

BUDDING Isthmian artists, some of whom had little or no art instruction prior to last fall, had the thrill last month of seeing their work exhibited in the Little Gallery of the Tivoli Guest House.

Under the joint sponsorship of the Canal Zone unit of the National League of American Penwomen and the Canal Zone Division of Schools, the show

opened late in January and continued through March 2. The exhibit was opened formally by Roger C. Hackett, Dean of the Canal Zone Junior College, and Mrs. Philip Thornton, President of the local chapter of the American Penwomen, assisted by Mrs. F. R. (Pete) Johnson, instructor of the experimental art classes of the Canal Zone Junior College and other school officials.



Dean Roger C. Hackett of Junior College opens Little Gallery show. Left to right are Mrs. Johnson, Mrs. Philip Thornton, Dean Hackett, Sigurd E. Esser, Mrs. Esser, and Mrs. Hackett.

Show at Tivoli features work of art students in Canal Zone Junior College classes.

The exhibit included the best work produced during the first semester classes by students in the studio painting classes which meet on Saturdays and the design classes which meet each Thursday afternoon.

The design class exhibits included woodblock prints in oil and watercolors produced by students using the Japanese method of woodblock printing. The studio paintings included reproductions of contemporary art and oil paintings of various subjects.

Mrs. Johnson completed her studies in fine arts last year at Columbia University and during recent years instructed the Palette Group of Morgan's Hill. In addition to the Junior College art classes, she teaches art in Diablo Heights Junior High School.

Her students this year included a number who had studied with the Palette Group, as well as several adults who never before had tried their hand in the field of art. The results, Mrs. Johnson says, were highly satisfactory, especially in the work with Japanese wood prints.

The exhibit was the first of its kind ever held in the Little Gallery, which normally is used to display the paintings of professionals or advanced students. The Junior College art classes, now several years old have grown from an original enrollment of about a dozen to the present enrollment of 55 in the two classes.

SHIPPING

New Grace Liners

THE DIVERSITY of cargoes being carried through the Panama Canal by Grace Line ships in the west coast of South America trade has had a great influence on the flexibility of arrangements for stowing and handling cargo in the new vessels now being built for the line by the Bethlehem Steel Co. yard at Sparrows Point, near Baltimore, Md.

Southbound, the Grace ships carry automobiles and other vehicles; lubricating oils, detergents, and general cargo that can be packaged in containers. Northbound they transport fruits from Chile, cocoa beans, balsa, and bananas from Ecuador, coffee from Colombia, frozen shrimp from Panama, and liquid cargoes such as molasses and sperm oil from Peru.

The new \$17 million passenger-cargo ship *Santa Magdalena*, which was launched in February, will be able to carry 175 standard 20-foot containers or truck trailer vans with a total capacity of 188,600 cubic feet. She also will have 390,000 cubic feet of temperature-controlled space, and 24,000 cubic feet of deepfreeze space. In addition, there will be tanks for oils, detergents, and petroleum items.

The new ships are expected to have space for bananas loaded at Canal ports. Banana conveyors, being installed as part of the ship's standard equipment, will load the fruit at the rate of 2,400 stems an hour.

Ancon Up For Sale

THE PANAMA CANAL COMPANY'S *Ancon*, taken out of service in June 1961 after 22 years, will be sold to the highest bidder above \$550,000 on March 9. The bids will be opened in the General Accounting Office in Washington by representatives of the U.S. Maritime Administration, which is handling the disposal of the ship.

Since the *Ancon* was removed from service with the Panama Canal Company, she has been docked in New Orleans, where she was used for training Army reservists. The purchaser of the vessel will be required to operate it for at least 5 years under the U.S. flag.

Coal for Japan

A NEW BULK CARRIER which in December transited the Canal with one of the biggest cargoes of coal ever

TRANSITS BY OCEAN-GOING VESSELS IN JANUARY

	1961	1962
Commercial.....	893	918
U.S. Government.....	15	25
Free transits.....	12	7
Total.....	<u>920</u>	<u>950</u>

TOLLS*

Commercial.....	\$4,451,077	\$4,736,955
U.S. Government.....	71,818	156,897
Total.....	<u>\$4,522,895</u>	<u>\$4,893,852</u>

CARGO**

Commercial.....	5,072,598	5,465,458
U.S. Government.....	73,447	139,347
Total.....	<u>5,146,045</u>	<u>5,604,805</u>

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

**Cargo figures are in long tons.

loaded into an ocean-going ship, is scheduled to transit southbound again in March with similar cargo. She is the 669-foot *Naess Clipper*, a brand new supership built by the Mitsubishi Shipbuilding & Engineering Co. in Japan for the Anglo-Pacific Shipping Co., Ltd., of Bermuda, a subsidiary of the Naess Shipping Co.

In December, the vessel arrived here from Hampton Roads with 37,800 tons of high grade metallurgical coal from the New River region of the Chesapeake

& Ohio Railroad. The coal was for the Yawata Iron & Steel Co. of Japan. United States shipping experts said it was the beginning of a long-term contract with Japanese steel firms which was negotiated by C. H. Sprague & Son, largest exporter of U.S. coal. Eventually, 11 million tons will be shipped annually under the contract.

The *Naess Clipper* is one of two ships now engaged in the operation. The second, the *Naess Cavalier*, completed by Mitsubishi in December, went north through the Canal at the end of February. Both ships load iron ore in Peru on their return trip from Japan to the east coast of the United States. The Naess Shipping Co. vessels are represented at the Canal by Wilford & McKay.

New Canal Customers

THE PANAMA CANAL was used for the first time by 418 ocean-going ships of all sizes and types during the first 7 months of fiscal year 1962. With most of the first transits arriving at Cristobal, the Atlantic side admistration office handled 305 of the vessels and 113 were handled by the Balboa office.

If the number of first transits continue at the same volume during the remaining 5 months of the fiscal year, the total may exceed the 653 first transits recorded during the previous fiscal year.



UNDER THE ABLE HAND of Panama Canal pilot Capt. R. W. Rubelli, the giant transatlantic liner *United States* is eased into her berth at pier 9 in Cristobal as she arrived there February 9 for the first of two visits during the month. The big ship, making her first visit to a Canal port, is one of the largest commercial vessels ever to dock here. Stretching 990 feet from bow to stern, the *United States* took all but a comparative whisker of the 1,000-foot long Cristobal pier. The ship made its second visit on February 26. Approximately 850 passengers were aboard on each visit.



3 1262 07150 0390

986.3005

P187

LATIN AMERICA

