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PANAMA CANAL



REVIEW

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Homebuying Opportunity
Bells Ring for Latin Schools
Working Conditions and Health
Toward Tropical Comfort



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A Refreshing Canal Story

Waterway on Film

MILLIONS OF PEOPLE throughout the United States and Latin America soon will be learning more about the Panama Canal, pleasantly and without moving from their school desks, dinner chairs, or television-viewing positions.

Their opportunity will come through a 28½-minute color film which was given a special preview last month by the Panama Canal Company Board of Directors and soon will be circulating to schools, television stations, and interested organizations throughout the Western Hemisphere.

Filmed in the Canal Zone and the Springfield, Mass., studios of Bay State Film Productions, Inc., the movie captures the historic background, construction-era effort, economic significance, cooperative effort, and community life which centers at the "Funnel for World Commerce" which crosses the Isthmus of Panama to connect two great oceans. This month's cover shows Harold M. Fischer, Bay State's production manager for the film, shooting a ship in famous Gaillard Cut.

Employing the talents of three bi-lingual actors—Carlos Montalbán, Luis Van Rooten, and George Gaynes—the movie was filmed in both Spanish and English, thus avoiding any necessity for "dubbing in" voices in either language.

All three actors are experienced performers of stage, screen, and television. Mr. Montalbán, who has directed, written, and narrated in addition to his acting, is well known throughout America for his frequent roles in Spanish-language movies. Mr. Van Rooten, who has appeared in numerous motion picture and television roles, is perhaps best known for his role as Knobby Walsh in the "Joe Palooka" television series.

In the Canal film, Mr. Montalbán portrays a Canal engineer, Mr. Van Rooten plays the role of a Canal executive, and Mr. Gaynes fills the role of a visitor to the Isthmus.

For the special preview for the Board of Directors of the Panama Canal Company last month, Mr. Montalbán and Edward Knowlton, professional author who wrote the script, accompanied Morton Read, President of Bay State, to Washington and the Board meeting.

Specific arrangements for widespread distribution of the film through regular distribution channels now are being made. A print of the completed film is being reviewed prior to being made available for early public showing.

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FOR YOUR HEALTH

*Conditions on the job
are controlled by Health
Bureau unit to protect
employees of waterway.*



Too much carbon monoxide? Dr. Robinson and Terminals Training Officer Barrett discuss possibility while examining exhaust pipe of fumes-producing forklift truck on Cristobal piers.

IT IS OBVIOUS that wearing a "hard hat" in situations where a knock on the noggin may occur simply is common sense. The hazard to the old bean in many work situations is well-recognized and the need for safeguards is apparent.

There are other on-the-job hazards, however, that are not so obvious or readily apparent as the threat of a plummeting hammer or wrench. These not-so-obvious hazards oftentimes are not readily apparent to any of the five senses which normally alert individuals to danger—but they can be just as deadly.

Your sight or hearing, or both, may warn you of an object hurtling at you; your sense of touch may cause you to move from danger's path even as you are brushed by it; your sense of smell may warn you against a poisonous substance.

But none of your five senses will warn you about carbon monoxide gas; it is colorless, odorless, tasteless—but it will kill just as surely as a skull-crushing blow by a falling object. Nor will your senses warn you that microscopic particles of dust are penetrating your lungs like tiny darts, causing you to develop silicosis. And, of course, none of your senses can give warning that you are in contact with disease-causing germs or viruses which will sicken or may even kill you.

There was a time—to take a case in point—when mosquitoes were considered merely irritating pests. Fortunately for those who built the Panama Canal, Dr. Walter Reed and his associates proved that certain mosquitoes can

transmit yellow fever to man. Using this knowledge, Dr. William Crawford Gorgas and his co-workers launched such a determined and continued attack on the *Aedes aegypti* and *Anopheles* mosquitoes on the Isthmus that yellow fever among construction workers was eradicated and malaria was reduced to a bare minimum.

The effort made to improve and control Isthmian conditions related to the health of employees did not end with completion of the Canal, of course. Such efforts continue today. The Safety Branch is primarily responsible in the field of "accidental injury" and the Health Bureau is primarily responsible in the more general field of illness.

Direct benefits from the highly successful efforts of Dr. Gorgas and his associates were not limited to employees, but extended to everyone living and working in the Canal Zone and area. The infectious nature of the diseases being combatted made improvement of community health conditions an integral part of the main problem of keeping employees well and on the job.

Community-wide conditions affecting health are a major concern of the Health Bureau and have been for many years. Part of this problem is directly related to working conditions and the newest unit of the Health Bureau was organized just a few months ago for the purpose of dealing with this specific aspect of community health.

This unit, the Industrial Health Section, is part of the Division of Preventive Medicine and Quarantine headed by Dr. Sidney B. Clark. The recently organ-

ized section is headed by Dr. Donald Robinson, who has had approximately 15 years of experience in the field of preventive medicine and industrial health.

Many of the long-established programs normally considered a part of a comprehensive industrial health program have been brought under the new section and new programs are being added to establish a more complete industrial health program. The long-established programs include pre-employment physical examinations, periodic examinations for certain employees, and supervision of industrial first aid and nursing services.

New measures being developed by the section include establishment of routine procedures by which information possibly pertinent to job-related health problems is channeled to Dr. Robinson for evaluation. By correlating such information, a previously unrecognized problem may be brought to light.

"For example," Dr. Robinson says, "a single case of skin rash among 50 employees doing the same job or working in the same shop probably represents only an individual medical problem and is of no special concern to the Industrial Health Section. But if several employees show up with identical complaints, it indicates that something may be wrong in the working environment. That's where we come in."

Indicators which may alert the Industrial Health Section to possible problems include chronic absenteeism and accidents, as well as reported illnesses. A

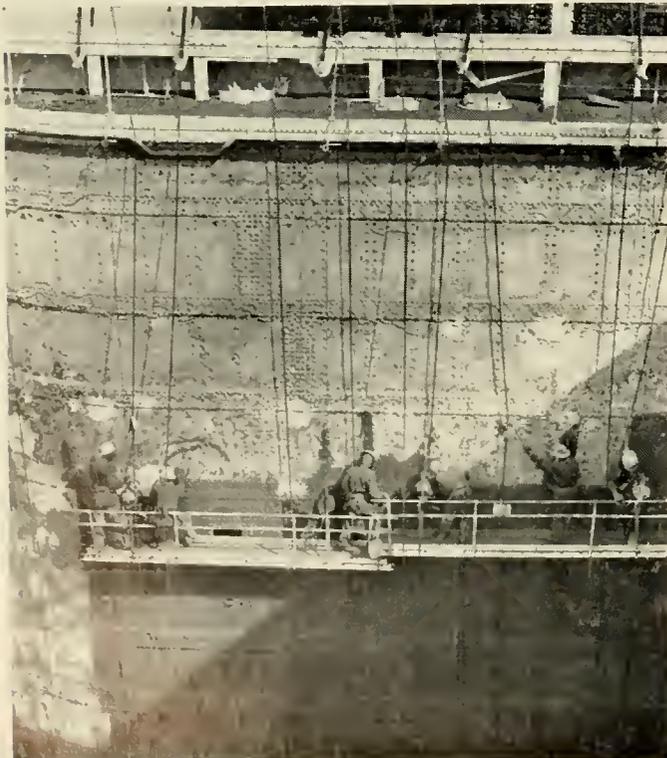
steady pattern of absenteeism or accidents may indicate unhealthful conditions on the job which have not been recognized by either the employees themselves or the supervisors. The section also learns of possible problems through visits to job sites, shops, and other work locations.

"All these things help us pinpoint problem areas," Dr. Robinson says, "but the most direct and effective means by which problems can be found and solved are through reports from individual employees, members of their families, or supervisors. In other words, we need and seek assistance from laymen with firsthand knowledge of working conditions."

All requests for assistance by supervisors are followed by an interview and a study of the job in question. Sometimes such requests include interview and examination of one or more individuals to determine if they have been affected by job conditions. In all individual counseling, the normal confidential relationship of physician and patient is respected.

Once a problem is recognized and its causes determined, the Industrial Health Section prepares a recommendation for correcting it. This may be such a simple procedure as having the employee or employees wear a protective mask, earplug, or other device. Or it may call for a major physical change in the working environment.

Is the residue being removed from these lock gates damaging to health? Probably not, but workers wear masks as precaution.



Is there adequate ventilation where Fred Trout is working? Only a scientific atmospheric test can tell.



"This definitely is a management program," Dr. Robinson says, "but, like the attack on disease-carrying mosquitoes, it can benefit employees and residents of the community, as well as management. After all, an individual's health is a matter of major interest to him and anything we can do to protect his health certainly is of benefit to him and not simply some wholly selfish

concern of management, even though the preservation of employee health can produce sizable savings for the enterprise involved, whether it is the Panama Canal Company or some private enterprise."

Several examples of problems which have been dealt with by the Industrial Health Section are pictured with this article.

Eyesight is important to all persons, but lack of good vision may lead to accidents, hence this test of dockworker Frank Mahon.



LATIN SCHOOLS OPEN WITH NEW and IMPROVED

- *Facilities*
- *Instruction*
- *Curriculum*



The new Paraiso swimming pool will enable schools there to expand physical education.

THE LATIN AMERICAN SCHOOLS of the Canal Zone will open their doors next week to approximately 3,935 pupils from kindergarten through high school and with a number of new facilities, teachers, and expanded programs.

The new facilities include kindergarten classrooms at the elementary schools in Rainbow City and Santa Cruz and partitioning of the Paraiso Elementary School kindergarten room into two classrooms. These new facilities are to be used for the free kindergartens which are to be operated in the Latin American school system this school year.

Another major addition to Latin American school facilities is the new swimming pool at the Paraiso Junior-Senior High School, which opened in March. Use of the Paraiso pool by the schools there will permit all secondary school students in the Latin American schools to have swimming as part of their regularly scheduled physical education classes. The Santa Cruz and Rainbow City schools previously have had such programs.

The new facilities and changes in instructional programs and schedules will be discussed during a 1-day Teachers' Institute scheduled for all Latin American school staff members May 8 at the Paraiso Theater and Junior-Senior High School. Registration of pupils and classroom sessions will start on Thursday, May 10.

While pupils in the Latin American schools were preparing for and participating in the vacation recreation program during February, March, and April, some of their teachers were them-

selves, students elsewhere. They were seeking the training required to better qualify them as teachers and earn advancement to the Washington, D.C., salary schedule. Several other teachers now are studying in the United States and will remain there throughout the new school year.

Teachers who completed degrees at the University of Panama in February are Miss María Sanjur, Rainbow City Elementary School; Miss Gladys Ureña, Santa Cruz Elementary School; Miss Blandina Waterman, Paraiso Junior-Senior High School; Alfonso Greaves, Rainbow City Junior-High School; Miss Thelma Lee, special education; Mrs. Pearl Chilcott and Mrs. Viola Duncan, both of Rainbow City Junior High School. One teacher, Harold Knowles, received a bachelor's degree from the University of Nebraska.

Teachers planning to be in the United States throughout the school year starting this month are Leslie Thomas and Saturnin Mauge, both of Rainbow City Junior High School; Mrs. Daisy Redhead, Miss Vilma Best, and Mrs. Joyce-lyn Blugh, all of Paraiso Elementary School; Mrs. Clarice Bryan, Rainbow City Elementary School; and Cleveland Ennis, Rainbow City High School. Ellis Fawcett, Principal of the Paraiso Junior-Senior High School, and Miss Juliette Carrington, Principal of the Pedro Miguel Elementary School, plan to leave later this year for study in the United States.

A number of new teachers have been added to the Latin American schools this year. They are Luis Sealy, who will

teach shop at the Rainbow City Junior High School; Alcides Bernal, physical education at Paraiso Junior-Senior High School; Sergio Ruiz, social studies and Spanish, Paraiso High School; Mrs. Josefina Cordero, and Mrs. Alicia Sáenz, both in the Paraiso Elementary School; Mrs. Avis Dick and Mrs. Elsa Skeete, both in Rainbow City kindergarten; Mrs. Luz Berrocal, Santa Cruz kindergarten; Mrs. Anne Baird and Mrs. Coralia Serracín, Paraiso kindergarten; and Alberto Abrego, physical education at Rainbow City Junior-Senior High School. Also new to the schools will be Ana María Torero, librarian at Rainbow City Junior-Senior High School.

In addition to the new kindergarten classrooms and Paraiso swimming pool, other improvement projects completed during the vacation period included installation of acoustical tile in Rainbow City Elementary School, Rainbow City Junior-Senior High School, Santa Cruz Elementary School, and in Building 128 of the Paraiso High School. Dressing and shower rooms were enlarged for the Santa Cruz gymnasium, and hot water systems were installed at the Rainbow City gymnasium and swimming pool. Exterior painting and roofing repairs were made to the Rainbow City High School, the roof of the Rainbow City High School shop was painted, the interior and exterior of Building 128 of the Paraiso High School and gymnasium were painted, the Santa Cruz gymnasium was screened, and touch-up painting was done on Building 132 of the Paraiso High School, the Santa Cruz gymnasium, and the Mount Hope Stadium.

*Housing
development
is designed for
middle-income
families.*



VILLA CACERES

*Cooperative project provides
home-buying opportunity*

SEVERAL HUNDRED Panamanian citizens employed by the Panama Canal Company and the Canal Zone Government are among those eligible to become homeowners at modest cost through a cooperative Panama-United States program aimed at helping middle-income families buy houses of their own in the Panama housing development of Villa Caceres.

The Canal organization and other U.S. Government agencies on the Zone are assisting any employee who has expressed a desire to buy one of the two- or three-bedroom houses. Preliminary applications for home purchase loans from Caja de Ahorros, Panama savings bank, are being prepared with the assistance of the Canal enterprise and forwarded to the bank for processing.

Canal officials also have readied a program to help employees solve difficulties they may encounter in attempting to buy one of the homes. This part of the assistance to employees is designed to insure all possible consideration for those desiring to buy houses in the development. The effort to assist employees seeking to buy homes under the program was launched about the middle of April by order of Governor Fleming.

The application forms, in both Spanish and English, are being prepared for

any employee who calls at either the Balboa or Cristobal housing office of the Community Services Division.

The Canal organization also is providing basic employment information for applicants, as requested by Caja de Ahorros. This includes data as to salary, length of time employed, type of work performed, place of work and rating. The applicants also are required to provide evidence of Panamanian citizenship, a Panama "Paz y Salvo," a statement that they do not presently own a home, a cash down payment of 15 percent of the total purchase price of the house, and minor "closing costs." The down payment and closing costs will total \$675 to \$800 on each house, according to Panama officials.

Panama officials associated with the program said the minimum income for a typical family qualifying for a loan to buy one of the houses will be approximately \$150 per month, although applications from families having less than \$150 per month income also will be considered.

The Instituto de Vivienda y Urbanismo is developing the land and supervising construction of the houses in the project under terms of an agreement with Caja de Ahorros. Each house is located on a lot containing approxi-

mately 300 square meters. The two-bedroom houses contain approximately 50 square meters of living space, while the three-bedroom houses have about 70 square meters.

The homes are constructed with concrete block or clay tile walls, concrete floors with tile surfacing, and a built-up roof. Each house contains closets, complete plumbing and electrical installations, a laundry tray, and clothes-drying facilities. Refrigerators, ranges and other furnishings will have to be provided by the purchasers.

Assignment of the houses to buyers will be on the basis of individual selection, or may be by drawing lots. The houses will be sold and assigned as they are completed and loan applications are approved by Caja de Ahorros.

The Villa Caceres housing development is located along the Transisthmian Highway about 5 miles from Balboa. Work on the cooperative project started last October and some of the houses were sold and assigned last month. A second group of houses now are under contract and plans call for contracts to be let on about 50 houses each month until the development is completed. The project is expected to include construction of at least 635 homes.

The Villa Caceres development is being financed through a cooperative loan agreement between the U.S. Agency for International Development and Caja de Ahorros. The loan agreement calls for AID to lend up to \$2½ million to Caja de Ahorros over a period of 18 months to 2 years. Through an agreement between Caja de Ahorros and the Instituto de Vivienda y Urbanismo (IVU), the \$2½ million loan is being underwritten by the Republic of Panama.

Under terms of the agreement between AID and Caja de Ahorros, the savings bank will provide all the money for home mortgage loans, then will obtain an AID loan equal to 76.5 percent of the total sale price of the house. Fifteen percent of the total price will be paid by the purchaser and the balance of 8.5 percent will represent the direct investment of Caja de Ahorros.

In addition to the funds provided by AID, the savings bank will provide \$250,000 from its own resources each year for 5 years. This will make a total of \$3,750,000 available for the home construction program. The entire \$2½ million loaned to Caja de Ahorros through AID is to be repaid in 22 years, with interest at 4 percent per year. The individual mortgage holders will pay an interest rate of 6 percent per year.

The \$2½ million loan was made under the fourth point in the U.S. Government's 1957 Latin American 9-point program. The willingness of the U.S. Government to provide it was reaf-

Costs of Buying Home in Villa Caceres

Two-bedroom house on lot of 300 square meters:

Total cost..... \$4,236
Cash payment..... 678

Loan at 6 percent interest..... \$3,558
Monthly payment on loan and interest.... \$30

Three-bedroom house on lot of 300 square meters:

Total cost..... \$4,981
Cash payment..... 797

Loan at 6 percent interest..... \$4,234
Monthly payment on loan and interest.... \$35

*All figures are approximate and will vary slightly in individual cases.

firmed in the special 9-point program of benefits for Panama announced in 1960. The loan agreement between AID and Caja de Ahorros was signed on February 10, 1962, after construction of the first homes already was started.

Loans to homebuyers, under terms of the loan agreement, are to be payable in monthly installments over a period of 20 years. Principal, interest, and insurance payments under the mortgage agreements signed by the homebuyers will be \$30 to \$35 monthly, depending on the size and type of house selected by the purchaser. Utilities and other homeowner costs will be in addition to the monthly mortgage loan payments.

Under terms of the individual mortgages, those buying houses in the development will not be able to resell them except with the approval of Caja de

Ahorros. Buyers also are required to live in the homes they buy and not to rent them to someone else.

Under its agreement with Caja de Ahorros, the Instituto de Vivienda y Urbanismo contracted to offer the houses for sale at prices not to exceed \$5,000 for any house and lot.

Canal officials have urged all employees interested in purchasing one of the homes to make application as soon as possible. They pointed out that the loan terms available to buyers of the homes are considerably better than commonly available locally and even in many places in the United States. "It's a good deal for our employees," one official commented, "and I hope that all those who can do so will take advantage of the opportunity to acquire a home of their own through this program."



Governor Fleming and other Canal officials recently visited the Villa Caceres project at the invitation of Norberto Navarro of IVU.



Making of a Stamp

Those postal necessities don't suddenly just appear from nowhere - - they are carefully considered and planned.



C.Z. Stamp Advisory Committee examines new issue in print. From left: Hugh Cassibry, Grover Luce, Robert Stevens, J. B. Clemmons, Paul Runnestrand, Gerald Doyle, Earl Unruh.

RECOGNITION for an historic personage, a date to be commemorated, an event of significance, a national or worldwide effort to focus attention on a particular subject, recognition of an institution, invention, or discovery. Any of these—or a number of others—may be the subject of a new Canal Zone postage stamp.

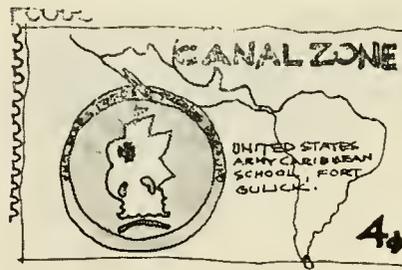
An idea or proposal for a new Canal Zone stamp sets in motion the Canal Zone Stamp Advisory Committee, which decides on the color, design, and sometimes, the denomination of a new stamp, although the latter generally is determined in advance by the needs of the postal service.

The Advisory Committee meets only when it has work to do in connection with the Canal Zone postal system. Whole months may go by without the committee holding even one meeting. Then there are times, like the present, when the group meets again and again, with several stamps under consideration simultaneously.

A suggestion for a new stamp may be originated by a member of the committee, by someone outside the committee, by an outside organization, by an increase in postal charges which necessitate issuance of a stamp in a new denomination, or by Director of Posts Earl F. Unruh, who may point to the desirability of a new stamp.

Once a suggestion is submitted to the committee, ideas are discussed, along with recommendations as to what should and what shouldn't appear in the design. As the ideas begin to take form, verbally, Committee member

Gerald A. Doyle, Jr., Chief of the Architectural Branch of the Engineering Division, starts sketching "notes" with his agile fingers. These preliminary sketches may meet with tentative approval quite



Rough sketch.



Final, approved sketch.



Finished product.

readily, or Gerry may be asked to try several more ideas.

Generally, the committee members will agree on a tentative design and shape for the new stamp, then ask Mr. Doyle to make rough sketches which can be evaluated and discussed at the next meeting. These preliminary designs are carefully "edited" and screened. Some are discarded entirely, others have a few details added or changed. Finally, from the ones approved, the artist is asked to prepare a semi-finished sketch.

Sometimes, when several tentative designs meet with committee approval, the artist is asked to work them into a semi-finished stage. In that way, the committee will have a better idea of the appearance of the completed stamp and is able to make a final decision. This course was followed in developing the stamp recognizing the U.S. Army Caribbean School at Fort Gulick. The committee asked for semi-finished sketches on both vertical and horizontal designs, then selected the horizontal model as the most desirable.

Approval of a design by the Advisory Committee is the last step before submission of the final sketch of the stamp to the Governor for review and final action before it is sent to the U.S. Bureau of Engraving and Printing in Washington, D.C., by the Director of Posts, with written instructions on the number of models to be prepared and any minor refinements or changes desired. The Bureau experts then complete the artistic work required, make the engraving from which the stamp is to be printed,

and actually print the stamps ordered by the Zone Postal Division.

At the printing stage of the project, extreme care is used to insure against "gremlins" arbitrarily altering the approved stamp—and thereby producing a collectors' item of unusual value. But, despite all precautions, things sometimes go awry in the Bureau of Engraving and Printing and what otherwise would be merely another stamp costing a few pennies is transformed into a rare item sought by philatelists.

One printing boo-boo involving a stamp issued by the Zone postal service created a small number of stamps now given a catalog value of \$2,000. This stamp, cryptically cataloged as "Scots No. 31 A 15, inverted center, overprint reading down," is a green and black, 1-cent stamp issued by the Republic of Panama and overprinted with the words "Canal Zone." The gremlin-afflicted—and, therefore, valuable version—is in the Zone's 1909-1910 series and is extremely rare. The boo-boo copies have the head of Vasco Nuñez de Balboa upside down and the Canal Zone overprint reads down instead of up.

Another valuable Zone stamp, in a more recent series, is a 31-cent airmail stamp with the map and globe. An error occurred in perforation of some of the stamps, with some of them being perforated horizontally only and not vertically. A pair is required to show the error—and such a pair is valued at \$300.

The Canal Zone has issued about 50 postage stamps and stamped papers and plans for 2 more now are being readied. One of these is an anti-malaria stamp being planned as part of a World Health Organization campaign on behalf of malaria eradication. About 90 countries have either issued stamps as part of the program, or have signified their intention to do so. The Republic of Panama already has issued its anti-malaria stamp and the United States' stamp in the series was issued March 30.

Another stamp now being planned is to commemorate the opening of the Thatcher Ferry Bridge across the Canal.

Members of the Stamp Advisory Committee, in addition to Mr. Doyle, are: Chairman J. B. Clemmons, Jr., Assistant to the Director of the Civil Affairs Bureau; Executive Secretary Paul M. Runnestrand; Hugh W. Casibry, rates analyst from the Budget and Rates Branch of the Office of the Comptroller; Robert A. Stevens of the Wage and Classification Division of the Personnel Bureau; and Grover D. Luce of the Internal Audit Branch, who is designated to represent the general public and philatelists.



Miss Lois Morgan applies finishing touches to bird painting.

Miss Lois Morgan

Audubon of the Zone

BIRD FANCIERS need no binoculars to see a treasure trove of Isthmian birds at close range and all in one location. Many already have seen the colorful collection and those who have not still have about a week in which to do so.

Where? In the Civil Affairs Building in Ancon.

True, the birds are not live specimens, but they are very, very lifelike in the near life-size water color paintings in which they have been captured by Miss Lois Morgan, Diablo Heights Junior High School teacher and able artist.

The feathered creatures caught by the delicate strokes of Miss Morgan's brush are not rare or exotic jungle birds, but the common varieties she came to know by observing them at friends' birdfeeding stations and in the trees near her Williamson Place apartment. One possible exception to the "common variety" label is the cacique, which Miss Morgan says she was fortunate enough to observe at a feeding station on Ancon Hill.

The Diablo Heights teacher, whose water colors have won prizes in both her native State of Ohio and the Canal Zone, began making bird sketches some years ago. She first sketches the birds from life, in characteristic poses, usually with a pencil, and makes observation notes as she watches the birds for hours at a time so she can more ably capture their character in her paintings.

Unwilling to rely solely on her own

observations, Miss Morgan checks her notes against books at the Canal Zone Library before proceeding to color the penciled sketches. Using transparent watercolors and omitting use of opaque white for lightening, she must carefully plan all white and light areas before she starts. The paintings which result are vividly real and even the eyes seem to be looking about.

A native of Toledo, Miss Morgan has sketched and painted all her life. She received her bachelor of arts and bachelor of education degrees from the University of Toledo. The products of her sketch pencil and brush have been exhibited in one-man shows at the Toledo Museum of Art and the Toledo Artists' Club, as well as at the USO-JWB and the Canal Zone Library on the Pacific side of the Isthmus.

One of her previous Canal Zone shows featured Louisiana scenes painted while visiting Baton Rouge and others made during a course of botanical studies in Florida while on a Ford Fellowship. She has travelled in South America and has painted scenes in Panama from El Valle to the Darien and from the San Blas Archipelago to Taboga Island.

The bird paintings at the Civil Affairs Building are labeled with the scientific and popular names of both the birds and the native flowers and plants with which they are shown, with Sturgis' "Field Book of Birds of the Panama Canal Zone" as the authority.

Nuclear Construction Proposed

The following article, edited slightly to reduce its length, is reprinted by courtesy of the PORT OF MOBILE NEWS, monthly magazine in which it first appeared. The possibility of using nuclear explosives to build a new Isthmian waterway makes it of special interest locally.



THE IDEA of a navigable route between the Tennessee River and the Tombigbee River to the Gulf of Mexico is almost as old as the settlement of the area the waterway would traverse. French settlers thought of it first. Around 1810, a group of Knox County Tennesseans saw it as a means of easy exchange of their hides and tobacco for the luxuries Europe could provide, and petitioned Congress for a waterway.

In 1913, Congress gave the okay to study the idea and the U.S. Corps of Engineers did, but turned in a report saying benefits from a Tennessee-Tombigbee waterway wouldn't justify the expense of building it. This dismal situation didn't improve despite two other studies. Finally, in 1938, the Engineers reported that the Tennessee-Tombigbee project had economic justification. In 1946 funds were authorized and planning went on until 1952. The *Nashville Tennessean* has commented that the Tennessee-Tombigbee is "the most planned unconstructed waterway in America." The sleeping giant lay until a few months ago. Last August, the Corps of Engineers recommended that the project be reactivated.

The project which has lumbered along clumsily for a century and a half may only have been sleeping until science has caught up with a far higher destiny for it. A bold new idea may make Tenn-Tom a symbol of man's latest and highest ambition: to use

atomic energy—not for war—but for the advancement of man. As it stands now, men close to the project believe the waterway may become the first public works project in history in which nuclear devices actually will do jobs up to now reserved for plain old fashioned dynamite. "Clean" nuclear explosives would be used on a portion of the canal.

The proposal to do this belongs to Andrew Suttle a tall, balding scientist from Mississippi, who heads the State's Industrial and Technological Research Center.

"When Dr. Suttle says he knows the top scientists on the AEC and in the Department of Defense, he means he *knows* them. Just like you know the fellow at the next desk—or at the neighborhood bar," says a member of his office staff. Dr. Suttle himself says "I'm just a subaltern in the ranks, but I *am* in the ranks."

Out of his friendship with national leaders has come a highly unofficial but highly favorable attitude of top men for using nuclear devices on the Tenn-Tom project. Among these "friends": Dr. Gerald W. Johnson, Assistant to the Secretary of Defense for Atomic Weapons; Dr. Glenn T. Seaborg, Chairman, U.S. Atomic Energy Commission; Dr. Harold Brown, Director of Defense Research and Engineering; and Dr. Phillip H. Abelson, Director of the Carnegie Institute.

Dr. Suttle believes nuclear devices

could be used to open part of the waterway and in 1960 he brought the idea before the Tennessee-Tombigbee Waterway Development Authority, made up of representatives of three States.

Dr. Suttle told of some benefits:

1. The project would be a bold step forward in bringing about man's ambitions to use atomic energy peacefully.

2. A few blasts (Dr. Suttle estimates a total of eight now) would not only remove 90 million cubic yards of earth (this would be the equivalent of 765,000 box car loads of dirt) it would also compact the crater area to prevent loss of water into porous formation.

3. It would save the U.S. taxpayer between \$20 and \$30 million, shaving the project's total cost from \$280 million to \$240 million.

The authority bought the idea.

Physically, Tenn-Tom is a canal, 9 feet deep, no less than 170 feet wide, stretching 253 miles from Pickwick Pool of the Tennessee River in northeast Mississippi down to the upper reaches of the Tombigbee River in Alabama. It would shorten water distances between Midwest points and the Gulf of Mexico, and benefit some 20 mid-continent States. For example, Cairo, Ill., would be 279 miles closer, Nashville, Tenn., 441 miles, and Louisville, Ky., 394 miles closer.

Engineers picture the waterway in three sections:

1. A river section 168 miles long from Demopolis to Amory, Miss. This section will have four locks and dams, will raise the water level 117 feet.

2. Above Amory a lateral canal 45 miles long will be dug and five locks will take the water level from 190 to 330 feet.

3. A divide cut 40 miles long will bring the water up another 85 feet to the level of Pickwick Pool.

The divide cut will slice through a sparsely populated area of Tishomingo County, Miss., and for this Dr. Suttle proposes the use of "prompt" nuclear devices.

"Prompt" is a term nuclear scientists like to play around with. In this sense it means "clean" devices having relatively little fallout. And here is a problem. Even a little fallout could set off a wave of public reaction. In a sense, handling public opinion will be as much an experiment as the actual blasts. Not too much has been said so far. The area has few people and no one has registered more than a mild comment. In fact, Dr. Suttle says that the residents of the area have shown "extreme cordiality" toward the idea and haven't been frightened by it.

"At any rate," he says, "the AEC's first consideration is public safety. And no project will ever be conducted by the AEC unless the public health is completely free from any danger whatsoever."

Bombs used would be in the kiloton range, a kiloton meaning the equivalent of 1,000 tons of TNT.

Dr. Suttle and his advisers are discussing eight blasts—six small and two large. Costs would range from \$500,000 to \$1 million apiece.

Shortly after Dr. Suttle made his proposal to the Tennessee-Tombigbee Waterway Development Authority in June, 1960, Tishomingo County had a distinguished visitor—Dr. Charles E. Violet of the Lawrence Radiation Laboratory at Livermore, Calif. The lab, an arm of the University of California, does a large amount of research and development for the AEC. A great many scientists consider Dr. Violet the top authority on underground nuclear explosions. He showed immediate interest, along with his colleagues, Dr. Edward Teller, Dr. G. W. Johnson, and Dr. Gary Higgins. All influential, the Livermore men have been heavy supporters of an experiment at Tishomingo.

Officially, how does the idea fare? No one will say. But men close to Dr. Suttle say the scientist's private opinion is the project stands a better than possible chance of becoming a nuclear experiment.



Mrs. Fleming, standing, and daughter watch youngsters on lawn of Governor's residence.

Of Toys and Dolls and Laughter

A COLORED BALL on a stair or terrace, a pull toy with various intriguing figures swimming about inside a plastic ball, a soft doll of the kind little folks find so cuddly, a shriek of laughter, or even an anguished wail. These sights and sounds emanating from the younger generation cause no surprise if encountered in the White House, at Buckingham Palace, or at the official residence of Canal Zone Gov. Robert J. Fleming, Jr. Toddlers and tots are at home at each of these locations.

At 107 Balboa Heights, the Governor's official residence, there's a little blonde girl at the wide-eyed charmer stage of half-past 3 years, her 16-month-old twin brothers, and a fuzz-pated baby brother barely 4 months old. To these youngsters, the Governor and First Lady of the Canal Zone are simply Grandfather and Grandmother.

The children arrived in the Canal Zone in March with their mother, Mrs. Benjamin B. Beasley, the former Patricia Nanne Fleming, wife of an Army officer presently stationed in Germany and elder daughter of Governor and Mrs. Fleming. Within bounds imposed by parental discipline, the quartet has brought a childish zest to the staid old

house which has been home to all 14 Governors of the Canal Zone.

Three-and-a-half year old Marion Estelle is poised and active, ever ready to relate her most recent enthusiasms and adventures with the breathless excitement only a child of her age can bring to the task. The twins, Benjamin Bowes Beasley and Robert Fleming Beasley, still aren't too interested in the outside world, but are nonetheless as active, inquisitive, and unpredictable as all 16-month-olds. Baby John Edward still is pretty much a non-participating observer of the passing scene.

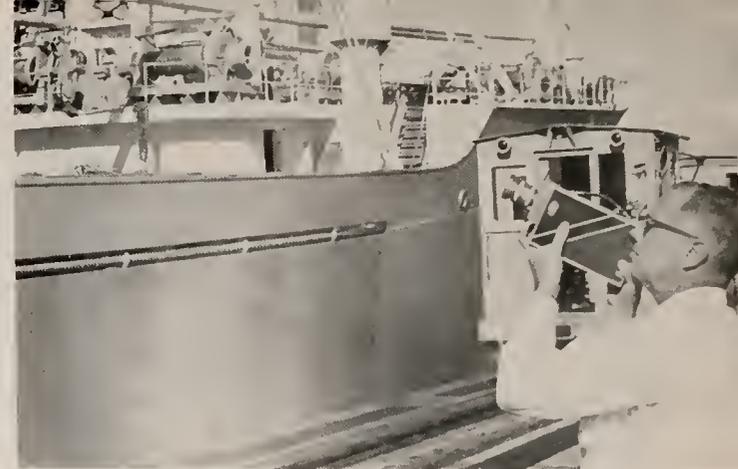
Marion, who proudly tells of accompanying her grandfather on a visit to his office in the Balboa Heights Administration Building, currently is awaiting the homecoming of Demi, a friend of long standing. Demi is short for Demoiselle, Governor and Mrs. Fleming's appropriately-named French poodle. Like all dogs brought to the Canal Zone, Demi has been in quarantine at Corozal since arriving on the Isthmus early in January. Her 120-day stay will be completed May 12 and she then will join the Governor's household, much to the delight of Marion and her brothers.



Carlos Montalban script in hand, discusses roles with actors Gaynes and Van Rooten.



Cut widening features big blasts, and production manager Fischer records one for movie.



Bay State President Morton Read captures lock-side ship scene for new film.

A REFRESHING CANAL STORY

(Continued from p. 2)

A quantity of prints of the finished film—in both Spanish and English—will be prepared for use in the on-loan distribution and for sale to organizations in the United States or individuals desiring a copy of their own. As soon as final arrangements are completed for providing copies of the film to interested

groups, complete details will be published in THE PANAMA CANAL REVIEW.

A professional distribution firm which has reviewed the film has advised Panama Canal officials that a minimum of 6 million television viewers and more than 100,000 members of civic and other organizations can be expected to see the film during its first year.

Medical care for employees is filmed as one of services necessary to operation of the Canal.



Sounds recorded at Industrial Division help provide authentic atmosphere.



Assistant production manager A. Herbert Wells plans shooting schedule.

Ships pictured in film are of many nations all of which use Canal on equal basis.





Workmen employed by contracting firm install line which will carry chilled water of centralized air conditioning system.

COOL, MAN, COOL *Centralized air conditioning system to raise comfort level in Zone.*

THE CANAL ZONE is getting cooler these days. The steaming jungle, the burning sun, the sweating office worker sitting by a buzzing fan, all are still with us, but air conditioning is making them a little more remote.

While little can be done about the jungle or the sun, modern science is making working and living a lot more comfortable for the inside worker, whether he lives in the tropics or in temperate climates.

The idea of raising the comfort level by reducing the heat level is, of course, commonly practiced throughout much of the United States and in other parts of the world. Inviting as air conditioning is, however, it was practically unworkable in the Canal Zone until the conversion of frequency-sensitive electrical equipment from 25-cycle to 60-cycle current, a mammoth project which was completed about 2 years ago, except for the towing locomotives on the locks.

No sooner had the Canal employee and resident been supplied with the

means by which he could make his quarters more comfortable than he began buying small air conditioning units to cool bedrooms, hobby shops, and, in some cases, an entire house or apartment. Some public buildings, several theaters, and a number of clubs soon were equipped with cooling systems.

The obvious public desire for air conditioning and a belief that it would increase the efficiency and productivity of employees led the Canal administration to consider installation in several buildings. In search of this goal, the idea of a central air conditioning system for an entire area was evolved. And, if present plans materialize, it may be that within a very few years stuffy buildings and the hum of fans will be an exception and not the rule in the Canal Zone.

The first step toward this promise of future comfort is a big one and is being taken right now by the Panama Canal Company, with installation of a central system with which Canal engineers plan

to air condition many of the public buildings on the Pacific side.

The idea of replacing individual air conditioning units already installed in offices and private buildings resulted from a survey of the problem by R. L. Duffer & Associates, an engineering consultant firm of Miami, Fla.

The Duffer firm said that unless there was centralization, the Canal organization eventually would be faced with the problem of operating and maintaining dozens of different types of equipment in various stages of deterioration and obsolescence. Standby equipment, surplus refrigeration, and spare parts for the many different systems would become a sizable item of cost at some future time, unless there were centralization, the Miami consultants said.

They cited the systems in Federal building complexes in Washington, D.C., and in a number of large shopping centers built in the United States during the past decade in support of their recommendation for a centralized system.

The one finally adopted and now being installed on the Pacific side of the Isthmus is to be operated by distribution of chilled water from a central cooling and pumping station at Diablo Road and Roosevelt Avenue. Four 1,000-horsepower centrifugal compressors will cool the water, which is to be pumped through nearly 4 miles of underground pipeline now being installed.

Thousands of gallons of chilled water will course through the insulated pipes which will parallel Roosevelt Avenue and Gaillard Highway to Ancon before making a vast circular sweep to the new Gorgas Hospital building and back to the station, cooling buildings as it goes.

Engineers planning the installation say the water, which will be chilled to 42° F. at the Balboa pumping station, can make the complete circuit through the miles of pipe line, cool all the buildings hooked into the system, and return to the central station no more than 16° warmer than when it left.

At the station, the process of cooling and circulation through the network of pipes will start all over again, with the water being re-cooled to 42° before resuming its endless and circuitous journey.

En route, the water will be diverted into smaller lines which will sprout from the main line as buildings are connected to the system. Each of the buildings to be air conditioned will be equipped with a smaller circulation system very similar to that which now keeps the Balboa Heights Administration Building at a comfortable temperature.

Among the first structures which are to be connected with the new system are Balboa High School and Canal Zone Junior College buildings. The contract for modifying the two masonry buildings so they can be air conditioned efficiently was awarded in March to Bilton, Inc. The work will cost \$315,560.

Also to be connected to the central system when it is completed next year are the new Gorgas Hospital building, the Treasurer and Payroll offices, the two Personnel Bureau buildings in Ancon, the Middle America Research building near Gorgas, and the Balboa Retail Shoe Section building.

Future plans call for air conditioning the Supply Division headquarters in the Balboa Industrial Area, the Balboa Retail Store complex, the Ancon District Court, and the Balboa and Ancon Elementary Schools.

The Administration Building at Balboa Heights and the Civil Affairs Building in Ancon, which now have their own air conditioning systems, also are to be connected to the central plant.

Workmen apply
asphaltic paint
and glass fabric
tape to pipe
for centralized
air conditioning
system.



ONE DAY not long ago, J. J. Link, vice president of the West Indies Piping Corp. of Miami, walked into the office of H. H. Feeney, Chief of the Contract and Inspection Division of the Panama Canal Company's Engineering and Construction Bureau, and tossed a plastic-coated object on his desk.

"There's a porcelain figurine inside that package," said Mr. Link, "and I'm going to mail it home to my wife just like that."

Mr. Link, whose company has the contract for construction of the central air conditioning system on the Pacific side, was demonstrating one of the many qualities of a versatile plastic foam being used as insulating material on the pipes which will carry chilled water through the new air conditioning system.

The material, known in commercial fields as polyurethane foam, has been used by the construction industry for dozens of purposes, including insulation, shock proofing, and reinforcement. It is being used on the Isthmus for the first time by the Florida Coating Co., a subcontractor for West Indies Piping Corp.

Coating almost 4 miles of pipe to carry the chilled water for the air conditioning system is a special job all in itself. The polyurethane components are applied with a spray gun after being mixed in an automatic metering unit. The length of pipe to be sprayed is mounted on a machine that rotates and, at the same time, causes the pipe to move horizontally past the spray gun. To obtain a uniform 1-inch coating of foam, the speed of the pipe's rotation and forward movement must be synchronized with the rate of discharge from the spray gun.

Because of the highly volatile nature of the raw material from which the foam is made, it is stored in an air conditioned box at a temperature of 75°

or below. Because of the toxic fumes given off by the foam, the spray gun operator must be protected by a mask which looks something like a bee-keeper's protective mask.

After each length of pipe receives a 1-inch-thick coating of plastic foam, it is lifted onto a storage cradle and left until it can be treated with two coats of a thick, asphaltic-type paint, which will act as a vapor barrier.

To apply the asphaltic paint, workmen lift the pipe onto another machine where it rotates while two successive coats of the paint are sprayed on by hand in layers which are one-sixteenth of an inch thick. While this is still wet, the whole pipe is wrapped in a bandage of glass fabric tape.

The lengths of pipe which have undergone the complete insulation treatment are now being layed by the contractors in 8-foot deep trenches dug through the Ancon and Balboa districts from the central pumping plant on Diablo Road.

Plastic spray is applied automatically.





James A. Williams

New Director Named

APPOINTMENT of a 59-year-old telephone company executive as a member of the Board of Directors of the Panama Canal Company was announced last month by Secretary of the Army Elvis J. Stahr, jr., the Company stockholder.

The new director, James A. Williams, succeeds C. Owen Smith, a Maine magazine publisher, who resigned from the Board to accept an executive post in the Office of Defense Mobilization.

Director Williams is Vice President in charge of Public Affairs for the New England Telephone & Telegraph Co. A native of Manchester, Vt., where he was born on August 21, 1902, he now lives in Milton, Mass., and has offices in Boston.

A graduate of the School of Business Administration, La Salle College, Philadelphia, he once served as secretary to Robert Todd Lincoln, son of the Civil War President. He left his position with Mr. Lincoln to join Bethlehem Steel Corp. for 5 years before joining New England Telephone & Telegraph in 1924.

In addition to his duties with the telephone company, the new director has served as Assistant Director, Office of Defense Mobilization, Requirements and Materials; Director, Office of Defense Mobilization for Production; and, most recently, as Executive Reservist, Office of Defense Mobilization. He also has served as a member of the Milton, Mass., Town Meeting, and as a member of the Democratic Town Committee of Milton.

He attended his first meeting of the Board of Directors of the Panama Canal Company last month in Washington.

Second Divisa Student Completes Zone Training

ANOTHER STUDENT from the National Institute of Agriculture in Divisa, Republic of Panama, last month completed a 10-week period of on-the-job training at Mindi Farm and returned to his farm home in Chitre prior to renewing his training at the Divisa institute.

Juan Manuel Peralta is entering his 12th year of school this month and, while at Mindi, voiced the hope that he can obtain a scholarship so he may continue his studies and eventually enter the veterinary profession.

Young Peralta worked at virtually

Worth

every phase of Mindi Farm's operation, including the use of a tractor, milking machine, bottling plant, and other duties. Dr. Paul H. Dowell, manager of the farm, said the youth was a very willing and adaptable student, intelligent and alert.

Just a year ago, another Divisa student, Alfredo Orange, spent 2 months at Mindi in on-the-job training. Both students were sent to the farm through a cooperative program between the Divisa institute and the Canal organization.



Juan Peralta gives Mindi beauty a bath.

Civil Affairs Bureau Receives Safety Trophy

PRESENTATION ceremonies of the Governor President's Annual Safety Trophy Award for 1961 were held in the Administration Building at Balboa Heights on May 1.

The trophy was presented by Governor Fleming to the personnel of the Civil Affairs Bureau through Bureau Director B. I. Everson. The Civil Affairs personnel earned the trophy by achieving the greatest percentage safety improvement of any major unit during calendar year 1961. A 76 percent improvement over its previous 3-year rate was recorded by the Bureau, the second straight year it has earned the trophy.

Historic Telegraph Key Is Used Again

A TELEGRAPH KEY which played a symbolic role in the opening of the Panama Canal to commercial traffic on August 14, 1914, was called into service again last month, President Kennedy using it to transmit a signal officially opening the Seattle World's Fair.

The key, made of gold nuggets from the Klondike, was used by President Wilson to set off a blast that officially opened the Panama Canal. It also has been used by other Presidents for similar occasions, including President Taft, who used it to open the Alaska-Yukon-Pacific Exposition at Seattle on July 1, 1909.

Knowing

Litterbugs, Beware!

LITTERBUGS in the Canal Zone are likely to run afoul of a new regulation which went into effect May 2 unless they refrain from scattering litter along Zone highways.

The new regulation, suggested by the Pacific Civil Council, is aimed at eliminating the unsightliness and hazards created by highway litter. It prohibits throwing any glass, nails, tacks, wire, cans, paper, garbage, rubbish, trash, refuse, or other potentially hazardous or defacing material upon any Zone highway.

Signed on April 2 by then Acting Governor, W. P. Leber, the regulation became effective on May 2. Punishment for violation is a fine of not more than \$100 or 30 days in jail, or both.

In other efforts to reduce litter in Canal Zone communities, refuse receptacles located throughout the Zone are being painted in brighter colors, covers for them are being readied, and schools are conducting contests to select anti-litter slogans for use on the receptacles.

DO YOU KNOW onetime Panama Canal pilot Capt. M. W. Baisieux, or where he or his family now are living?

Joe Morgan, Adjutant of Elbert S. Waid Post, American Legion, Cristobal, would like to locate Captain Baisieux or some member of his family in order to return a past commander's medal issued by Elbert S. Waid Post which carries the following inscription:

"To Capt. M. W. Baisieux for Distinguished Service. E. S. Waid Post No. 2, 1933."

The medal was found in New York City last year and forwarded to the local American Legion Post in the hope that Captain Baisieux might be located through it. Canal records show that Maurice W. Baisieux was a Canal pilot from October 4, 1927, to June 30, 1933, and that he was born in San Francisco on August 11, 1890.

Anyone with information about Captain Baisieux is urged to contact officials of the Post.

THE ISTHMIAN NUMISMATIC SOCIETY is to conclude its observance of National Coin Week on May 6 with a day-long exhibit of rare and unusual coins at the Panamanian-North American Institute in Panama City. The exhibit was on display in the Canal Zone through May 4.

Panama

Fairs

Rolling Along

DRY SEASON is fair season in the Republic of Panama and the Panama Canal Company, following a practice of several years standing, has participated in several of the events through invitation from the committees in charge.

A total of seven calves from Mindi Farms have been donated for use as prizes at three different fairs—David, Los Santos, and Chorrera—with three of the seven going to the latter event and two each to the others. Special photographic exhibits of Canal operations and improvement programs also were displayed at the Los Santos and Chorrera fairs.

The Los Santos and Chorrera fairs, held last month, were attended by Lt. Gov. W. P. Leber and Governor Fleming, respectively. The Lieutenant Governor and Mrs. Leber attended the David Fair.

In addition to the official Canal participation in the Chorrera Fair, which included the loan of some decorative panels, flags, and a section of bleachers, the Star In A Circle Square Dance Club



Lt. Gov. Leber, President Chiari, and Mindi calf at Los Santos Fair.

presented a program of square and round dancing and a group of Canal Zone riders presented a horse show.



This pictorial exhibit of Canal activities and operations has drawn numerous spectators at fairs.

ANNIVERSARIES

(On the basis of total Federal Service)

40
MARINE BUREAU
Carlos E. Centella
Signalman

CIVIL AFFAIRS BUREAU

Raymond George
Clerk
Aleide R. Hauser
Police Private

ENGINEERING AND CONSTRUCTION BUREAU

Conrad O. Beckles
Leader Heavy Laborer

HEALTH BUREAU

Elvira L. Byrne
Nurse Supervisor, General
Medicine and Surgical
Hospital

MARINE BUREAU

Anthony G. Lynn
Chief Foreman, Marine
Machinist
Cyril M. Richards
Signalman

SUPPLY BUREAU

Oliver O. Bowen
High Lift Truck Operator

TRANSPORTATION AND TERMINALS BUREAU

José Córdoba
Guard Supervisor
Adolphus E. Mapp
Helper Automotive Machinist

CIVIL AFFAIRS BUREAU

Patrick F. McDonnell
Police Sergeant
Esten J. Scott
Police Private
James K. Bedsworth
Finance Branch
Superintendent
Miguel B. Picado
Fire Sergeant
J. N. Carrington
Elementary Teacher Principal,
Latin American Schools
Sylvia V. McDonald
Senior High Teacher,
Latin American Schools
Laura G. de Pérez
Senior High Teacher,
Latin American Schools
Norman Griffith
Truck Driver

ENGINEERING AND CONSTRUCTION BUREAU

Reuben Seidman
Electrician
Félix A. Aviles
Joiner

HEALTH BUREAU

Robert C. Matheny
Chief, Division of Veterinary
Medicine
Didimo Aponte
Nursing Assistant, Medicine
and Surgery
Courtney S. Delmar
Nursing Assistant, Medicine
and Surgery
Isaac O. Edwards
Nursing Assistant, Medicine
and Surgery
Louisa P. Scarlett
Nursing Assistant, Medicine
and Surgery

Exier J. Hopkins
Supervisory Accounting
Assistant
Pedro Vásquez
Leader Exterminator
Alice E. Suisman
Clerk-Dictating Machine
Transcriber

MARINE BUREAU

Oscar O. Brown, Jr.
Marine Traffic Controller
John L. Fischer
Supervisory Clerical
Assistant
John M. Morrison
Leader Lock Operator
Machinist
Donovan I. Geyer
Maintenance Machinist
Sidney Lionel Baird
Helper Lock Operator
Ernest M. Krueger
Lock Operator Machinist
Medardo Maravilla
Helper Lock Operator
Ernest A. Scott
Deckhand
Manuel Olivares
Asphalt or Cement Worker

Jerald S. Burke
Stock Control Clerk
Pedro Garay
Boatman
Rogelio Martínez
Oiler, Floating Plant
Joseph Scott
Boatman
Charles Blackman
Oiler
José M. López
Painter, Maintenance

OFFICE OF THE COMPTROLLER

Julian M. Mountain
System Accountant

SUPPLY AND COMMUNITY SERVICE BUREAU

Charles M. Nelson
Commissary Store Manager
Emmet T. Harper
Commissary Store Manager
Mary B. Franklin
Counter Attendant
Eunice L. Wittaker
Counter Attendant
Luisa E. Scott
Sales Checker, Food Service
Mary L. Hunt
Utility Worker
Martín Campos
Storekeeping Clerk
Manuel Gueiras
Garbage Collector
Irene Williams
Sales Clerk
Amelia F. Lee
Sales Clerk
S. A. Scantlebury
Sales Checker, Retail Store
Albert W. Williams
Beer Bar Attendant
Adolphus J. Hunt
Truck Driver
Angel Guevara
Meat Cutter
Mauricio Rodríguez
Grounds Maintenance
Equipment Operator
Harold P. Smith
Service Station Attendant
Luis C. Barrios
Heavy Laborer
Ceferino Niño
Garbage Collector
Ambrosio Del Cid
Dairy Worker
Alick A. Campbell
Utility Worker
Panchita C. Graham
Retail Store Sales Checker

Louise E. Cargill
Utility Worker
Lillian M. Baseombe
Sales Clerk
Ruperto Jemnett
Clerk
Milray L. Barrow
Stock Control Clerk
Lenora Johnson
Sales Clerk
Rosa M. Díaz
Utility Worker
Evelia Saldarriaga
Retail Store Sales Checker
Joaquín Cedeño
Warehouseman
Antonio Urquilla
Grounds Maintenance
Equipment Operator
Pedro F. Pérez
Utility Worker
Lela S. Cadogan
Counter Attendant
Carmen B. Benjamin
Utility Worker

TRANSPORTATION AND TERMINALS BUREAU

Anna E. Calvit
Supervisory Accounting Clerk
Remigio Méndez
Leader Railroad Trackman
Owen N. Lawrence
Helper Automotive Machinist
Antonio Carrillo
Laborer
Howard C. Callender
Heavy Truck Driver
Clifford Boeker
Industrial Tractor Operator
George Moore
Helper Liquid Fuels
Wharfman
José F. Montes
Boiler Tender

PROMOTIONS AND TRANSFERS

March 5 through April 5

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

OFFICE OF THE GOVERNOR-PRESIDENT

Anna B. Pescod, from Translator (Stenography), Administrative Branch, to Clerical Assistant.

INTERNAL SECURITY OFFICE

Elsa E. Watson, from Clerk-Typist, to Security Clerk.

ADMINISTRATIVE BRANCH

Earl E. Bennett, Earl H. Jarvis, from Multilith Operator (Trainee) to Multilith Operator, Printing Plant.

CIVIL AFFAIRS BUREAU

Fire Division

John R. Lewis, from Firefighter, to Driver-Operator Firefighter.

Charles A. Mullings, Nathan B. Thomas, from Truck Driver, Motor Transportation Division, to Firefighter.

Police Division

Jacob Decker, Jr., from Signalman, Navigation Division, to Police Private.

Ernest T. Blades, from Laborer Cleaner, Community Services Division, to Detention Guard.

Division of Schools

Beverly A. Bonnell, Myrna R. Gassel, from Substitute Teacher, to Elementary and Secondary School Teacher.

Herman O. Myrie, from Library Assistant, to Clerk-Typist.

Andrés López, from Heavy Laborer, to Maintenance man.

Hamilton E. Atherley, Ira N. Hinkson, from Laborer Cleaner, to Heavy Laborer.

Canal Zone Libraries

Alfred C. Bushell, from Clerk, to Procurement Clerk.

Marguerite G. Arens, from Library Assistant, to Clerical Assistant.

ENGINEERING AND CONSTRUCTION

Murray Klipper, from Electrician, to Inspector (Electrical Systems), Contract and Inspection Division.

Dredging Division

Francesco Viglietti, from Motor Launch Captain, to Master, Small Tug.

Ramón Castro, Walter C. Gooden, Steddeus McFarlane, Cyril A. Warren, from Launch Operator, to Motor Launch Captain.

José D. Vergara, from Boatman, to Debris Control Winchman.

Erasmus Gómez, from Seaman, to Floating Plant Oiler.

Richard A. Lindo, from Linehandler, Locks Division, to General Helper.

Faustino Abrego, Ramón García, from Railroad Trackman, Railroad Division, to Laborer.

Cecilio Puga, from Laborer, to Helper Machinist.

Electrical Division

Kazimierz Bazan, John L. Mason, from Electrician, to Senior Operator (Generating Station).

Alfred A. Legister, from Laborer Cleaner, to Helper Central Office Repairman.

Maintenance Division

Joslyn C. Duncan, from Painter, to Leader Painter.

Miguel Escobar, from Helper Roofer, to Roofer.

Maxwell S. Morgan, from Asphalt or Cement Worker, to Stockman.

HEALTH BUREAU

Luis A. Visuete, from Laborer, Community Services Division, to Heavy-Pest Control Laborer, Division of Sanitation.

Gorgas Hospital

Roy T. High, from Pharmacist, to Supervisory Pharmacist.

Helen M. Hanson, from Staff Nurse, to Staff Nurse (Obstetrics).

Sueying C. Lee, from Staff Nurse, to Staff Nurse (Pediatrics).

Olga R. de Henderson, from Clerk, to Electrocardiograph Technician.

Evelyn M. Spencer, from Sales Clerk, Supply Division, to Nursing Assistant (Medicine and Surgery).

Alberto L. Hoop, from Counter Attendant, Supply Division, to Housekeeping Aid.

Joseph D. Buendia, from Hospital Laborer, to Ward Service Aid.

Coco Solo Hospital

Mary L. Poell, Staff Nurse (Medicine and Surgery) from Gorgas Hospital.

Cecilia H. Byington, from Staff Nurse, to Staff Nurse (Medicine and Surgery).

William P. Escoffery, from Stock Control Clerk, to Stock Control Clerk (Typing).

Lorenzo Holder, from Clerk, to File Clerk.

MARINE BUREAU

Navigation Division

Joseph W. Chamberlain, Louis M. Pascavage, from Towboat or Ferry Master, to Pilot-in-Training.

Thomas C. Francis, Thomas S. Grant, Fitz R. Spooner, Lucas Scott, Esteban McKay, Leopold H. Anderson, C. A. Sissett, Shaphan Jenkins, James W. Johnson, Aubrey R. Sealey, James V. Forbes, Ernest H. Webster, Wilfred B. Simon, John Stephens, Reyes Escalona, Ascension Santizo, Simon B. Smith, Marcos M. Waite, Allan A. Smith, José Archibald, Winston E. DaCosta, Joseph R. Smith, Granville U. Gordon, from Launch Operator, to Motor Launch Captain.

Gilberto Escobar, from Clerk-Typist, to Supervisory Clerk-Typist.

Osborn C. Robinson, from Deckhand, to Deckhand (Boatswain).

Rey N. Blake, Joaquin P. Ruiz, from Deckhand, to Launch Seaman.

Ernesto R. Shepherd, from Launch Seaman, to Seaman.

Edgar R. McCollin, from Utility Worker, Supply Division, to Heavy Laborer.

Industrial Division

Maurice B. Nickel, from Production Engineer, to Chief, Industrial Division.

Cristobal L. Joseph, Gabriel Vargas, from Helper Carpenter, to Maintenance man (Boats).

Cleveland G. Davis, from General Helper, Dredging Division, to Helper Pipefitter.

Luis A. Fajardo, from Laborer, to Heavy Laborer.

Locks Division

Joseph M. Vandergrift, Fred Schwartz, Fred A. Newhard, Arthur F. Crusey, John F. Greening, Milton L. Nash, Grace G. Thomas, Kenneth M. Edwards, Wil-

liam S. McKee, John A. Madison, Genova J. Gibbs, Kenneth L. Middleton, Eugene F. Kleasner, John A. Dombrowsky, H. A. Sneckenberger, Oscar Johnson, Harry F. Willenbrock, Adrian W. Webb, Emmett O. Kiernan, Joseph J. Riley, Richard W. Abell, Donald P. Hutchinson, from Lead Foreman (Lock Operations), to General Foreman (Lock Operations).

John R. McGlade, from Lock Operator Machinist, to Leader Lock Operator Machinist.

Theodore F. Babich from Towing Locomotive Operator, to Lock Operator Iron Worker-Welder.

Calvin E. Brown, from Marine Machinist, to Lock Operator Machinist.

Stergios J. Garos, Guard, from Supply Division.

Marcos Darkins, Bernardo Frío, from Helper Lock Operator, to Oiler.

Lloyd I. Anthony, Julio Avila, from Line Handler, to Helper Lock Operator.

OFFICE OF THE COMPTROLLER

Pauline L. Blais, from Clerk-Typist, to Accounting Technician, Accounting Division.

Frank W. Alberga, from Clerk-Typist, Gorgas Hospital, to Time, Leave and Payroll Clerk, Payroll and Machine Accounting Branch.

SUPPLY AND COMMUNITY SERVICE

George N. Ateek, from Retail Store Supervisor, to Commissary Store Manager.

Edson B. James, from Lead Foreman Heavy Laborer, to Lead Foreman Garbage Collector.

Humberto Valencia, Hermógenes Puga, Eleuterio Grajales, Vicente Lucena, Eloy Diaz, from Leader Heavy Laborer, to Leader Garbage Collector.

St. Marie L. Lafleur, from Heavy Laborer, to Warehouseman.

Louis F. J. Babb, from Heavy Laborer, to Scrap Materials Sorter.

Nesta H. Bowen, Leroy Davidson, George A. Foster, Thelma F. Ward, from Utility Worker, to Counter Attendant.

Jesus Becker, from Waiter, to Counter Attendant.

James R. Corinealdi, Ruben G. Cox, from Package Boy, to Utility Worker.

Ricardo Cameron, from Package Boy, to Laborer Cleaner.

Henry G. Fergus, from Laborer Cleaner, to Heavy Laborer.

Brigido Jiménez, from Dairy Worker, to Milker.

Victor E. Waite, from Pinsetter, to Utility Worker.

TRANSPORTATION AND TERMINALS

Terminals Division

Edward B. O'Brien, Jr., from Marine Terminal Superintendent (Superintendent, Terminals Division), to Terminal Operations Superintendent (Superintendent, Terminals Division).

Thomas J. Burbine, from Service Center Supervisor, Supply Division, to Guard Supervisor.

Lenord A. Bishop, Gouldbourn Lewis, Winston A. Nicholson, Stephen E. Edwards, Harry A. Dawkins, Oscar R. James, Frank A. Reynolds, Vernal Wright, Gerald Charles, Carlos Diaz, from Clerk Checker, to Cargo Checker. Tomás Ruiz, from Stevedore, to Cargo Checker.

(See p. 20)

(Continued from p. 19)

Austin N. Henriques, Livingston Nolan, from Dock Worker, to Cargo Marker. Pedro A. Diaz, Gonzalo Laguna, Augusto Moreira, from Stevedore, to Winchman. Manuel A. Arauz, Gil Bonilla, Andrés Chávez, David Gómez, Fabricio E. González, Martín Henríquez, Mariano Nieto, Luciano Pérez, Juan Ramos, Sotero Salazar, Gumersindo L. Ureña, Ernesto C. Victoria, from Dock Worker, to Stevedore.

Railroad Division

Enrique Riviere, Faustino Garrido, Carlos A. Chen, Antonio Carrillo, Francisco Paredes, Avelino Picota, Ildefonso Rosas, Julián Lasso, Jerónimo Alguedo, from Laborer, to Heavy Laborer.

Motor Transportation Division

Dona T. Craig, from Clerk-Typist, Office of General Manager, Supply Division, to Accounting Clerk. Simon J. Bryce, from Leader Automotive Equipment Serviceman, to Leader Tire Rebuilder. Clifford Lewis, from Deckhand, Navigation Division, to Chauffeur. Donald O. Zohel, from Automotive Equipment Serviceman, to Truck Driver. Agustín Martínez, Wilfred C. Warner, Truck Driver, from Supply Division. Gordon B. Gordon, from Utility Worker, Supply Division, to Warehouseman.

OTHER PROMOTIONS

PROMOTIONS which did not involve changes of title follow:

John E. Fisher, Chief, Accounting Policies and Procedures Staff, Office of the Comptroller. Edwin F. Rigby, General Supply Officer, Supply Division. Thomas G. Toda, Structural Engineer, Engineering Division. Harvey E. Beall, Thomas J. Dwyer, James V. Higgins, Jr., Leon T. Williams, Admeasurer, Navigation Division. Henry B. De Voll, Marine Traffic Controller, Navigation Division. Edna B. Campbell, Staff Nurse (Operating Room), Coco Solo Hospital. Catherine M. Brown, Librarian, Canal Zone Libraries. Luther M. Norwood, Service Center Supervisor, Supply Division. Ruth P. Hultquist, Accounting Clerk, Navigation Division. Constance C. Nelson, Clerk-Stenographer, Navigation Division. Ruth R. Beck, Clerk, Coco Solo Hospital. Gabriel A. Riemers, Chief Engineer, Towboat or Ferry, Navigation Division. Walter G. Laurie, Gordon H. Thompson, Chief Foreman, Fuel Operations, Terminals Division. Roy W. Perkins, Maxwell C. Sanders, General Foreman, Fuel Operations, Terminals Division. Wilbur J. Dockery, Worden E. French, Parker P. Hanna, Irvin E. Krapfl, Lead Foreman, Fuel Operations, Terminals Division. Cyril D. Atherley, Supervisory Clerk-Typist, Navigation Division. Kenneth A. McClaren, Clerk-Typist, Navigation Division. Marquesa H. Francis, Cook, Coco Solo Hospital. Larence L. Frivol, Baker, Supply Division. Eric S. Adoniam, Sales Clerk, Supply Division. Alice Gooden, Utility Worker, Supply Division.



SAFETY

**Kids Will Eat
the Darndest Things**

IF A BABY had his way his diet might include buttons, bones, marbles, keys, coins, rings, toys, and a conglomeration of other indigestible items youngsters seem to have a passionate appetite for.

Left to its own devices, a baby may forage all kinds of inedible goodies when all too often become stuck in his throat or lungs.

Take for example, Linda, 1 year old. For some time her mother couldn't get her to eat solid food. It just wouldn't go down. No wonder. A doctor's x-ray showed that for 11 months a ring had been lodged in her throat.

Tommy had a favorite little green plastic toy he liked to suck on. One day it went down his throat and although a pediatrician worked for hours he couldn't locate it. Tommy died.

Then there was a little girl who swallowed a hatpin while she was dressing her doll. Why? Because she was holding the pin in her mouth the way her mother did.

Children just can't be trusted with small objects. And danger is not simply from swallowing; it is also from inhalation into the lungs. For example, suppose you give a baby a piece of candy containing a whole peanut. He will suck the candy until it is gone and only the peanut remains in his mouth. Then he will spit the peanut out, swallow it whole, or choke on it. If he does the latter, he is likely to inhale the nut,

which will block his air passage or go into his lungs. A number of children die each year from this cause.

Objects children most frequently consume are safety pins, tacks, peanuts, small toys, seeds, buttons, beads, and coins.

Follow these precautions:

1. Don't let your child eat nuts or candy bars with nuts until after he or she is 5 years of age.

2. Don't let a young child chew on pencils, toothpicks, or other wooden objects because splinters from them can be inhaled or ingested.

3. Before you place a baby on the floor to play, inspect the area for small objects.

4. Never leave purses, sewing baskets, or such containers within reach of babies.

5. Never allow children to play with toys small enough for them to swallow or with toys having loose or detachable parts, such as eyes on animals or bells on pull toys.

If, in spite of precautions—or from lack of them—your child chokes on a foreign object, turn him upside down and slap him gently on the back. If this doesn't dislodge the object take the child to the hospital immediately.

Never try to remove the object from his throat with your fingers; you may push it down into the windpipe. And don't try to make the child vomit. This may only complicate the situation.

Be Careful - Not a Statistic

ACCIDENTS

FOR
THIS MONTH
AND
THIS YEAR

MARCH

ALL UNITS

YEAR TO DATE



FIRST AID CASES

'62 306 '61 314(75)

709 1340(698)



DISABLING INJURIES

'62 10 '61 15

34 41(4)



DAYS LOST

'62 319 '61 317.32

6579 978.58

(Locks Overhaul Injuries included in total.)

CANAL HISTORY

50 Years Ago

CONCRETE WORK at Gatun Locks was so near completion 50 years ago this month that the steel forms used in the construction of the walls of the locks were offered for sale and the rock-crushing plant at Portobelo, which supplied stone for the concrete, was closed.

The month of May 1912 also marked the end of 8 years of Canal construction work on the part of the U.S. Government. THE PANAMA CANAL RECORD pointed out that Canal work on the Isthmus started on May 4, 1904, but that the first 3 years were largely devoted to organizing a work force, improving sanitary conditions, and developing plans for excavation and construction of the waterway.

The dry season ended in May 1912 was the driest on record and the potable

water supply of the Canal Zone was subjected to an unprecedented strain. By the middle of the month, however, one of the heaviest rainfalls on record fell in the Ancon area, producing a total of 7.05 inches of rain during a 5½-hour period.

25 Years Ago

A BILL authorizing the Panama Railroad to sell certain lands in Colon at prices to be fixed by appraisal was passed by the U.S. House of Representatives. Canal Zone authorities said the legislation was to permit implementation of the announced U.S. intention to dispose of real estate holdings of a commercial nature in territory under Panama's jurisdiction.

Pan American Airways announced that a new I-day air service would be

started soon between Panama and Miami, and Maj. Gen. Oscar Westover, Chief of the Army Air Corps, told Congress that Hawaii, the Philippines, and the Canal Zone would be easy targets for invading air fleets due to the shortage and obsolescence of U.S. Air Corps planes.

The Board of Directors of the Panama Railroad accepted a bid of \$12,120,000 submitted by the Bethlehem Shipbuilding Corp. for construction of three modern passenger and freight ships which were to replace the four Panama Railroad ships then in operation.

10 Years Ago

THE GREATEST shift of high Canal personnel since 1907 occurred 10 years ago as the result of retirements and changes of assignment. For the first time since the Canal organization was formed, the two highest officials left the organization at the same time. Gov. F. K. Newcomer departed early in May 1952 and Lt. Gov. Herbert D. Vogel left at the end of the month to become division engineer of the Southwest Division, Corps of Engineers.

During the same month, three bureau directors retired or left the service. They were Maj. Gen. G. W. Rice, Health Director; William H. Dunlop, Finance Director; and Capt. Robert M. Peacher, Marine Director. It also was announced that Lindsley H. Noble, the Comptroller of the Atomic Energy Commission, had accepted the appointment to the new job of Comptroller of the Panama Canal Company.

The nomination by President Truman of Brig. Gen. John S. Seybold as Governor of the Canal Zone was approved by the Senate.

One Year Ago

ELVIS J. STAHR, jr., Secretary of the Army, announced appointment of a new Board of Directors for the Panama Canal Company a year ago, shortly before they were to meet on the Isthmus.

The SS *Ancon* arrived in New Orleans on May 1 to inaugurate service on the new and shorter run between the Zone and the United States. The *Ancon* soon was to be succeeded by the *Cristobal*, which was undergoing overhaul in New York.

RETIREMENTS

RETIREMENT certificates were presented at the end of March to the employees listed below, with their positions at time of retirement and years of Canal service.

Harry Akers, General Foreman Carman, Railroad Division; 32 years, 11 months, 1 day.

William H. Anderson, Lead Foreman, Railroad Division; 15 years, 2 months, 2 days.

Hermógenes I. Avila D., Stevedore, Terminals Division; 22 years, 2 months, 25 days.

William S. Brown, Leader Stevedore, Terminals Division; 22 years, 5 months, 25 days.

Heriberto Cabeza, Stevedore, Terminals Division; 17 years, 5 months, 5 days.

Joseph N. Coote, Warehouseman, Supply Division; 18 years, 11 months, 6 days.

Clayton Cummings, Stockman, Maintenance Division; 46 years, 6 months, 17 days.

Nicolás Estrada, Meteorological Aid, Electrical Division; 36 years, 4 months, 17 days.

Cupertino Garrido, Lead Foreman, Dredging Division; 41 years, 7 months, 7 days.

Roger C. Hackett, Dean, Canal Zone Junior College, Division of Schools; 31 years, 6 months.

Joseph Holder, Leader Seaman, Dredging Division; 48 years, 2 months.

Albert W. Howard, Laborer, Terminals Division; 45 years, 3 months, 4 days.

Ernest James, Guard, Navigation Division; 38 years, 1 month, 12 days.

Julius Joseph, Chauffeur, Motor Transportation Division; 28 years, 6 months, 2 days.

Alfred I. Lavergneau, Truck Driver, Motor Transportation Division; 32 years, 1 month, 10 days.

Emerish McKenzie, Leader Seaman, Dredging Division; 39 years, 10 months, 1 day.

José Martínez, Seaman, Dredging Division; 31 years, 8 months, 21 days.

Manuel A. Méndez, Stevedore, Terminals Division; 14 years, 2 months, 2 days.

Thomas Palmer, Helper, Lock Operator, Locks Division; 22 years, 3 months, 15 days.

Joseph W. Prescod, Roofer, Maintenance Division; 40 years, 5 months, 15 days.

Natividad Rangel L., Wharfman, Terminals Division; 20 years, 5 months, 11 days.

Roy D. Reece, Assistant Electrical Engineer, Electrical Division; 32 years, 1 month, 13 days.

Manuel Rentería, Guard, Panama Local Agency; 17 years, 20 days.

Charles C. Rogers, Helper Electrician, Locks Division; 28 years, 7 months, 29 days.

Victor Ruiz, Garbage Collector, Community Services Division; 30 years, 26 days.

Barbino Sánchez, Boatman, Locks Division; 34 years, 9 months, 24 days.

Fitz N. Sandiford, Chauffeur, Motor Transportation Division; 42 years, 2 months, 9 days.

José Schmidt, Laborer Cleaner, Terminals Division; 21 years, 8 months, 26 days.

Zedekiah E. Smith, Guard, Motor Transportation Division; 47 years, 8 months, 3 days.

Headley A. Thompson, Deckhand, Navigation Division; 33 years, 9 months, 3 days.

W. Van Underwood, Leader Lock Operator, Locks Division; 27 years, 10 months, 24 days.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Third Quarter, Fiscal Year		
	1962	1961	Avg. No. Transits 1951-55
United States intercoastal	109	102	146
East coast of United States and South America	620	570	445
East coast of United States and Central America	86	111	129
East coast of United States and Far East	571	537	261
United States/Canada east coast and Australasia	59	65	48
Europe and west coast of United States/Canada	259	230	193
Europe and South America	292	295	123
Europe and Australasia	116	104	95
All other routes	626	659	333
Total traffic	2,738	2,673	1,773

MONTHLY COMMERCIAL TRAFFIC AND TOLLS Vessels of 300 tons net or over (Fiscal Years)

Month	Transits			Gross Tolls * (In thousands of dollars)		
	1962	1961	Avg. No. Transits 1951-55	1962	1961	Average Tolls 1951-55
July	931	941	557	\$4,776	\$4,680	\$2,432
August	934	912	554	4,749	4,585	2,403
September	892	847	570	4,523	4,172	2,431
October	935	913	607	4,646	4,495	2,559
November	891	857	568	4,443	4,299	2,361
December	938	868	599	4,870	4,385	2,545
January	917	893	580	4,735	4,449	2,444
February	841	843	559	4,388	4,113	2,349
March	980	937	632	5,098	4,725	2,657
April			608			2,588
May			629			2,672
June			599			2,528
Totals for first 9 months of fiscal year	8,259	8,011	5,226	\$42,228	\$39,903	\$22,181

* Before deduction of any operating expenses.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY

Nationality	Third Quarter, Fiscal Year					
	1962		1961		1951-55	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Average number transits	Average tons of cargo
British	321	2,142,557	302	1,899,596	323	1,936,872
Chilean	31	211,833	23	178,130	17	85,011
Chinese	17	122,842	16	85,027	6	54,599
Colombian	68	115,419	60	104,754	35	37,708
Danish	79	475,923	67	271,735	57	224,852
Ecuadoran	12	10,411	10	17,744	36	23,543
French	30	189,191	31	210,575	35	163,469
German	279	853,112	282	779,538	54	109,721
Greek	178	1,898,953	130	1,302,906	29	253,278
Honduran	14	32,431	36	46,479	97	130,876
Israeli	21	68,793	15	34,808		
Italian	49	336,226	47	259,292	32	182,089
Japanese	198	1,085,122	207	1,264,985	69	470,531
Liberian	204	1,815,592	230	2,071,172	48	300,445
Netherlands	144	812,867	135	721,938	30	151,379
Norwegian	378	2,833,448	354	2,333,790	203	833,741
Panamanian	87	443,530	112	584,606	116	665,039
Peruvian	30	116,573	32	123,955	4	9,135
Philippine	14	45,786	24	174,537		
Swedish	80	415,508	81	498,230	46	198,424
United States	459	2,694,950	417	2,435,031	498	3,088,092
All others	45	234,128	62	216,097	38	144,588
Total	2,738	16,955,195	2,673	15,614,955	1,773	9,063,392

Canberra to Transit

THE NEWEST and largest ship of the P & O-Orient Lines, the *Canberra*, is scheduled to arrive at Balboa on June 10 for her first transit of the Panama Canal. With an overall length of 820 feet, a beam of 102 feet, and gross registered tonnage of 45,000 tons, she is slightly larger than P&O-Orient's *Oriana*, which transited for the first time last July.

Built at the Belfast shipyard of Harland & Wolff, Ltd., the *Canberra* is the largest passenger liner built in England since the *Queen Elizabeth*. With a capacity of 548 first class passengers, 1,690 tourist class, and a crew of almost 1,000, her sea-going population can range above 3,200 persons.

Like the *Oriana*, the *Canberra* has a service speed of 27½ knots, is equipped with a shipboard television installation, and more than 1,000 tons of aluminum were used in her construction to lighten the topweight. Constructed at a cost of \$42 million, the *Canberra* is insured for 16 million pounds, a million more than the *Oriana*.

Having made her maiden voyage last summer, the *Canberra* will transit the Canal on a run from Sydney, Australia, to Southampton, via Auckland, Honolulu, Long Beach, and Panama. She is scheduled to arrive at the Canal about 8 p.m., dock overnight at Balboa and transit the next day. She will be represented at the Canal by Norton, Lilly & Co., Inc.

New Launches Due

TWO 53-FOOT LAUNCHES, built for the Marine Bureau by Blount Marine Corp. of Warren, R.I., which also built the Canal's sightseeing launch *Las Cruces*, are to be delivered this month in the Canal Zone, after being brought across the Caribbean from Miami under their own power.

The launches are the first of four being built by Blount Marine for the Panama Canal Company at a total contract cost of \$200,920. The second pair is to be ready for delivery before the end of June and will be brought to the Isthmus in the same manner as the two scheduled to arrive this month.

The new vessels are to be used to increase the Navigation Division launch fleet and will be put into service soon after arrival. Names chosen for the new launches are *Ray*, *Flying Fish*, *Sailfish*, and *Tern*.

Alvin Rankin, floating equipment inspector in the Marine Bureau, visited the Blount Marine yard in April to inspect the first two vessels, which were launched April 17. All four of the launches are of welded steel construction.

Hotel Ship Due

THE SHAW SAVILL LINE'S 700-foot, 26,463-ton motorship *Dominion Monarch*, which is to be used as a floating hotel during the Seattle World's Fair, is expected to arrive at the Canal at the end of May on her way to Seattle from London.

Since her regular run has been between London and Australia via the Suez Canal, this will be the vessel's first transit of the Isthmian waterway. She will arrive here, however, with neither passengers nor cargo. According to W. Andrews & Co., agents for Shaw Savill, the ship probably will be sold for scrap after she has completed her assignment at the fair.

Tanker Midbody Transits

AN UNUSUAL CUSTOMER for the Canal during April was the midbody for a T-2 tanker, which was being towed from Japan, where it was built, to Baltimore, where it is to be fitted to the two ends of a T-2 tanker as part of a capacity enlarging process called "jumbo-izing."

The midbody was being towed by the recently-built Japanese tug *Nissho Maru* and was to arrive at Balboa about April 28. The tanker midsection, nearly as large as an ordinary ship, weighs 13,500 tons, is 415 feet long, and has a beam of 75 feet.

The tug taking the midsection to Baltimore is an ocean-going craft with a crew of 37 men. Five crew members are being carried aboard the tow. This is the second midsection to make the Canal transit in the past year, another one having made the northbound transit in July 1961. Norton, Lilly & Co., act as agents for the tugs and their tows at the Canal.

New Cruise Season

WITH THE 1961-62 winter cruise season hardly finished, C. B. Fenton & Co., Inc., Isthmian agents for Norwegian America Line, reports that the motor vessel *Oslofjord* will arrive at Cristobal October 1 on her autumn cruise around the world. She will berth in Balboa during the afternoon and leave later that night en route to Los Angeles, Honolulu, and Hong Kong.

During the 83-day cruise, the *Oslofjord* will cover 26,027 miles and visit 18 ports, including Bangkok, Singapore, Colombo, Bombay, Aden, Suez, Port Said, Haifa, Naples, Villefranche, and Tangier, as well as the Canal and New York, where the cruise ends.

CANAL TRANSITS — COMMERCIAL AND U. S. GOVERNMENT

	Third Quarter, Fiscal Year				
	1962			1961	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going -----	1,406	1,332	2,738	2,673	1,773
Small ° -----	99	29	128	122	284
Total commercial -----	1,505	1,361	2,866	2,795	2,057
U.S. Government vessels: **					
Ocean-going -----	27	24	51	53	151
Small ° -----	14	44	58	52	71
Total Government -----	41	68	109	105	222
Total commercial and U.S. Government -----	1,546	1,429	2,975	2,900	2,279

° 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.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

Pacific to Atlantic

(All cargo figures in long tons)

Commodity	Third Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Ores, various -----	1,751,313	1,601,749	961,032
Lumber -----	1,022,575	952,264	868,628
Petroleum and products (excludes asphalt) -----	403,833	298,090	249,439
Wheat -----	433,134	551,600	508,144
Sugar -----	445,890	698,516	233,804
Canned food products -----	220,450	229,379	304,637
Nitrate of soda -----	250,131	226,066	360,514
Barley -----	318,567	225,622	58,964
Bananas -----	271,676	255,324	192,445
Metals, various -----	342,049	265,847	162,399
Food products in refrigeration (except fresh fruit) -----	269,045	221,960	163,265
Fertilizers, miscellaneous -----	302,186	184,414	3,545
Oilseeds -----	134,634	114,446	26,259
Iron and steel manufactures -----	141,215	90,412	60,502
Pulpwood and products -----	123,407	126,447	48,257
All others -----	1,295,225	1,191,940	707,508
Total -----	7,725,330	7,234,076	4,909,342

Atlantic to Pacific

Commodity	Third Quarter, Fiscal Year		
	1962	1961	Average 1951-55
Petroleum and products (excludes asphalt) -----	2,463,840	2,703,732	968,731
Coal and coke -----	1,600,782	1,288,761	676,946
Corn -----	654,753	261,050	19,077
Phosphates -----	479,224	431,181	195,587
Metal, scrap -----	470,155	656,594	16,632
Iron and steel manufactures -----	423,511	356,924	420,153
Sugar -----	415,026	134,861	101,508
Soybeans -----	332,670	333,633	134,079
Ores, various -----	213,629	190,770	27,416
Chemicals, unclassified -----	148,796	152,706	41,882
Ammonium compounds -----	142,433	58,574	48,380
Fertilizers, unclassified -----	136,338	75,987	34,616
Wheat -----	123,070	69,735	16,947
Cotton, raw -----	110,949	217,535	66,290
Machinery -----	99,105	91,452	72,754
All others -----	1,415,584	1,357,384	1,201,173
Total -----	9,229,865	8,380,879	4,042,171

SHIPPING

MORE CARGO moved through the Panama Canal in March than during any previous month in the history of the waterway. Some 6,200,000 tons of cargo were shipped through aboard 980 commercial vessels, while approximately 5,560 passengers made the transit on 204 ships.

Exactly how much do these ships, and all others served by the Canal, pay for the cost-saving transit from ocean-to-ocean? It depends on their capacity.

The revenue-producing capacity of each ship using the Canal is determined in accordance with the Rules for the Measurement of Vessels for the Panama Canal, as prescribed by the President of the United States.

The Rules for Measurement state that tolls on merchant vessels, Army and Navy transports, colliers, hospital ships, supply ships, and yachts shall be based on the net vessel-tons of actual earning capacity. This tolls-paying, or earning, capacity is known as "Panama Canal net tonnage," which is established at the rate of 1 ton for each 100 cubic feet of enclosed, revenue-producing space aboard the vessel. Tolls on fighting ships, floating drydocks, and dredges are computed on the basis of displacement tonnage, which is a weight measurement determined by the tonnage of water "displaced" by the vessel.

When any ship, other than those charged on a displacement tonnage basis, is carrying any cargo and or passengers, whether fully laden or only partially laden, the vessel is charged 90 cents per ton for its entire Panama Canal net tonnage. If the ship is in ballast, with no cargo and or passengers aboard, the charge is 72 cents for each Panama Canal net ton. The vessels charged on a displacement-ton basis pay 50 cents for each displacement ton. These rates apply equally to the ships of all nations except vessels owned by the Government of the Republic of Panama, Colombian naval vessels, those transiting for repairs or drydocking, and floating equipment of the Canal organization. These transit free.

To establish the amount of Panama Canal net tonnage for any vessel, Canal admeasurers go aboard, tape measure in hand, and measure the total capacity of the vessel. The exact cubical contents of all space below the uppermost full-length deck and all permanently covered and closed-in spaces on or

TRANSITS BY OCEAN-GOING VESSELS IN MARCH

	1961	1962
Commercial.....	937	980
U.S. Government.....	18	15
Free.....	5	10
Total.....	960	1,005

TOLLS*

Commercial.....	\$4,728,204	\$5,099,974
U.S. Government.....	103,170	100,929
Total.....	\$4,831,374	\$5,200,903

CARGO**

Commercial.....	5,676,560	6,200,254
U.S. Government.....	104,023	87,543
Total.....	5,780,583	6,287,797

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.

above the uppermost full-length deck are computed. These, minus some deductions, determine the Panama Canal gross tonnage.

From the gross tonnage thus established, the admeasurers subtract all space used for navigation and operation of the ship, all ballast space, all space devoted to living quarters for the officers and crew, all space occupied by the engineroom and propelling machinery, and, if it is a passenger vessel, all public rooms. In all ships propelled by power—and most of them are these days—an additional deduction equal to 75 percent of the space devoted to propelling machinery also is deducted. The gross tonnage, minus these deductions, determines the Panama Canal net tonnage,

on which tolls are assessed.

Each ship which arrives at the Canal for its first transit is subjected to a complete measurement by the admeasurers. The Panama Canal net tonnage thus obtained is used thereafter for computation of tolls on each transit, unless the vessel undergoes structural alterations. After such alterations, she must be remeasured.

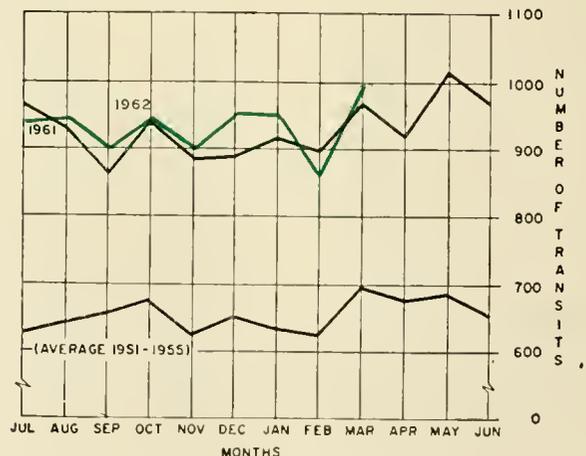
There are marked differences in the revenue-producing capacity of various types of ships—even when their exterior dimensions are similar.

The 715-foot passenger ship *Caronia* has a Panama Canal gross tonnage of 36,185 tons. Public rooms, propelling power space, quarters for her large crew, and other allowable deductions brings her net tonnage down to 16,221, however, or less than 45 percent of her gross.

The 736-foot tanker *World Glory*, although longer than the *Caronia*, has a gross tonnage of 29,532, or some 6,653 less than the passenger vessel. But because the *World Glory* has far less space which is deductible, her Panama Canal net tonnage is 23,713, or more than 70 percent of her gross and some 7,492 more than the *Caronia*.

The ore carrier *Dynamic*, 8 feet longer than the *World Glory* and 29 feet longer than the *Caronia*, has a gross tonnage of 30,881, considerably under the passenger vessel but slightly higher than the tanker, but her actual cargo space is equal to only 11,928 Panama Canal net tons, less than either of the other two vessels.

OCEAN-GOING TRANSITS THROUGH PANAMA CANAL



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