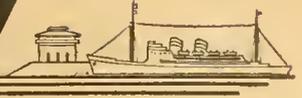




REVIEW



Vol. 1, No. 1

BALBOA HEIGHTS, CANAL ZONE

May 5, 1950

BUDGET BUREAU APPROVES \$70,000,000 HOUSING REPLACEMENT PLANS PROPOSED BY GOV. NEWCOMER

Program Culminates Many Years Effort By Canal Governors

Housing—the most continually bedeviling problem of the Canal administration for the past 40 years—bids fair now to be finally settled with the stamp of approval by the Bureau of the Budget on Governor Newcomer's proposed \$70,000,000 permanent quarters construction program.

A modest beginning is being made this year with the demolition and replacements scheduled in the San Juan area in Ancon.

The program will get into full swing during the fiscal year 1951 if the supplemental appropriation of approximately \$4,000,000 to be requested of Congress is made available. It will then continue on an accelerated scale over a period of eight to ten years and when finally completed will provide permanent-type housing for all employees of the Canal-Railroad.

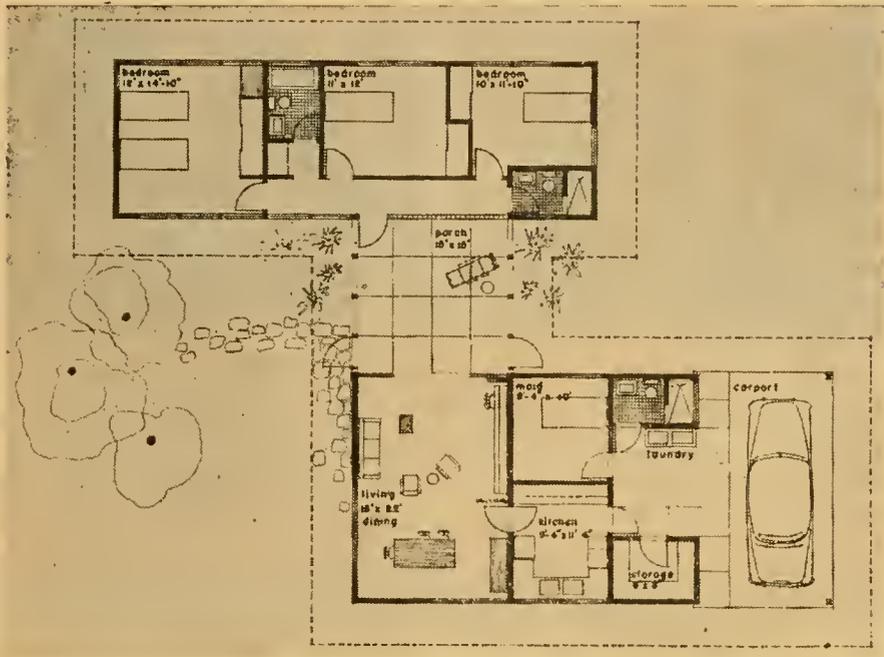
The tentative schedule for the coming fiscal year provides for large-scale replacements and construction in Ancon, Balboa, Diablo Heights, and Cocoli on the Pacific side, and Gatun, Margarita, and Silver City on the Atlantic side. In addition, the appropriation would provide funds for the erection of two pressure treatment plants for lumber and the expenditure of \$141,000 in the preparation of sites for local-rate quarters the following year. Of the total requested for next year, \$2,000,000 would be earmarked for the local-rate quarters.

U. S.-Rate Houses

Briefly, the U. S.-rate quarters program includes the following:

Demolition of 66 buildings containing 129 family apartments in the Ancon-Balboa district; and the construction of 18 buildings with 32 family units in Ancon-Balboa, 34 buildings with 59 units in Diablo Heights, eight one-family houses in Gatun, and 26 buildings with 36 apartments in Margarita.

Plans for local-rate quarters provide for the construction of 262 family apartments of various sizes and one 18-room bachelor quarters. All of these buildings will be at Silver



FLOOR PLANS for a masonry house to be constructed at grade level suggested by the housing consultants provide for adaptation to cottages of two, three, and four bedrooms without altering the basic plans. This plan would provide for an open, covered porch between the two sections.

City on the Atlantic side, and at Cocoli or a new building site on the Pacific side. The quarters at Cocoli are to be located north of Borinquen Highway and west of the existing bachelor quarters built during the Third Locks work.

The new housing program is the result of several years of effort on the part of the Canal administration. It was initiated by former Governor J. C. Mehaffey before the end of the war. During the early part of 1945 he requested and obtained the services of Wallace G. Teare, of the National Housing Agency and the Federal Public Housing Authority, on a consultive basis. Mr. Teare's report substantiated in no uncertain

terms the claims of several previous governors of the urgent need of a major quarters construction program of permanent type houses.

Quarters Said Sub-Standard

Calling the housing in the Zone sub-standard, Mr. Teare said: "With so great a handicap to overcome today, the Canal will have to build at considerably greater than a mere replacement rate if it is ever to catch up in its housing. Apparently, it will take a period of 10 years to achieve a satisfactory situation, at the most rapid rate that now seems possible. If that is so, it would seem to be an obligation to proceed at that most rapid possible rate, for 10 years is a very long time for (See page 9)



This general type of construction was recommended for local-rate quarters. The consultants' report described them as "compact, livable houses."

Zone Kindergartens Prepare Tots For Crucial First Year



A typical kindergarten scene of the Canal Zone schools is the above picture in which Miriam Notyce, teacher at the Paraiso kindergarten, is giving Harvey Jones, Thelma Joshua, Dorna Thomas, and Linda Griffith (left to right) a lesson in the rudiments of cooperative effort. Such training prepares the children just out of babyhood both mentally and emotionally for the first grade at school, one of the most important of their entire school career.

Educators have long recognized that the shock of cooperative and competitive effort of children in the first grade at school for those emotionally or mentally unprepared often spoils an otherwise promising school career.

Kindergartens, designed to relieve this shock and prepare children just out of babyhood for the first grade, have been an integral part of the Canal Zone school system for the past 10 years. Prior to 1940 kindergartens were operated by the Bureau of Clubs and Playgrounds, in a few of the larger communities. They were transferred that year to the Schools Division and have since been greatly expanded to a point where today kindergarten training is provided in all large communities. In addition, several first-rate kindergartens are operated privately in the Canal Zone.

In the local-rate communities, kindergartens are operated in La Boca, Red Tank, Paraiso, Santa Cruz, Chagres, and Silver City. Enrollment in these has constantly increased and this year 294 were enrolled in February. Of these, the largest number is in Silver City where two part-time teachers are employed to train the more than 100 children. Full-time teachers are engaged for the kindergartens in La Boca, Red Tank, Paraiso, and Santa Cruz where from 50 to 100 young boys and girls are learning their first lessons in school discipline and training.

The school at Paraiso is typical of those in other towns. About 40 toddlers around the age of six years are receiving the same training to prepare them for the more formal book

learning in the first grade as hundreds of others in various Zone communities. The training and equipment are standard in all kindergartens although the teachers in the U. S.-rate kindergartens are usually better trained.

The teacher at Paraiso, Miriam Notyce, might herself be taken as an average for other towns, although slightly younger than most. A second generation Canal employee, she was born in Colon Hospital and grew up in Gatun where her father, N. E. Notyce, has been employed for years as storekeeper at Gatun Clubhouse. She is a product of La Boca Normal School, graduating there last June, and exemplifies the type of training being provided for the sons and daughters of local-rate employees.

Discipline Among Tots

Neat as a pin, she keeps discipline like a veteran among the small fry who make up her morning and afternoon classes. She keeps their minds well occupied by games, play, and light tasks designed to promote their social, physical, and mental development as well as to prepare them emotionally for entry into more formalized schooling.

Since success in the first grade is greatly enhanced by purposeful mental activities, kindergarten children listen to stories read by their teacher. As they learn to repeat these stories to their classmates they develop an ability to express ideas. Simple science experiments teach them the rudiments of critical and independent thinking. By social study projects the children are taught to develop the ability to understand and carry out directions.

By contact and co- (See page 5)

Concerning Those Commissary Profits!

A bombshell exploding among Commissary patrons at Ancon or Silver City would hardly have created more consternation than the bold headlines appearing recently that the Commissary Division "Expects to Double Profit" this fiscal year.

As is often the case, this bald statement without explanation falls in the same category as a story which says a man has been shot without explaining whether through the finger, the head, or the heart.

In this particular case, the shot barely scrapes the skin, and the average Commissary patron will escape with a few powder burns at the worst.

For the past three fiscal years, the Commissary Division, with annual net sales of over \$32,000,000 has earned less than one percent net profit a year, a figure wholly inconsistent with the precepts of good business administration. Except for the past three years, there have been only three times within the past 25 years when the profits have fallen below three percent and never so low as two-and-a-half percent.

The reason for the low profits of the past three years was the desire and effort on the part of the Canal-Railroad administration to cushion the shock of mounting prices for the average Canal Zone household.

Net Profit only 0.731%

The net operating profit for last year was listed in the annual report of the Panama Railroad Company as being 0.731 percent. This slight margin required an almost day-to-day adjustment in commodity prices.

The decision to increase this margin was reached at the last annual meeting of the Board of Directors of the Company. The consensus at that meeting was that a continuance of such a narrow margin was not in accord with good business practices. Most private establishments in the department store field usually anticipate profits of not less than seven percent, a figure not generally considered exorbitant.

It must be remembered that the Commissary Division is a self-sustaining unit and all capital expenditures must come from income. New buildings, such as the new and modern refrigeration plant at Mount Hope; improvements and equipment in the retail stores; and replacement of buildings and equipment must be financed by the division itself since there are no appropriated funds for such purposes.

With such a narrow margin on which the Commissary Division had operated during the past three years, a heavy loss from fire or other causes occurring late in the year might easily have put commissary operations in the red.

Of interest to those who were unduly alarmed by the (See page 5)

ECONOMIC FACTS DICTATED DECISION TO CLOSE BALBOA SHOPS

Causes Involved Mostly External

Hard economic facts and factors, mostly of an external nature, dictated the decision of Canal officials to close the Balboa Shops of the Mechanical Division and concentrate the shop work in Cristobal.

"The move," according to Captain Joseph L. Bird, Superintendent, "is based on sound business principles by which we must be guided so long as the Mechanical Division is a business unit of the Canal organization and is required by law to pay its own way."

While the least interested observer of Isthmian affairs of the past few years easily recognized the requirement of force reductions and other curtailments following the close of the war, many have failed to realize that the precipitate drop in marine repair work has continued far beyond normal expectations.

The decision to transfer the principal shop activities to Cristobal was not reached in haste nor without full consideration by those making the decision of the hardships to many which the action entails.

Because of the wide misunderstanding or lack of knowledge of the principal factors behind the decision, Captain Bird was requested to summarize for this employee publication the underlying causes of the move.

His summary and statement follows:

"Since the Mechanical Division receives no supporting appropriated funds and must earn enough to pay its own way, the size of the force and the extent of its activities are governed solely by the income from its work. Taken on a year-to-year basis, most of the income is derived from sources outside the Canal-Railroad organization.

"The division's present low state of business is the result, in a greater or lesser degree, of the following factors.

1. The world wide dollar shortage which has forced foreign ships to avoid spending United States currency except in extreme emergencies. Marine repair work, of most major maritime nations, is now being done elsewhere and this formerly lucrative income is lost, at least temporarily.

2. The discontinuance of at least two feeder lines in the coastwise trade which formerly were based in Cristobal.

3. The loss of Navy repair work due to the redeployment of these vessels.

4. The replacement of prewar ships on a major scale which precludes the necessity of extensive repairs up to the

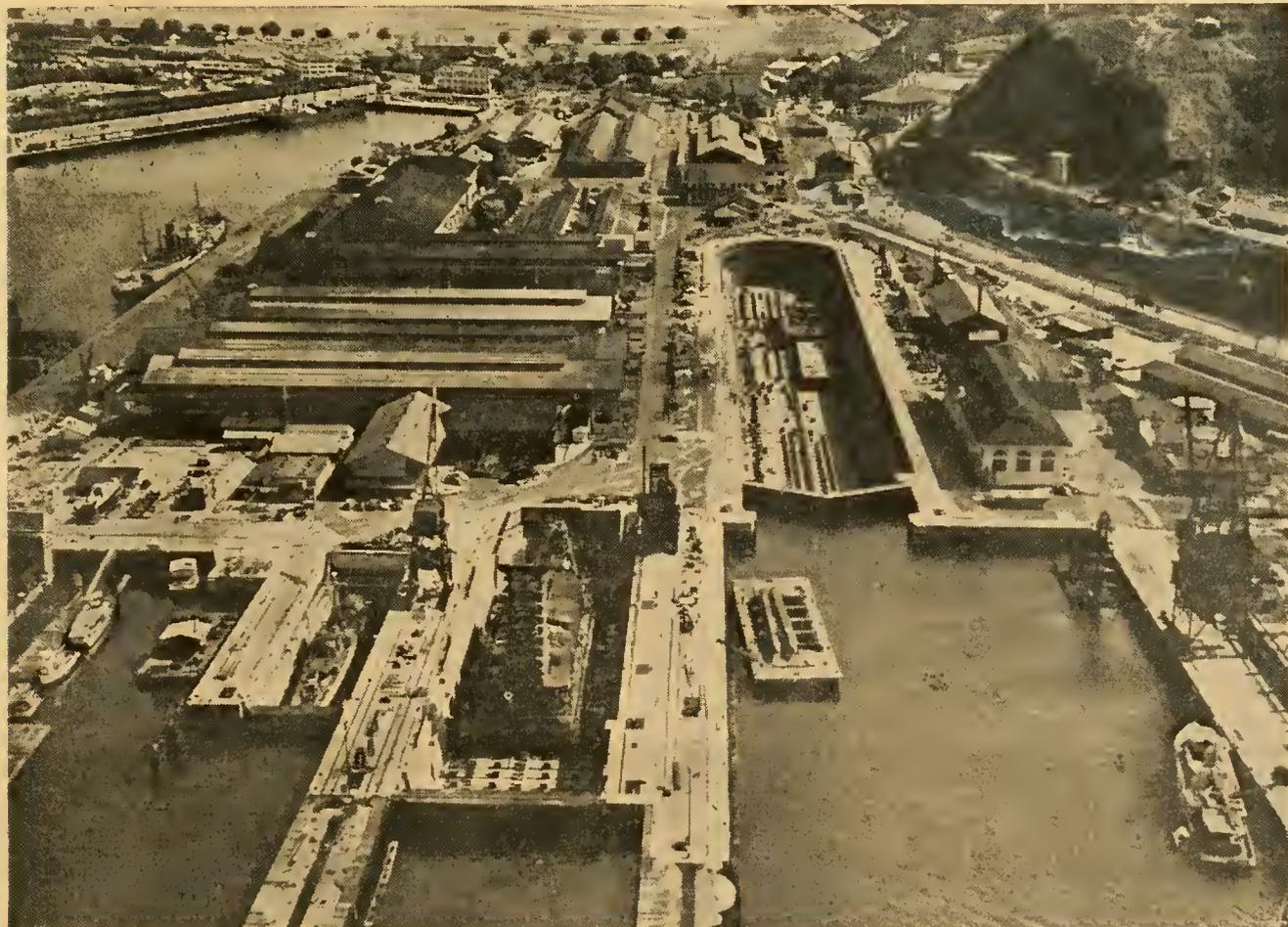
present. In addition, improved ship design now permits many more repairs to be made at sea than were formerly possible.

5. Wages of skilled workers, based on U. S. average rates, together with increased cost of materials, bar competitive bidding against foreign shipyards regardless of the dollar shortage.

6. A general slackening of Panama Canal activities as well as those of other major Government agencies on the Isthmus, which has caused a corresponding decrease in the requirements for new construction or repair work.

7. An unfavorable competitive position with United States shipyards. Many factors, not peculiar to the present situation, are involved in this. It is unnecessary to enumerate all of these, but the major one is the fact that shipowners cannot afford to interrupt a voyage for any cause except extreme emergencies because of the added operational costs.

"Only by the strictest economy and the fortunate circumstance of obtaining the Navy work on the four large floating drydocks have more extensive layoffs or long, enforced furloughs been avoided up to now. With the completion of work already on order and none in sight as replacement, it was not difficult to realize that a further curtailment of a drastic nature was inevitable, unless, as appears unlikely, Congress would be willing to appropriate (See page 18)



MECHANICAL DIVISION SHOPS IN BALBOA—DRYDOCK IN FOREGROUND

Plans for the transfer of the Mechanical Division work to Cristobal, as originally outlined, called for a shutdown of all shops in Balboa except the Foundry, Gas Manufacturing Plant, and Instrument Repair Shop by the first of July.

No move of this magnitude, with the exception of the transfer of the Dredging Division shops and headquarters from Par-

also to Gamboa in 1938, has been made in the Canal-Railroad since soon after the close of the Canal construction period.

The plans made provision for keeping the facilities for heavy forging, the large drydock seen in the center foreground above, and certain of the heaviest machinery not duplicated in the Cristobal shops in a state of readiness for use in case of any real emer-

gency. Other equipment, not to be moved, would be laid up in accordance with recognized practices.

The Balboa shops could be reopened to full capacity on short notice and certainly before any force to man the machinery could be recruited, according to Captain Joseph L. Bird, Superintendent of the Division.

Capt. Swinson, 20 Years A Ship Master, Heads Staff of Old-Timers on S. S. Ancon



Captain David H. Swinson, Master, *left*, with Chief Officer William J. Steffens on the bridge.

Nothing exciting happens aboard the *Ancon*, according to the crew of this Panama Line ship. Since the close of her war career as a command ship in invasions from Morocco to Tokyo, she has plied her way between New York and Cristobal every five days in an operation that is as quiet and comfortable as a Sunday family dinner.

The majority of her passengers are Panama Canal and Railroad employees to whom the ship means a pleasant five days of relaxation and good food at the beginning and end of visits to their homes in the United States. If they do not know the *Ancon* itself, they may know her by her similarity to her sister ships, the *Panama* and *Cristobal*.

The three differ only in small details. One distinguishing stamp of the *Ancon* is two groups of 18 Isthmian flowers executed in plastic which decorate the wall of the main lounge, the mark of Raymond Loewy, prominent industrial designer, who is responsible for the decoration of all the Panama Line ships and many well-known modern industrial designs that have served as face lifters for a multitude of products from cigarette packages to automobile bodies.

Regular Tourists

In addition to the employees who travel regularly on the *Ancon* and other Panama Line ships, there are a few regulars among the tourist travelers who seem to like the *Ancon* as one likes an old shoe and return to the same vessel for their periodic escapes from northern winter weather.

Most of the crew of the *Ancon* are also old-timers. About 90 percent of them have been on the ship since she came out from the Fore River Yard of the Bethlehem Steel Corporation's Shipbuilding Division in 1947. Crew members explain that from the standpoint of the men who man the ship, there are few runs that are better than those of Panama Line ships.

Captain David H. Swinson, in charge of the 492-foot vessel and her

crew of 128, says that recent scientific developments now in use on the ship have taken many of the worries out of skippering the *Ancon*. Foggy weather worries have been largely dispensed with the use of radar. The use of an electronic development called loran to find the ship's position in rainy or stormy weather has made the operation still simpler. Although the *Ancon* sometimes has to sit out a storm in the Caribbean, he says that is seasonal, not pleasant, but almost routine.

Chief Officer William J. Steffens adds that most of the small tribulations that are a part of the *Ancon's* operation are administrative—the type that is expected in any land or sea organization. It is his opinion that Panama Line passengers are less fun-loving in recent years than they used to be, but attributes that to the state of the world rather than anything about the ships.

Seasickness Cure

William Schwamm, Chief Steward, points out that the dramamine pills for seasickness have made sailing still more pleasant, a fact that is substantiated by considerably increased food consumption on the *Ancon*.

R. T. Downs, Purser, recalls many Congressmen and a few celebrities outside government circles whose names have caused a slight stir when they appear on passenger lists. And for minor excitement, there have been a few stowaways, but generally, the *Ancon* operation is smooth and without even slight incident.

Captain Swinson, whose brother, Captain E. O. Swinson, is Assistant Port Captain in Balboa, has been wearing a skipper's crossed anchors and four stripes since he took over the old *Ancon* in 1929. He has the longest service with the Line of any captain on the Panama Line ships, having been connected with the company most of the years since he left the Massachusetts Nautical School in 1914.

He first tried out his sea learning on the old Panama Line ship, *Cris-*



R. T. Downs, Purser

tobal, and also served as quartermaster on the old *Colon* before World War I. From 1917 to 1921, he worked on oil tankers and coal colliers and served on U. S. Shipping Board vessels carrying food relief shipments to the Black Sea area.

He returned to the Panama Line in 1921 as third officer on the *Advance*, served as chief officer on the *Cristobal*, *General Gorgas*, and the Panama Line "lake ships," in service between New York and Ecuador. In 1927, he became chief officer on the old *Ancon*. He has served as master on the old and new *Ancon* since 1929.

When his ship went to war in World War II, Captain Swinson made two trips on the vessel carrying troops to Australia. When the *Ancon* was taken over by the Navy in August 1942, Captain Swinson became a Navy Commander and served as executive officer on the ship through the invasions of North Africa, Sicily, and Salerno. He also served on the U. S. S. *Hermitage*, the former Italian ship *Conte Biancamano* which was interned in the Canal Zone, and the U. S. S. *Drew*, attack transport, in service in India, Europe, Okinawa, and Japan.

Ship Is Rehabilitated

When the *Ancon* was returned to the Panama Line in 1946, Captain Swinson was on hand at Quincy, Massachusetts, for the ship's rehabilitation for civilian service and went back to sea as a civilian captain when the *Ancon* returned to its peacetime run in June 1947.

Although there were seafarers on his mother's side of the family, Captain Swinson offers as the best explanation for his 35-year sea career the fact that he was born in Gloucester, Massachusetts.

Chief Officer Steffens first went to sea during World War I and never made it back to land. He was graduated from the New (See page 15)

To The Employees . . .



The appearance of this paper is an outward manifestation of the Canal administration's desire to bring problems affecting all ranks of Canal and Railroad employees to open attention. By so doing, it is hoped that a better mutual understanding of our mission and a firmer foundation for our communal living may be gained.

Since no two persons will ever have ideas entirely in consonance, free expressions of opinions will be welcomed. An example of this is in the problem of housing discussed in this issue. Some people like houses built at ground level. Others like them elevated. Some want rambling, airy structures while their next door neighbors may prefer compact and more easily maintained quarters. Also, to some, low rental is the first consideration while others would be willing to pay higher rents for greater conveniences and comfort.

Such variances of thought exist properly among intelligent people. On the other hand, all will be in agreement on the general premise that maximum efficiency of operation is necessary not only for the carrying out of our basic mission—which is to transit ships expeditiously from ocean to ocean—but to insure the best of living conditions for all members of the team.

Since our organization is a self-sustaining one, and certainly we can all take pride in that fact, it follows that inefficiencies must in every case be paid for in cash by individual employees. There is no alternative.

The Canal-Railroad organization has been under great stress since the close of the war by continued reductions in force. The reduction has been greatly accelerated in recent months by fac-

tors over which the Canal administration had no control.

It is impossible to state unequivocally that these force reductions will cease on a certain day of a month nor even a certain month of the year. It is possible to say, however, that there is an employment level below which the Canal and Railroad could not operate efficiently. I believe this level will be reached by July of this year. While economic or other factors out of our control may require further reductions of a minor nature after the beginning of the new fiscal year, I confidently expect that any personnel losses after that time can be accommodated by normal attrition—retirements, resignations, or other separations from the service. This does not mean that there will be no force reductions in certain units where work must necessarily be curtailed or suspended. On the other hand, no broad retrenchments are planned where "across the board" reductions are in order.

THE PANAMA CANAL REVIEW will serve as a medium of expression for individual opinions, which, taken together formulate public opinion. You are invited to participate in discussions and to submit comments you believe will be helpful. Mere criticisms, of course, can serve no useful purpose but suggestions for improvement will be carefully considered. Whenever practicable your letters will be published or answered individually. Questions or problems not relating to a relatively large group nor of general interest have no place in such a public forum and it will be impossible to enter into lengthy and involved debates on abstruse issues.

This publication is designed to give you a better understanding of our common problems. A failure in this objective will not be the result of a desire to mislead or misinform you.

J. C. Newcomer

Governor

Kindergartens Teach Discipline

(Continued from page 2) operative effort with other children in their age-group, the young kindergarten students are guided in the proper paths of social consciousness and emotional restraints. They are taught to distinguish between their personal and property rights and those of others. Courtesy and consideration of others are parts of their day-by-day training, while the teacher endeavors to have each child develop a feeling of belonging to a group. Happy and wholesome personalities, free from fear and anxieties, are induced by means of interesting and pleasant activities, such as group singing, drawing, or story reading.

Games Teach Coordination

Meanwhile, the physical development of the young boys and girls is not left to chance. Through games and rhythmic exercises, healthy bod-

ies and alert minds are developed while muscular coordination and control are learned through singing, speaking, playing, and dancing.

Thus, under the effective guidance of a kind teacher the children become gradually used to the mental and emotional controls so necessary in later school years. This year in June, some 925 students will graduate from the 14 kindergartens of the Division of Schools and their proud and happy parents can look forward with confidence to their entry next fall into the formal school training where book learning and social consciousness must be developed for the major problems of living.

Concerning Those Commissary Profits

(Continued from page 2) headline that Commissary profits would be doubled is the announcement that Governor Newcomer, as President of

the Panama Canal-Railroad, has authorized the deduction of the loss of nearly \$100,000 sustained in the La Boca Commissary fire in February from the net operating profits for the year.

It is doubtful if the increased net operating revenues for this fiscal year will be reflected by increases in any retail prices, especially in view of the Governor's action on the La Boca fire losses. Economies in operations already effected will account for most of the difference in the profit margin this fiscal year over that of last year.

Even if the entire difference were made up in price increases, few Commissary patrons would ever note the change. It would mean that a whole ten-pound ham would cost 10 to 15 cents more, and the Canal Zone housewife might pay a penny more for a 10-pound sack of sugar.

REDUCTIONS TO CEASE SOON

Bottom Force Level Expected By July 1

Governor Foresees Leveling-Off Point For Canal-Railroad Organization

The downward trend of the Canal-Railroad forces which has continued almost steadily for more than five years is expected to level off during the first part of the fiscal year 1951 and there presently seems little likelihood that employees in permanent positions at the end of June will receive force reduction notices.

This word is contained in a special message to employees from the Governor carried on another page of THE PANAMA CANAL REVIEW.

There will be a further shrinking of the total force but there seems little doubt now that this can be accomplished by normal attrition. The bed-rock level below which the Governor believes the Canal and Railroad could not operate with efficiency may not be reached for several months after the beginning of the new fiscal year in July. The normal force turnover and rate of separations will permit a gradual lowering of employment levels by the consolidation of work and failure to make replacements of personnel.

Actually, according to an announcement at the Personnel Division offices, practically all U. S.-rate employees to be affected by force reductions have already been notified or will be by May 31. Further reductions may be expected in the local-rate personnel since these generally lag behind force reductions among supervisory personnel.

Although giving assurance that no further major reductions are expected after the beginning of the fiscal year 1951, the Governor makes clear in his statement that isolated reductions of a minor nature may be necessary after that date caused by normal reduced work loads or cessation of work of a seasonal nature.

The latest force report, dated March 31, showed a total of 4,584 full-time U. S.-rate employees and 15,018 full-time employees on the local-rate rolls. These figures represent declines of 317 and 1,837, respectively, from the March 31, 1949, report. The full-time, permanent force today roughly parallels that of December 1939 shortly after the force increase was begun for defense projects and the Third Locks work.

The leveling off of the Canal-Railroad force will bring to an end a 12-year cycle of abnormal employment conditions on the Isthmus, the most disturbing and disruptive of which have naturally occurred during the past five years when the major shrinkage took place. In many respects the past eight-year period was similar to that from 1912 to 1920 when the transition from the construction period of the Canal to one of operation and maintenance was accomplished.

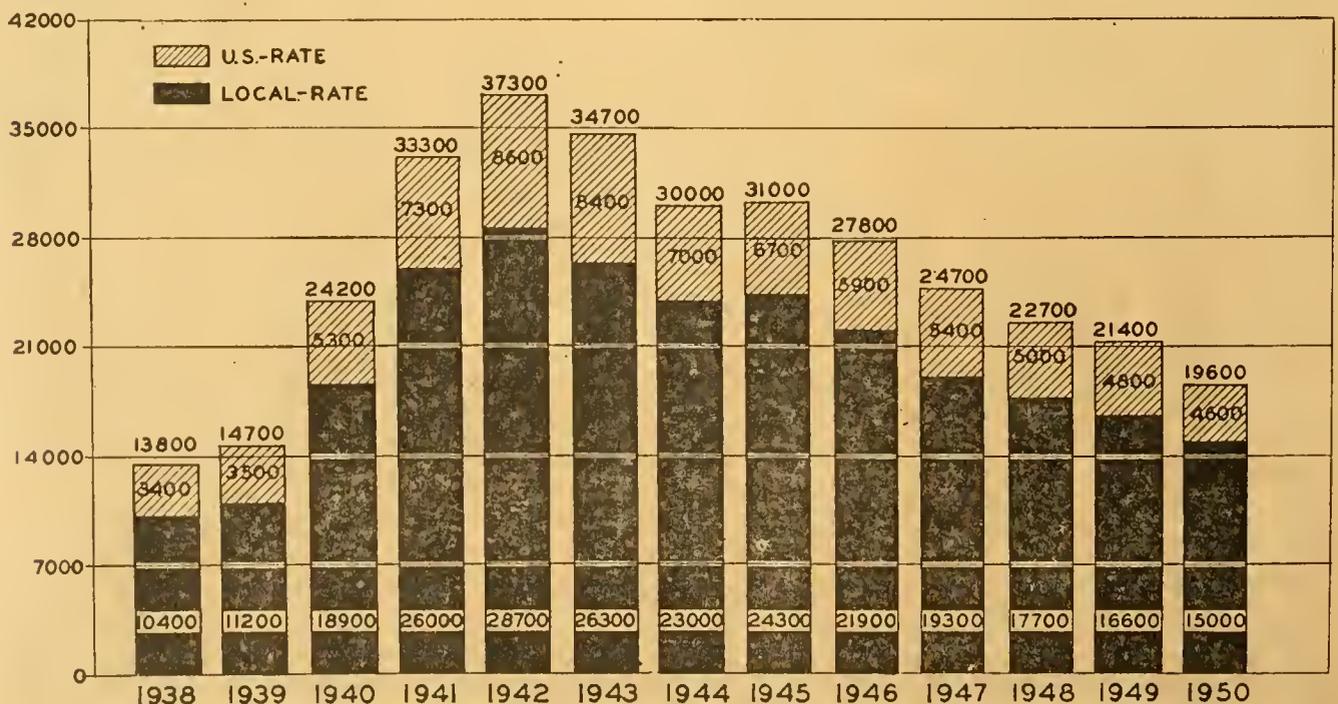
The Canal-Railroad force was built up from a normal 1938 level of 13,800 for operation and maintenance to a wartime peak of 38,000 full-time employees in 1942. After the suspension of the Third Locks program and the completion of several defense projects there was a gradual decrease in personnel. This reduction was barely noticeable because the manpower demand at the time provided ample jobs for all on the Isthmus either with the Canal or other Government agencies. Despite the Canal curtailment of force at that time, it remained large and when the war ended in August 1945 nearly 32,000 full-time employees were still on the rolls.

The first serious paring of force occurred soon after the close of the war when many of those engaged in construction activities or in the Mechanical Division shops were released. Since then the reduction has been on a more gradual scale and some slight force increases have even occurred as a result of such extra work as the overhaul of the locks and the Isthmian Canal Studies of 1947.

The final wave of cutbacks of the past few months which has affected almost all units has been no more pronounced than others occurring since the war but has been more noticeable because of the smaller force and the lack of employment opportunities with other Government agencies on the Isthmus. While reductions of the past eight months have affected all large units, those hardest hit have been the Mechanical Division, the Panama Railroad, Commissary Division, Health Department, and Division of Storehouses.

The reductions this fiscal year are largely the result of decreased business activities of Canal and Railroad units induced by force reductions and curtailed activities in other Government agencies. A major contributing cause also was the precipitate decline in marine repair work for the Mechanical Division.

The heavy reductions required (Continued on next page)





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and hotels in the Canal Zone at five
cents a copy.

The printing of this publication has
been approved by the Director of the
Budget on March 9, 1950.

FOLD AND MAIL

This copy of THE PANAMA CANAL
REVIEW folded twice crosswise fits
easily into a business size envelope
and may be mailed anywhere in
the Postal Union for six cents.

THE REVIEW FLAG

The flag (front page heading shown
in miniature above) of THE PANAMA
CANAL REVIEW was designed by John
C. Buechele, of the Office Engineering
Division.

LETTERS TO THE EDITOR

Letters containing inquiries, sugges-
tions, criticisms or opinions of a general
nature will be accepted. In all cases
possible, letters to the REVIEW will be
answered individually. Those of suffi-
cient general interest will be published
in this paper. Letters must be authen-
tic and be signed although signatures
will not be published unless requested
and names of authors will be kept con-
fidential. Return address should be
given but the REVIEW will not under-
take to return correspondence of any
nature.

EDITOR'S NOTE

THE PANAMA CANAL REVIEW is
published with the primary objective
of giving all employees a better under-
standing of problems affecting any
considerable number. Published, quar-
terly, it will not be a newspaper in the
strict sense of that term, although much
it contains may be new and therefore
news to a large percentage of the
readers. To an extent it will supple-
ment the news and supply you with
more details of news you already know.

No general coverage of local news is
planned, but future issues may contain
more items of current interest than the
first issue.

For obvious reasons, the REVIEW
must remain in an experimental stage
for some time to come. While the
format will likely change little, the
first issue is no strait jacket for suc-
ceeding numbers. For this reason,
your suggestions and opinions, critical
or otherwise, will be welcomed. If you
like the REVIEW or do not like it, write
a letter to the editor. It can be more
easily changed than a majority opin-
ion.

ONLY 1905 VETERAN



William Jump, who has been em-
ployed as a timekeeper in the
Mechanical Division for the past 34
years, has one of the most distinctive
records of any Canal or Railroad
employee.

He is the oldest native son of the
Canal Zone territory, being born at
Gorgona while the town was still
Colombian territory.

Another distinction he holds is the
longest service record of any em-
ployee on the U. S.-rate rolls. He
recently celebrated his 45th con-
secutive service year. He was first
employed February 20, 1905. He
has an unbroken service record since
January 22, 1907.

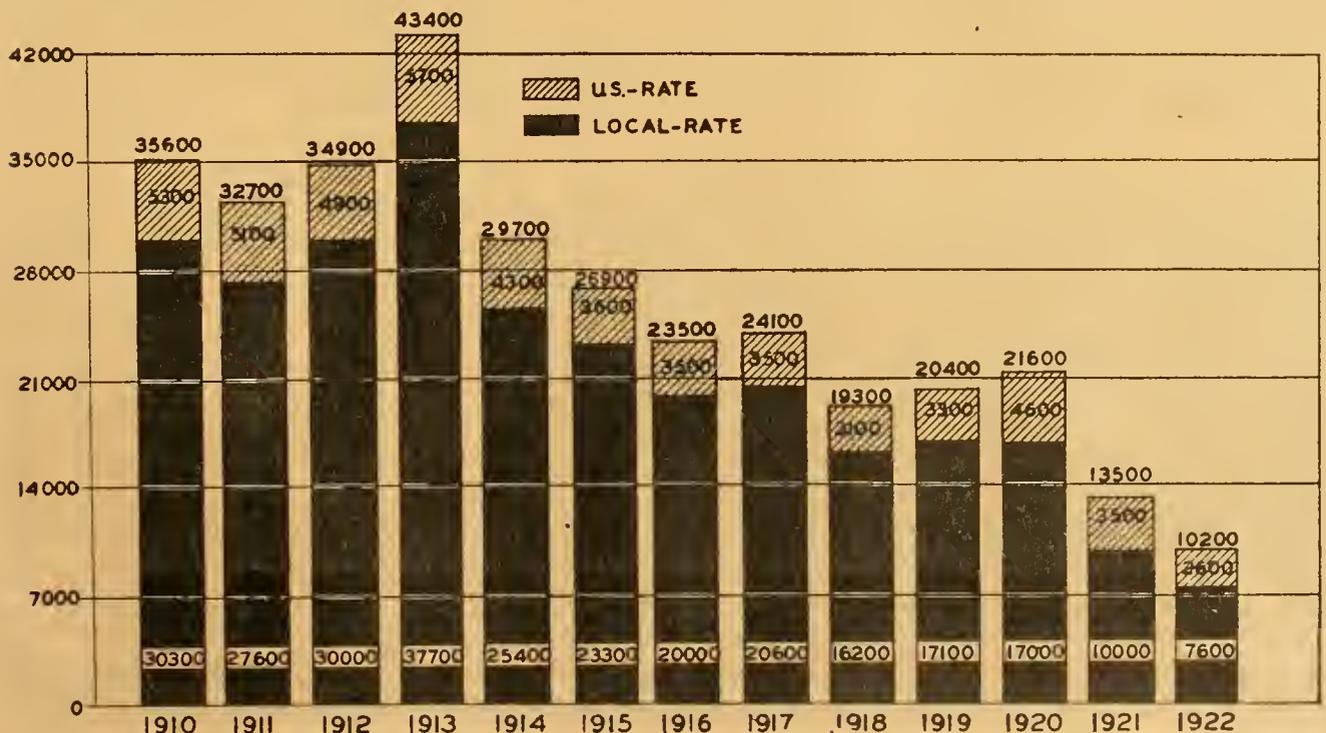
He is one of the very few ever to
achieve a 45-year record with the
Canal enterprise.

Reductions To Cease Soon

(Continued from previous page) in the major operating
and business units of the Canal had a downhill snowball
effect on other units by a reduction of their work load
and the "bumping" of employees. It was not un-
common for the force reduction of one employee to
result in personnel displacements in four or five other
units. At one time during the war the Personnel
Division estimated that an average of one "service"
worker was required for every five employed in business

and operations units. The inverse ratio, naturally
holds true in force reductions.

The uncertainty of job security for several thousands
of Canal and Railroad workers during the past five
years has been recognized by Canal officials as being
the most disruptive factor to the organization and
employee morale of the post war years. On the con-
trary, the reassuring statement by the Governor that
the levelling off point is at hand will allay the fears of
hundreds over whom have hung the specter of a re-
duction notice for many months.



NEWS OF YOUR COMMISSARIES

ELECTRIC REFRIGERATOR DEVELOPMENTS

Last December (just in time for Christmas use by a number of lucky customers) saw the sale of the last of the Commissary Division's stocks of Westinghouse electric refrigerators. Considerably before then, however, efforts were being made to obtain further supplies, preferably of a new type box with a larger frozen food space than had theretofore been available for operation on 25-cycle current. Negotiations have continued through the months with the result that the Westinghouse Electric Company has finally agreed to develop especially for sale in the Canal Zone, a modern refrigerator of 8.44 cubic feet storage capacity, having a freeze chest entirely across the top with space for 59 pounds of frozen storage, two Humidrawers for vegetable storage, and a special space for keeping half-pound of butter ready for easy spreading. First shipment of the new boxes is expected to reach the Isthmus in four to six months.

Main trouble in locating a satisfactory supply is in the difficulty of getting new units for 25-cycle operation, in connection with which the Westinghouse officials have stated "since 25-cycle has ceased to exist in the United States we must consider any requests for new 25-cycle equipment as being special for the Panama Railroad Company. **You are the only customer in the world, at the present time, desiring this type of equipment.**"

MOTHER'S DAY, May 14, will call for a special treat for Zone mothers. Specially boxed chocolates by Whitman, Page and Shaw, and Lovell and Covel will be available at the appropriate time. If mother is not on the Isthmus, we suggest flowers or a potted plant, through our Florists' Telegraph Delivery Service. Orders placed prior to May 5 can be handled by airmail; others, up to the noon closing of May 10, would have to be handled by cablegram. See the manager of your favorite Commissary for details.

WHAT THE LABEL MEANS

EGGS—"CONSUMER GRADE A"

Commissary eggs are purchased from large egg producers in the area nearby to New York City under the following rigid specifications; all received being covered by U. S. Department of Agriculture inspections made not more than 12 hours prior to time of shipment: Each individual case of eggs shall grade U. S. Consumer Grade A and must consist of edible eggs of which at least 80% are "A" Quality or better; 15% may be of "B" Quality and not more than 5% may be of qualities below "B." On April 3, the Department of Agriculture Official Grader at Pine Beach, New Jersey, graded a lot of 100 cases. These eggs, delivered to S. S. Cristobal on April 5, were received at the Canal Zone April 10 and all were sold by the following Monday. The official grading certificate furnished to the Commissary Division by the Department of Agriculture showed that 16.67% were "AA," 79.33% "A," 3.67% "B" and 0.33% were checks (cracks visible only before the candling light). The grading certificate further stated that the eggs were "fresh natural U. S. Grade A Large, shell treated after inspection." This was not an unusual lot of eggs, but is representative of the standard, quality, and freshness of all eggs supplied Commissary customers under the "Consumer Grade A" label as every lot is similarly inspected.

Some of you have asked when the Commissaries will again have the Doulton Hunting and Coaching patterns of dinnerware which were once so popular locally. Not encouraging to those who have incomplete sets, the supplier answers that both patterns have been discontinued and will not be available in future.

Milk is an essential part of every child's diet. The average child should receive a pint and a half daily. Some children grow best if they receive a quart a day, some if they receive only a pint. As a rule, not less than a pint and not more than a quart should be given daily.

—"The Child from One to Six," U. S. Dept. of Labor.

SHEETS AND PILLOWCASES are used by everybody who is anybody, but almost nobody knows anything about them. According to U. S. Federal specifications, there are five main types, numbered according to the total thread count, which are in turn separated into two kinds of sheetings: Muslins, of 112, 128 and 140 threads to the inch, and percales of 180 and 200 threads to the inch. The lowest thread count material is cheapest, but being loosely and irregularly woven, wears out quickly. The 128-thread material is cheap in price, better woven and of medium durability. The 140-thread muslin is middle-priced, longest wearing and firmly woven. Of the percales, the 180-thread count material is of medium durability, expensive and of fine, light construction. It wears well, but not as well as the type 140 muslin. The type 200 percale is the finest and smoothest of all but naturally most expensive. It will last longer than the cheaper 180 percale. The types 128 and 140 muslin sheets are sold in almost all commissaries and the type 180 percales, in colors, can be found in the larger stores. Lack of demand does not warrant the shoddy type 112 muslin, or the very expensive type 200 percale being carried.

FINE LINEN DAMASK

Linen cloth, the use of which is known to have been restricted to royalty, has been used by man as far back as we have records. Cloth of remarkable fineness has been found in the most ancient tombs excavated in Egypt, where, in the pre-Christian era, the art of weaving was practiced only by the men. Whether carried to Ireland by the Romans, or even earlier by the far-wandering Phoenicians as is claimed by some historians, fine linens have been manufactured in the Emerald Isle for many centuries.

Fine damask table linens, glistening white, nearly imperishable, represent a genuine value in today's market in the Commissary. Whether for festive occasions in your own home here in the Zone, or for the "hope" chest to be used in the little retirement home you're planning for the States, or as a lasting gift to the bride-to-be, the purchase of table linens at this time may be considered as a true investment. Present Commissary stocks range from luncheon size cloths, 54 inches square with six napkins, to banquet size cloths, 72 inches by 144 inches, with a dozen napkins, in prices ranging from \$12.45 to \$43.90.

June brings graduation and brides. Graduation time to many is when they get that first fine watch. New 1950 styles of Benrus watches, for ladies and gentleman, will be on sale in time for use as June gifts.

Zonians who were here before the late war will undoubtedly recall the delicious Jacobs Cream Crackers which were imported from England in those days. They're again available for export and, a small supply having just been ordered to permit of a sampling of customer reactions, should again be in the retail stores within a month or so. Packed in soldered tins, the crackers will open up fresh and crisp.

The current alterations at Balboa Commissary,

although scheduled so as to cause the least possible annoyance to the trade, have resulted in considerable inconvenience to Commissary shoppers while the work was in progress. The friendly attitude and interest of the store's shoppers in this work is appreciated. A new bakery section with bleached birch fixtures and fluorescent lighting has been added; existing counters and shelves elsewhere in the store are being refinished in the popular bleached mahogany shade and rearranged for maximum shopping convenience. Walls of the lower floor are being refinished in a restful pale green color. When the present alterations are completed, Balboa Commissary will compare favorably with the finest States stores in design, lighting, and appearance.

BROWN 'N SERVE ROLLS

When the new baked goods section was opened at Balboa Commissary, May 2, the public in the Canal Zone was offered a really new bakery product, the "Brown 'n Serve", type of yeast rolls which are reported as having met with "phenomenal" public acceptance in the States during the past few months since they were first introduced. At first, the new rolls will be sold only at Balboa and Cristobal Commissaries; later be added to other stores where the demand exists.

Any baker who has ever pulled pans of rolls or other baked goods from an oven has probably wished that his customers could be there to smell the tempting fragrance of his products, and taste their goodness while they were hot from the oven. "Brown 'n Serve" rolls are the answer to that wish!

The "Brown 'n Serve" products eliminate the chore of mixing, kneading and waiting for the dough to rise, yet, after baking in a moderate oven (425°) for 7 to 10 minutes, the housewife can offer her family real oven-fresh baked rolls.

This page is devoted exclusively to news of the Commissaries prepared by the Commissary Division.

HOUSING PLAN APPROVED

(Continued from page 1) any loyal, permanent employee to have to live under sub-standard conditions."

Despite this strong support of the Canal administration's stand on permanent housing, no funds were subsequently made available in sufficient amount to maintain more than a minor replacement schedule.

On his first visit to Washington to defend the Canal budget after taking office, Governor Newcomer was requested to eliminate a \$1,000,000 item for quarters replacement from his proposed budget because of the Government retrenchment program.

On his appearance before the Bureau of the Budget in 1948, he was requested to prepare a long-range, overall housing program which could be considered.

On the basis of this request, detailed plans for a 10-year schedule of replacement and construction were prepared under the direction of L. W. Lewis, Chief Quartermaster. This was subsequently reviewed by Donald M. Alstrup, housing expert of the Federal Housing Administration, who, in a memorandum to the Governor in May of last year agreed with the main premises of the Teare report and approved the program proposed by the Chief Quartermaster.

Urgent Need Indicated

"My observation of your present housing accommodations," Mr. Alstrup wrote, "indicates a very urgent need for a program to provide for the construction of new units, demolition of some units, and remodeling of others. I believe the scope of the program expressed in numbers of units to be so provided to be very reasonable."

This report was forwarded to the Bureau of the Budget last July and on Governor Newcomer's visit to Washington last October, Budget Bureau officials requested that he submit the program to review by competent and independent consultants. The consulting services of Skidmore, Owings, and Merrill were obtained immediately thereafter.

Their report, submitted last February, generally approved the housing program as outlined. Backed by these authoritative opinions, the 10-year housing program has been approved by the Bureau of the Budget and a request for the initial request for funds is to be forwarded to Congress as a supplementary appropriation to the Canal's 1951 budget.

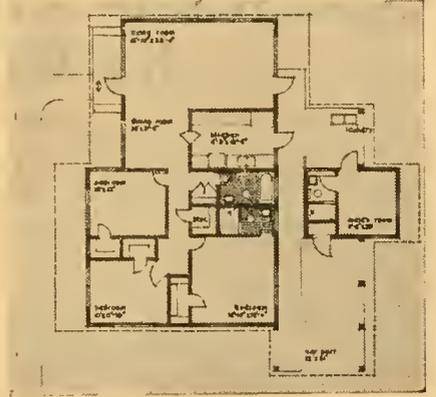
Most of the U. S.-rate housing scheduled for the first year will be of the composite type. Practically all of the local-rate housing will be masonry buildings erected at ground level of a type similar to those already built at Paraiso and at Silver City and Camp Coiner.

Details Still to be Settled

Many details of the first year's program, and those of following years, will not be settled until funds have been made available. However, it is presently planned to execute the major part of the entire program by contract. It is planned to use the

Canal building force primarily in demolition, site preparation, and remodeling work, with no major expansion in the force. Building materials for work done by the Canal and under contract will be furnished by the Canal.

The report of Skidmore, Owings, and Merrill expressed confidence in the ability of any one of several Isthmian contractors to perform the work. "We interviewed several of them" (local contractors), the report stated, "and examined their plants and equipment. We also observed work which they had done or were in



TYPE 323 COTTAGE, among the first built in the experimental masonry quarters erected at Diablo Heights and Margarita, was described as well planned. The floor plan of the house and a picture of one of the new cottages at Diablo Heights are shown above.

the process of doing. As a result, we feel that these local contractors are well qualified to perform the work contemplated."

The consulting firm expressed the belief that masonry construction would be more desirable than composite type in all permanent communities. The consultants also urged the use of tile instead of metal roofs, if at all practicable and within permissible costs. They advised a telescoping of the program somewhat and proposed the development and standardization of a few types of houses.

Local-Rate Houses Praised

Of the local-rate houses already in use, the consultants praised the Type 137 at Camp Coiner and Type 135 at Paraiso as "compact, livable houses—not overdesigned architecturally, structurally, or mechanically."

They recommended, however, the abandonment of Types 127, 128, and 129 for 'permanent communities.

The "stilt" or elevated type of construction on U. S.-rate houses,

now almost universally used in the Canal quarters, was a subject of discussion in the report.

"With few notable exceptions," it was stated, "we feel that architecturally, the general house designs are based on a tradition of construction camp architecture which has little to offer design-wise in a permanent community. We feel that little has been gained in the adaptation of this wooden type of architecture to masonry construction and feel that this design should be abandoned."

In the place of the "stilt" type of construction, the consultants proposed the adaptation of house plans similar to those used in the new Type 323 at Diablo Heights and Margarita, a one-family house built at ground level. They also suggested consideration of a wholly new type of masonry house and submitted a floor plan. The proposed plan provides for a separation of the living space from the bedrooms by a wide covered porch. This would be adaptable to houses of two, three, and four bedrooms. (See page 18)



SAN JUAN PLACE in Ancon shortly before the demolition of these houses was begun is shown in the above view. This is a beginning of the extensive replacement program designed to provide all Canal and Railroad employees with permanent type houses.

Operations Units Chiefly Affected by Reorganization Slated for July 1

The first fundamental change since 1914 generally affecting all Panama Canal and Panama Railroad Company units, with the exception of those in the United States, will take place July 1.

The change will bring a realignment of functions, particularly among the operations units, to improve their operating efficiency

be required in some units, while in others the realignment will be on a major scale.

Generally, these regroupings will be made in the present division levels and the most changes will occur in the Operations Unit. Composing this group will be seven main bureaus: Health, Public Affairs, Marine, Engineering and Construc-

tion, and Military Assistant.

The reorganization will bring practically no change in the work or functions of the five Staff Units, which are: Management Division (presently the Plans Section), Law Division, Civil Intelligence Branch, Safety Branch, and Special Assistants and Boards. No changes of importance will be made in the

EXECUTIVE ASSISTANT



Ernst A. Erbe, who becomes Executive Assistant to the Governor-President, with the reorganization, has a detailed knowledge of the Canal and Railroad. One of the oldest employees in point of service, he has served as Special Assistant to the Governor for the past 11 years. His new job is to define and carry out policies of internal administration and coordination.

COMMUNITY SERVICES DIRECTOR



Lieutenant Governor Herbert D. Vogel in conference with Henry L. Donovan (left) on matters relating to the new Community Affairs Bureau. Mr. Donovan is no newcomer to the Canal organization, having entered the service in the Office Engineering Division 20 years ago. Since July 1945 he has served as a coordinator at the Caribbean Command headquarters.

through a more effective control and coordination of their activities.

Succinctly, the various units will be assembled into five main groups, each with like or related functions. These are: Office of the Governor-President; Staff Units; Administrative Units; Operations Units; and Offices in the United States.

These groups, in turn, will be divided into units having the same general type of functions and work. Regroupings will be made only where required to follow this typical pattern. Practically no changes will

tion, Supply and Service, Industrial, Railroad and Terminals, and Community Service. In most cases the name of the bureau generally indicates the functions it will embody.

The Office of the Governor-President will be reorganized to provide a compact staff with broad administrative authority to relieve the Governor of much detailed supervisory and administrative work. This staff will be composed of the Lieutenant Governor, Executive Secretary, The Panama Canal, Executive Assistant to the Governor-

PUBLIC AFFAIRS DIRECTOR



Colonel Richardson Selee, retired, will assume his third top job with the Canal-Railroad when he becomes Public Affairs Director. He served three years as Assistant Engineer of Maintenance before his appointment in August 1948 as Assistant to the General Manager of the Panama Railroad. Most of the important units to be under his supervision are presently in the Executive Department, headed by E. C. Lombard, Executive Secretary (left) with whom he is shown conferring in the above picture.

PERSONNEL DIRECTOR



E. A. Doolan (above), with his Secretary, Miss Isabel Zemer, becomes Personnel Director July 1. He entered personnel work with the Canal as an assistant clerk in the division in August 1941. He has served as Senior Clerk, Personnel Assistant, Training Officer, and Administrative Assistant before his selection as Assistant Director in September 1948.

Washington Office of The Panama Canal nor the New York Office of the Panama Railroad Company.

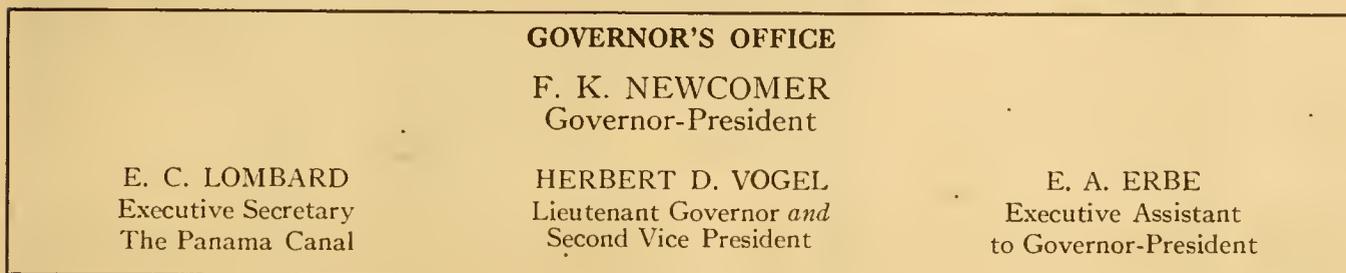
Most of the personnel changes to be made as a result of the reorganization will be at top levels and the principal ones of these have already been made public. The reorganization is expected to have but little effect on the rank and file of employees who will continue in their same duties under the same administrative heads they now have.

ORGANIZATION CHART

EFFECTIVE JULY 1, 1950

THE PANAMA CANAL

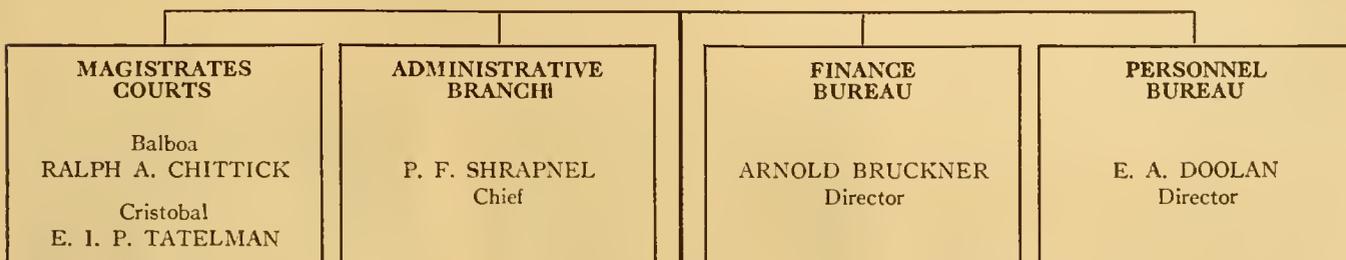
THE PANAMA RAILROAD Co.



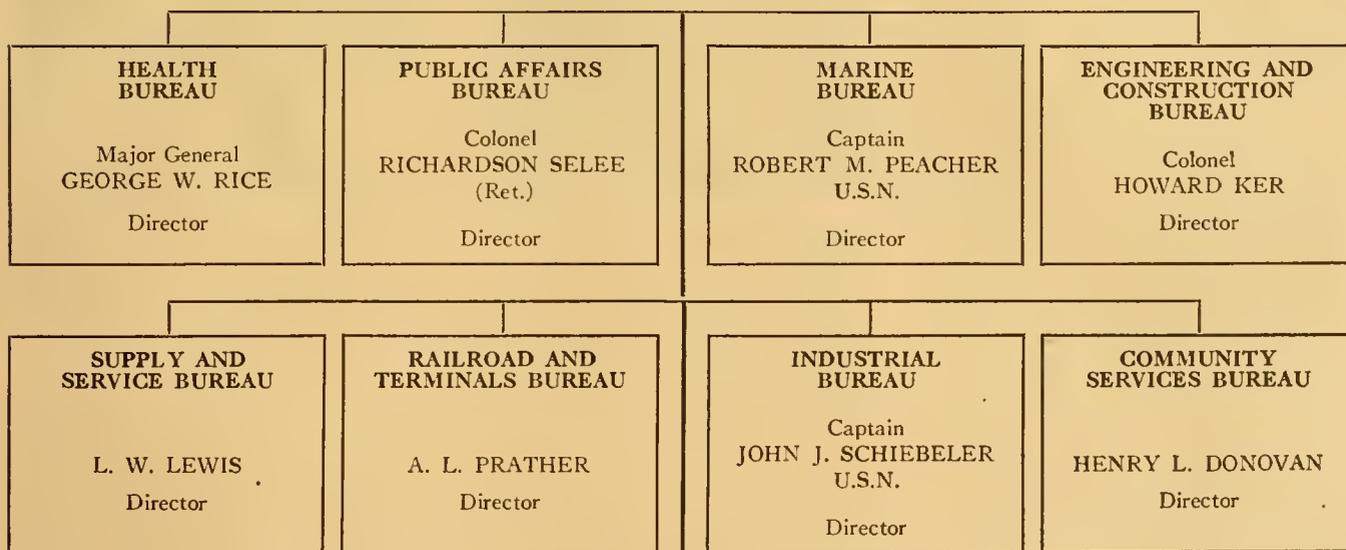
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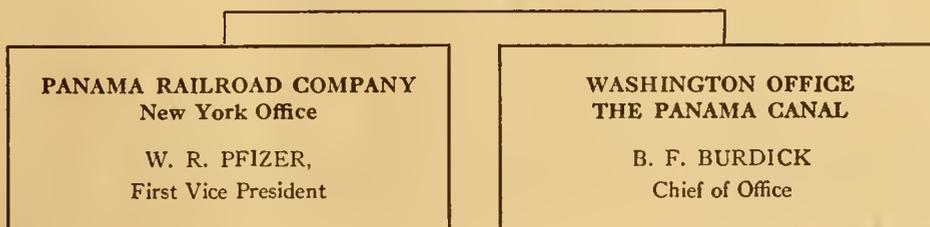
ADMINISTRATION



OPERATIONS



OFFICES IN UNITED STATES



Hundreds Benefit By In-Service Training

Apprenticeships

Offered In 1906

To Aid C. Z. Boys

Liberally sprinkled through the Canal-Railroad organization are many employees holding high supervisory or other responsible positions who owe much in their advancement to in-service or on-the-job training.

Among these are one assistant department chief, heads of two major divisions, and the second- and third-in-command of several other large units.

While no exact figures are available, it is conservatively estimated several hundred employees have received such training and a large percentage of these have completed formal courses of instruction. In some units, notably the Police and Fire Division, all employees are required by the nature of their work to take certain training on the job. In most instances, however, in-service training is offered on a voluntary basis for those desiring to learn their own jobs better as a preparatory step for promotion.

The overall in-service training program of the Canal-Railroad is none too well known among the rank and file of employees because of sporadic publicity given various phases which are of interest in each limited field. However, interest is always highly manifest among employees eligible for any given program and generally there is an abundance of applicants when selections for such training are made on a competitive basis.

The Canal has generally kept abreast of other Government agencies in providing opportunities for advancement by this method and plans are being formulated for an extension of in-service training.

Doolan Favors Training

Because of his several years as Training Officer in the Personnel Division, Edward A. Doolan, who becomes Personnel Director on July 1, is keenly aware of the importance of in-service training. In expanding the program he plans to cover gaps now apparent in the overall program. Such a gap, he says, is evident in the higher supervisory or "middle management" group, which includes, among others, assistant division chiefs, administrative assistants, and the heads of smaller units. The primary need among this group, he believes, is a better understanding of the relation of their work and that of their unit to all others in the organization. While most of these have had in-service training, in most instances it was concentrated on their particular duties or the work of their units with too little emphasis placed on the relation to work in other departments or divisions or the overall Government operations.

The program for this group will be somewhat similar but on a broader scale than the successful In-Service



Harry A. Metzler, Constructing Quartermaster (left), and Carl J. Browne, Assistant Constructing Quartermaster, both are graduates of the student engineer training of the 1930's. F. R. Johnson, Second Assistant Chief Quartermaster, who supervises the Building Division, and Edmund R. MacVittie, Building Division Superintendent on the Atlantic Side, also are former Student Engineers.

OLD SCHOOL APPRENTICE



Vincent G. Raymond, Leadingman Machinist in the Mechanical Division, is a graduate of the old school of in-service training. He entered apprentice training in December 1906 soon after the program was instituted. He also has one of the longest service records of anyone in the Canal-Railroad organization.

NEW SCHOOL APPRENTICE



B. I. Everson, Superintendent of the Motor Transportation Division, graduate of a later school of apprenticeship, is one of several Canal Zone boys who have profited by in-service training and risen to the top.

Training instituted last year by Francis Campbell, present Training Officer. Approximately 50 employees representing all major Canal and Railroad units completed this course designed to assist in the development of those in Grades CAF 3 through CAF 7 for supervisory and administrative positions. A similar program for employees in ratings of GS-4 through GS-8 is presently being organized and the course extending over a period of about eight months will be given to groups on both the Atlantic and Pacific sides.

Perhaps a surprise to many is the fact that in-service training is no new-fangled development in the per-

sonnel field. For the Canal, it had its beginning almost when construction of the waterway was begun in 1904. It was soon realized that job opportunities should be provided for the sons of the men and women working for the Isthmian Canal Commission and the first apprentice training was approved April 12, 1906.

Rules Adopted in 1914

Formal apprenticeship rules were not adopted until June 1914 and schooling or class instruction was not begun until February 1915 when shop foremen in the Mechanical and Building Divisions were appointed as instructors.

A more informal but (See page 13)

Hundreds Benefit By In-Service Training



W. A. Van Sicten, Superintendent of the Atlantic Locks, has the distinction of being a graduate of both the apprentice and student engineer training. He was born and reared in the Canal Zone.



Andrew A. Whitlock, Production Superintendent of the Mechanical Division, is a former student and instructor in apprentice training. He began his apprentice training in August 1924 and was later made apprentice-coordinator when the program was reorganized in 1935.

(Continued from page 12) nonetheless important form of training was provided by the employment of the sons of American employees with the rating of "boy" in various types of work.

Many of the old-timers, some of whom rose to top positions in the Canal and Railroad, were first employed as apprentices or "boys" and received with their training the then princely sum of ten cents, gold, an hour.

Not many of these remain in service, but Vincent G. Raymond, Leadingman Machinist in the Mechanical Division, and Archie M. Gibson, Refrigeration Engineer in the Commissary Division, are both graduates of the apprentice training of the construction era. Mr. Raymond began his apprenticeship December 16, 1906, shortly after the program was authorized, and Mr. Gibson began his four-year apprentice course December 15, 1910.

The apprentice program in the Mechanical Division almost lapsed during the early 1920's because of the lack of work and reductions in force. School work was discontinued in 1925 but by 1933 more apprentices were being employed. The whole program was revived and reorganized in 1935 with formal school training being inaugurated the following year.

Whitlock Former Apprentice

A well-known graduate apprentice of this era was Andrew A. Whitlock, Superintendent of Production in the Mechanical Division. He began his four-year apprenticeship as a draftsman on August 1, 1924, after a few months employment in other capacities. When the program was reorganized in 1935 he was made apprentice-coordinator in the division and served in that capacity for several years. Philip T. Green has been the apprentice-coordinator of all school training since shortly after its reorganization in 1935.

At about the same time the apprentice program was reorganized during the middle 30's several other important in-service training courses were opened to the younger employ-

ees, which have been highly productive of top supervisory and administrative personnel

Among these were the Student Engineer Training program; an intensive in-service training program for supervisory and sales personnel of the Commissary Division; and learnerships in such vocations as timekeeping, accounting, storekeeping, typing, clerical work, and for such employees as motion picture operator, telephone operator, messenger, and postal clerk.

The student engineer program was inaugurated with the objective of employing young graduate engineers for two years of training and possible selection for administrative work. The program was continued until the outbreak of World War II at which time 57 student engineers had been employed or were in training with various divisions.

Both F. R. Johnson, Second Assistant Chief Quartermaster, and Harry A. Metzler, Constructing Quartermaster, were student engineer trainees.

Many Student Engineers

Others include W. A. Van Sicten, Superintendent of the Atlantic Locks; Carl J. Browne, Assistant Constructing Quartermaster; Edmund R. MacVittie, Building Division Superintendent in the Northern District; Truman H. Hoenke, Locks Division Engineer; Allen K. Miller, C. W. Chase, Jr., Roger M. Howe, Richard R. Potter, and George D. Dunlap, Engineers in the Electrical Division; Richard R. Brown, Refrigeration Engineer in the Commissary Division; Charles S. Howe, of the Meteorology and Hydrography Section; James E. Cole, Hydraulic Engineer in the Dredging Division; Howard E. Walling, Engineer in the Mechanical Division; Earl C. Orr, Chemist, and Howard W. Osborn, Construction Engineer in the Municipal Engineering Division.

Mr. Van Sicten, a native of the Canal Zone, is also a graduate apprentice, being the only one in the

organization to have completed both courses.

B. I. Everson, Superintendent of the Motor Transportation Division, completed an apprenticeship with the Canal. He is one of several Canal Zone boys to have begun his climb to a top job with apprentice training.

Most of the in-service training programs were disrupted and all but abandoned at the beginning of the war. It is notable, however, that one of great importance to the Canal work was organized and successfully presented during this period. This was the supervisory training program organized by Mr. Doolan soon after his appointment as Training Officer in 1943. It was initiated for the specific purpose of training employees urgently needed as supervisors in the rapidly expanding organization. The training conference method was adopted and about 20 groups were formed with more than 325 employees from the Electrical, Mechanical, Police and Fire, and Building Divisions, the Panama Canal Clubhouses, and the Division of Storehouses.

A similar supervisory training has been established since the war in the Mechanical Division with Leonard Brockman as Training Officer. It has proved so successful that Captain Joseph L. Bird, Superintendent, calls it "the best thing that ever happened" in the Mechanical Division.

Indicative of the response to in-service training was the voluntary attendance of more than 60 non-supervisory employees of the Mechanical Division at a series of lectures on Job Relationship presented by Mr. Brockman recently.

Revive Commissary Program

The Commissary Division is presently reviving its employee training program which was badly upset by the expanding force and personnel changes during the immediate pre-war and war years. The new program will be based to a great extent on that of 15 years ago when R. A. Sullivan, Assistant General Manager, was transferred from the Schools Division as Training Officer. Vincent J. Clarke, General Manager, has announced the reassignment of Bart Elich to duties as Training Officer.

Another in-service training program based on experiences of the pre-war years is the Graduate Trainee courses. In effect, it is an expansion of the old Student Engineer courses with the addition of training in administrative fields. The program was begun in 1948 and 20 graduates in business administration and engineering were employed. Seven others were employed last year but none has been added to the force this year largely because of force reductions and the plans for reorganization.

Other on-the-job training being provided in more specialized fields include the intern and residency training of the Health Department; the training center for medical technicians at Gorgas Hospital; the conference training work in the Division of Schools; the (See page 18)

WEBB TAKES REST FROM "BELVEDERE"

Clubhouses Offer Customers Many New Features

Several innovations have been made in the Panama Canal Clubhouses within recent weeks which have proved highly popular. This introduction of new features as well as new entertainment is in line with the general policy to present the finest available.

Sheet Music and Records

Phonograph records of the most popular brands are sold at Ancon, Balboa, Cristobal, Cocoli, and Margarita Clubhouses. Sheet music and music folios are sold at Balboa, Cristobal, and Margarita. A careful check is kept on the entertainment world's bible—*Billboard Magazine*—and records and popular sheet music are carefully evaluated for sale based on the 15 top-selling tunes or records in the United States. Clubhouse patrons are thereby kept informed as to what is currently successful in the United States and are able to keep up with both the new and old favorites. Should you have a favorite tune or desire a particular piano or other solo, arrangements can be made through your Clubhouse for purchase and delivery of such material.

Rental Library

At Margarita and Balboa Clubhouses will be found in the magazine section a large library of best-selling fiction and other books. New books are carefully chosen by a nationwide rental library distributor in the United States who acts as our agent and ships books to the Canal Zone. Should there appear to be a dull evening ahead of you, it is suggested that you drop into Balboa or Margarita Clubhouse, get a library card from the manager, and avail yourself of these interesting best sellers.

Drive-Inn

One of the favorite forms of relaxing and dining in the United States is to climb into the family vehicle, drive to the nearest restaurant where curbside service is available, and eat good food in the comfort of house slippers and second-best clothes. Persons coming from theaters or dances are also found frequenting the so-called drive-in restaurant and lunchroom. The Clubhouses have now made this popular method of dining available to residents of the Pacific side by the opening of the Drive Inn in the library building on Gaillard Highway. The Inn is famous for its chicken and shrimp in a basket as well as its smothered steak sandwiches.

Clifton Webb, appearing as the father of twelve children in the film version of the human interest best-seller "Cheaper By the Dozen," coming soon to the Clubhouse Theatres, states he is glad to have a rest from Belvedere roles.

"People were beginning to take Belvedere too seriously," he claims. "Mothers were using his name to threaten naughty children. I've received hundreds of letters from people who write that when their children become difficult, all they have to do is say, 'I'm going to send for Mr. Belvedere.'"

"The part of Dad in my first Technicolor movie, 'Cheaper By The Dozen' is a welcome change. Belvedere was human, but very acidulous and precise. Now I am a warm, likeable person throughout the story, though still definitely a character."

Webb's studio, Twentieth Century-Fox, however, feels quite differently about Mr. Belvedere, and at the moment has writers at work on three new Belvedere scripts. And even Webb is very pleased with his next assignment, "Mr. Belvedere Takes The Rap." "It's a fine story," he says. "I play the only holdout on a jury who is eleven to one for conviction. After the jurors are discharged, I set out to prove I was right."

"But," he adds, "after this film, I want to play a really despicable character, someone everybody will hate."

That statement seems ironic in view of the fact that Webb's next role might actually be a portrayal of himself in a movie based on his life.

For Webb's life has been as colorful as almost any film script. At the age of seven, he was playing with the Children's Theater in New York, and at seventeen he was singing in grand opera. A few years later, he was one of the nation's foremost dancers, achieving such success that he was compared only with Vernon Castle. Migrating to musical comedy, for more than a decade he was a Broadway star in such shows as "Treasure Girl" with Gertrude Lawrence,



CLIFTON WEBB

"She's My Baby" with Beatrice Lillie, and "As Thousands Cheer," With Fred Allen and Libby Holman, he formed the team that made Broadway history in the famous "Little Shows" and "Three's A Crowd." Varying dramatic with dancing roles, he scored in such stage successes as "Meet The Wife," "The Man Who Came To Dinner," and "Blithe Spirit."

Coming to Hollywood, Webb starred in pictures like "Laura" and "The Razor's Edge," before he helped to add a new phrase to the English language, "Mr. Belvedere."

Many people in Hollywood and on Broadway are convinced that the story of Clifton Webb would make as exciting a movie as "The Jolson Story." And Webb, with typical Belvedere assurance, counts himself enthusiastically in their number. He has already finished his autobiography, and Darryl F. Zanuck has been quick to take an option on it for movie purposes.

JOHN GARFIELD PLAYS SAFE, MAKES FRIEND OF HORSE

The habit of cultivating a friend—even though he happens to be a horse—paid liberal dividends for John Garfield, star of "Under My Skin," scheduled for release in May at the Balboa Theatre.

During the filming of the picture, Garfield who plays the part of a shady jockey, was called upon to do a scene where he walks up to a racehorse, pats him several times, and appraises him with the eye of a man well acquainted with thoroughbreds.

The scene should have been routine, except for the fact that the animal acquired by the studio was an exceedingly finicky, spirited animal.

Jean Negulesco, director of "Under My Skin," did not particularly relish having Garfield come within kicking distance of the animal.

The scene got under way with misgivings on the part of Negulesco who called out to John to be very careful.

Then, to the amazement of the director and the entire crew, the nervous animal not only quieted down but nuzzled up to the actor.

"I don't get it," exclaimed Negulesco, as the camera recorded a perfect take. "Why, that horse acted like he knew you."

Garfield confessed that he had been informed the horse was highly spirited and

had started several weeks before going to the stable to feed the animal carrots.

"I figured it would be a lot safer," said Garfield, "if I made up to him. After all, like any prospective bridegroom, it seems the way to a horse's heart is through his stomach."

HIGHLIGHTS

"Black Hand," coming attraction at the Balboa Theatre, is M-G-M's shattering, suspenseful drama of a courageous man, a terror-ridden people, a gang of desperate criminals and a girl who thought she had the answer. Set in New York City and Naples, Italy, shortly after the turn of the century, it unfolds the adventures of a young man who comes to America from Italy with one purpose—to avenge the murder of his father.

Gene Kelly, in a portrayal far removed from his usual song and dance roles, plays a tough, ruthless man whose mission in life is to destroy an idea as well as an extortion mob preying on the immigrants located in New York's "Little Italy." It is Kelly's first straight dramatic role in seven years.

This page is devoted exclusively to news of the Clubhouses and Theaters

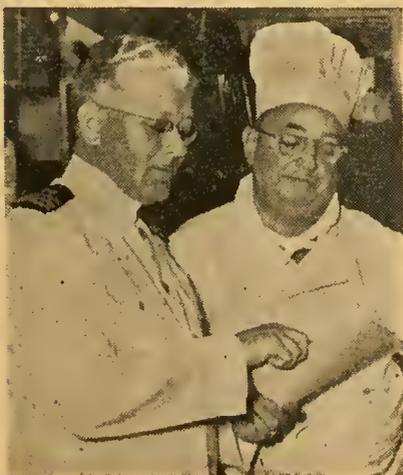
prepared by The Panama Canal Clubhouses.

Captain Swinson, 20 Years A Ship Master, Heads Staff of Old-Timers on S. S. Ancon

(Continued from page 4) York State Nautical School in 1918 and then spent about a year on Army transports between New York and France. He served as junior officer for the American Line on ships between New York, France, and Germany, and from 1924 to 1926 worked for the Munson Line on vessels in the New York-South America trade. In 1926, he acquired a wife and soon after, a job with the Panama Line which provided more regular runs back and forth to his home in New York. During World War II, he served as a Navy commander on ships in both the Atlantic and Asiatic War theaters. He returned to the Panama Line in March 1946 and came out with the *Ancon* when she became a civilian ship.

William Schwamm, Chief Steward, is the man who is largely responsible for the general comfort of travelers and the food which meets with almost universal approval of passengers on the *Ancon*. He is an exacting man who makes it plain that good food is no accident. The products that go into meals on the *Ancon* are first quality and there can be no question about it, he explains. If his order calls for 300 pounds of roasting chicken, 12 to a box, 4 to 4½ pounds each, fresh, frozen, U. S. Grade A (a typical order), no variation from those standards are accepted. Everything is inspected before it is taken aboard and if the quality is not that specified, it is returned to the seller.

From there on out, the cooking must be right, and that operation is in the hands of Carl Beinert who celebrated in April, 49 years as a cook in hotels and aboard ships. He counts among the persons for whom he has cooked in those years, many



Chief Steward William Schwamm, left, and Carl Beinert, Chef

well-known persons, among them, the former German Kaiser who ate his food on the former yacht *Hohenzollern*, now the cruise ship *Stella Polaris*.

Mr. Schwamm, a native of Germany, served a four-year apprenticeship as a cook and was employed in various German hotels until 1925 when he first went to sea on the Hamburg-American Line. He came to the United States in 1927 and

Clubhouses Provide Variety In Services, Entertainment

The Division of Clubhouses maintains that "it's fun to serve the community." This attitude has built up in recent years and will be even more evident in the future. A partial box score of this team, as revealed by the Director of Clubhouses in a recent interview, follows:

The Clubhouse Division, employing some 1,100 persons, is an entirely

joined the Panama Line the following year. He was employed on United Fruit ships from 1931 to 1938 when he returned to the *Ancon*. He served on the *Cristobal* from 1941 to 1946, through its service as an Army transport, and returned to the *Ancon* when she reverted to civilian status after World War II.



Chief Engineer Malcolm I. Gatheral

Chief Engineer Malcolm I. Gatheral is a native of Scotland and served an apprenticeship as a machinist in Edinburgh before coming to the United States in 1923. He went to sea about a year later on the Panama-Pacific Line and in 1928, went to the American Export Line, serving as assistant engineer on cruise ships in the Mediterranean. He has been employed by the Panama Line since 1937.

Mr. Downs was born in Bridgeport, Connecticut, and served as solicitor and terminal manager for Seaboard Freight Lines at Bridgeport and Stamford for two years before his employment as assistant purser on the *Ancon* in 1939. He served in the Army in England, France, and Germany during World War II, then returned to the Panama Line as chief purser on the *Panama* when it went back into civilian service. He went to the *Cristobal* later the same year and assumed his present post on the *Ancon* in June 1947.

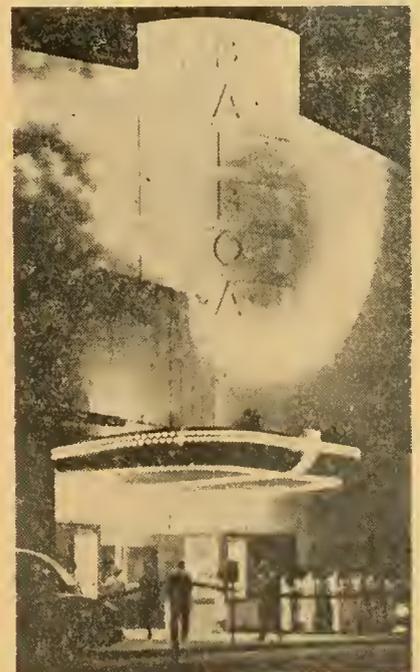
Together these men are responsible for the operation of the *Ancon*, with which many Canal and Railroad employees will make or renew acquaintance during the coming summer vacation months.

This is the first of a series of three articles on the Panama Line ships. The others will deal with personalities of the S. S. *Cristobal* and S. S. *Panama*.

self-supporting agency operating on revenues received from the sale of goods and services to government employees and their families. During the period 1940 to mid-1945, the population of the Zone was at its peak, and all agencies, including the Clubhouses, operated at full capacity. As a result income soared to unprecedented heights and profits accumulated proportionately. A comprehensive program of rebuilding and improvement to existing Clubhouse facilities and the construction of new projects was subsequently undertaken with surplus funds accumulated during the period of prosperity.

Visible evidence of Clubhouse improvements is to be found first of all in the Balboa Theater, where Zone residents may now enjoy the finest in motion picture entertainment under the most satisfying conditions. The Pacific Bakery at La Boca was constructed to permit centralization of all Clubhouse baking on the Pacific side. From it flows a steady stream of delicious pastries and light fluffy bread. The interiors of Balboa Ancon, Pacific, Camp Bierd, and Cristobal Clubhouses were remodeled and beautified, and the kitchens were modernized, combining more attractive surroundings with the demand for an efficient operation.

The Clubhouse Division is also very proud of the fact that the surplus realized during the busy war years has enabled it to assist all Zone communities. Some of the improvements already accomplished are the night-lighting facilities at the Balboa and the Mount Hope Stadiums; installation of barbecue (See page 18)



A SIGN OF GOOD ENTERTAINMENT is that of the new Balboa Theater which is already familiar to thousands of theater-goers on the Isthmus. The modern and air conditioned theater, featuring first-run pictures and the top in entertainment generally, has proved its popularity by a record of more than 100,000 admissions since it was opened late last year.

THE CANAL-RAILROAD HONOR ROLL

Within another few months, less than 100 Canal and Railroad employees who came to the Isthmus from the United States during the Canal construction period will remain in service.

The past year saw the number almost halved and 11 names were dropped from the rolls during the first quarter of this year. There are now only 106 in service and of these only 27 have unbroken service records and only 47 hold the famous Roosevelt Medals, given for two or more years of continuous service before April 14, 1914. The list contained 182 names just one year ago.

This honor roll of old-timers now contains no names of those who came to the Isthmus in 1904 and 1905. There are only two who entered the service in 1906 and only 13 were here when Secretary of War William Howard Taft landed in Cristobal on January 29, 1909, with a commission to investigate the Canal work.

In addition to those Americans who came to help build the Canal there are many of other nationalities who served through most of the construction era. In practically every Canal and Railroad unit are to be found several veterans in service who came to the Isthmus from their homes in the West Indies when "the big ditch" was being dug.

Two well known non-citizen employees on the U. S.-rate rolls who entered the service during the construction period are Alfred E. "Fritz" Marti, native of Switzerland, employed in the Section of Meteorology

The complete list of veterans of the Canal construction who came to the Isthmus from the United States and the dates they entered service are as follows. Names of employees in capital letters indicate unbroken service:

1906

Harold A. Shafer—August 10
Vincent G. Raymond—December 16

1907

Florence E. Williams—March 1
Raymond L. Burmester—April 17
THOMAS J. EBDON—May 4
Jonas E. White—October 5
Frank H. Wolf—December 19

1908

Nell M. Wardlaw—June 9
Esbon S. MacSparran—June 22
Margaret C. McCormack—August 21
Charles P. Harrison—September 23
Charles P. Morgan—October 26

1909

JOSEPH H. STILSON, Jr.—January 1
Aloysius P. Ridge—February 1
Archie M. Gibson—April 15
J. Wendell Greene—May 5
JAMES R. WILLIAMS—May 14
Adrien Marie Bouche—July 2
A. LYLE PRATHER—July 24
ALBIN B. FORSSTROM—September 9
John E. Ridge—October 20

1910

MAX R. BOGGS—January 13
George H. Cassell—January 29
Julius H. Bornefeld—February 4
HARRY C. ADAMS—February 11
LEON A. KOPERSKI—February 14
Frank J. Gerchow—March 4
Raymond B. Ward—June 13
Raymond A. Koperski—June 27
William R. Howe—July 1
Vern D. Calloway—July 7
Kieth E. Kelley—July 27
George L. Wright—August 17

Peter G. Flynn—November 16
ALBERT C. GARLINGTON—Nov. 26
Myron R. Herrington—December 23

1911

ERNEST C. COTTON—February 20
Barton C. Woodruff—May 6
William P. Quinn—May 24
Lea K. Dugan—June 6
JOHN D. GALLIVAN—June 30
Herbert T. Souder—July 15
Charles Lester—August 18
GEORGE N. ENGELKE—September 5
Bernard W. McIntyre—September 28
Melville L. Booz—October 2
ROY L. DWELLE—October 5
ARTHUR L. MINER—October 5
Gregor Gramlich—October 14
Berney J. Robinson—October 30
Louis A. Stilson—November 28
Robert A. Patterson—December 7
Frederic E. Williams—December 9

1912

Samuel J. Deavours—March 1
Gustaf R. Holmelin—March 13
Gilbert B. Owen—March 22
Josephine R. Dennis—April 6
Harland V. Howard—April 22
Robert W. Hutchings—April 26
Ernst A. Erbe—June 1
Fred Frank—June 1
Gertrude A. Murray—June 1
George F. Miller—June 28
Alba D. Hutchings—August 19
Edward C. Bigelow—September 23
Thomas J. Breheny—November 1
Edward W. Schnake—November 26
FRED W. BRADLEY—December 3
George C. Orr—December 5
ARTHUR MORGAN—December 16

1913

FRANK CARR—January 15
Otto A. Sundquist—January 15
Luther L. Long—January 29
Jerome F. Prager—February 3
Bernard J. McDaid—February 19
SAMUEL ROE—February 28
Leonidas H. Morales H.—March 1
EARLE A. KENT—March 27
ADAM S. MILLER—April 14
David W. Ellis—June 11
L. W. Lewis—June 19
Arthur J. Farrell—June 28
Edward P. Walsh—July 1
George E. Matthew—July 2
Otto C. Frick—July 2
Robert I. Barnes—July 3
JOHN W. MANUSH—July 5
EMMETT ZEMER—July 10
M. R. ALEXANDER—July 12
HARRY A. COMLEY—July 14
Harold P. Bevington—August 16
Newell N. Shaw—October 4
WALTER W. WHITE—October 18
Eric E. Forsman—November 4
James E. Tennien—November 10
Wayne H. Nellis—November 17
Bert G. Tydeman—November 22
Mal LeRoy Dodson—December 10
William V. Brugge—December 17

1914

JAMES G. MAGUIRE—January 20
Theodore A. Long—February 11
LEON F. HALLETT—February 14
PHILIP L. SEARS—February 25
Clarendon Sealy—March 6
Mary G. Hammond—March 24
Samuel L. Souder—March 24

LONGEST SERVICE



Thomas J. Ebdon, Lock Operator at Gatun, completed his 43rd year of continuous service on May 4. He is the only American with an unbroken service record dating back earlier than 1909.

He came to the Isthmus in May 1907 and worked the remainder of the construction period as a machinist in the Mechanical Division and as a locomotive engineer on the Panama Railroad.

He transferred to the Locks Division when it was first organized and has served only with that division since. His transfer was dated July 16, 1914, just one month before the Canal was opened to traffic. Several lock operators were so transferred before the Canal opening to acquaint themselves with the wholly new machinery and work.

and Hydrography, and Enrique de la Ossa, Panamanian citizen employed in the Receiving and Forwarding Agency. Mr. Marti entered service March 9, 1907 and Mr. de la Ossa on

EMPLOYED IN 1907



Miss Florence E. Williams has the earliest service date of any woman in the Canal-Railroad organization and the third earliest of any American employee. She came to the Isthmus in July 1906 aboard the old S. S. *Allianca* and entered service the following March as a telephone operator at Culebra. She lacked only a few months of having enough construction-day service to wear the Roosevelt Medal.

She is perhaps the only remaining employee in service to have been one of the invited guests to see the first shovelful of dirt removed for the Gatun Locks. Her father, Henry J. Williams, was employed for many years in the Panama Railroad office in Panama City.

She reentered the Canal service in 1922 and has been continuously employed since in the Department of Finance.

July 12, 1911. Both have continuous service records.

STATISTICS ON CANAL TRAFFIC

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

Ship Sizes Increase 600 Tons Within 20 Years

Commercial ships using the Panama Canal today have a carrying capacity of 600 tons a vessel more than 20 years ago. All classes of vessels have increased in size but tankers, largely the result of the war, now measure almost 1,000 tons more than in 1929.

Comparative figures just compiled on Canal traffic for the calendar years 1929

TANKERS



1929—5,366 Tons



1949—6,324 Tons

20-Year Increase, 958 Tons

1938 and 1949 tell the story of a steady increase in the size of ships. Gains were shown each decade in tankers, cargo ships, and cargo-passenger vessels, the three main classes which make up the ocean-going commercial traffic through the Canal.

Cargo and cargo-passenger ships showed a large gain between 1929 and 1938 and a

CARGO-PASSENGER



1929—4,477 Tons



1949—5,019 Tons

20-Year Increase, 542 Tons

lesser gain in the next ten-year period. Tankers, on the contrary, increased only 227 tons in size between 1929 and 1938, but averaged 958 net tons, Panama Canal measurement, more in 1949 than 20 years before. Cargo and cargo-passenger vessels averaged 4,477 tons in 1929; 4,913 tons in 1938; and 5,019 tons in 1949, a 20-year increase of 542 tons, or 12 percent.

Because of the variation in traffic of small commercial vessels of over 300 tons, comparative figures on these are inconclusive. Although a decrease in the size of these ships was shown in comparative figures for 1929 and 1938, the average size of this class of vessels transiting the Canal last year was 722 tons above that in 1929.

Before the war there was considerable traffic through the Canal operating on feeder lines from Cristobal to Central and South American ports on the Pacific. This trade has now practically disappeared and vessels in this category are now slightly larger than before the war and are operating

**CARGO HANDLED OVER PIERS
(In short tons)**

	First quarter, 1950			Average quarter, 1949	Average quarter, 1938
	Cristobal	Balboa	Total	All piers	All piers
Local cargo received.....	56,738	21,946	78,684	104,205	87,968
Local cargo forwarded.....	7,745	15,713	23,458	28,608	9,388
Transfer cargo received.....	83,051	556	83,607	72,240	138,386
Total incoming cargo handled.....	147,534	38,215	185,749	205,053	235,742
Rehandled cargo.....	3,458	268	3,726	3,435	1,584
Transfer cargo forwarded.....	84,752	578	85,330	73,245	136,127
Total cargo handled and transferred.....	235,744	39,061	274,805	281,733	373,453

Approximately one-third less local cargo was received on the Balboa and Cristobal piers during the first quarter of this year than the average quarter of last year. This marked decline, as applied to the work load on the piers, was practically offset by gains in the tons of local cargo forwarded and the amount of transfer cargo received and forwarded. The overall loss was less than three percent.

Comparative figures on the amount of

cargo being handled over the piers now and in 1938 show a substantial gain in the amount of local cargo being shipped out of the two ports, but heavy losses in other categories of cargo handled. The total cargo handled and transferred during the first three months of this year was listed at 274,805 short tons, as compared with 373,453 short tons for the average quarter of 1938, a drop of approximately 25 percent.

TOTAL NUMBER AND TONNAGE OF VESSELS

	1929	1938	1949
Cargo and cargo-passenger.....	4,778	4,565	4,522
*Tons.....	21,394	22,427	22,694
Tankers.....	1,199	545	443
*Tons.....	6,430	3,129	2,801
Small commercial (over 300 tons).....	288	489	79
*Tons.....	236	296	122
Non-commercial.....	16	27	40
*Tons.....	**	10	28
Total.....	6,281	5,626	5,084
*Tons.....	28,060	25,862	25,645

* Tonnage shown in thousands. ** Displacement Tonnage

AVERAGE SIZES AND INCREASES

	1929 Size	1938		1949	
		Size	10-year Increase	Size	20-year Increase
Cargo and cargo-passenger.....	4,477	4,913	436	5,019	542
Tanker.....	5,366	5,743	227	6,324	958
Small commercial (over 300 tons).....	821	605	*216	1,543	722
All commercial traffic.....	4,479	4,617	138	5,079	600

* Indicates decrease.

over some of the main trade routes.

In the accompanying statistical charts, it will be noted that the cargo and cargo-passenger ships transiting the Canal in 1949 had a load capacity of 1,300,000 tons more than 1929 (a peak year of the Canal opera-

tions) despite being 256 less in number. The figures shown in these charts are in Panama Canal net tonnage measurement but cargo statistics for these years show these vessels actually carried more cargo, roughly equivalent to the tonnage statistics.

CLUBHOUSES PROVIDE VARIETY IN SERVICES, ENTERTAINMENT

(Continued from page 15) pits and other picnic facilities at Summit Gardens picnic area; active participation in the summer recreation program; the purchase of roller skates and the operation of rinks in various communities; and the improvements at Hideaway Beach. Plans now under way include the construction of a modern swimming pool and refreshment stand at Silver City, and the modernizing of the Balboa Swimming Pool.

Although it is the policy of the Division to keep prices as low as possible and still earn enough to provide necessary community services and meet all obligations, it was found necessary in July 1949, to increase some restaurant and soda fountain prices to meet the rapidly increasing costs of raw materials and pay-rolls. The unsatisfactory condition was also attacked by an all-out program to curtail expenses wherever such curtailment did not affect public service. Clubhouse activities were also expanded to include new services heretofore unavailable to local residents: the opening of a drive-in restaurant at Ancon; the sale of phonograph records, sheet music, home remedies, and convenience items in merchandise sections; and the installation of rental libraries at Balboa and Margarita. As a result of the above, the Division has been able to "remain in the black" for the current fiscal year.

The Clubhouse Division is always on the lookout for worthwhile live entertainment, professional or amateur. In connection with various local groups, the Clubhouses have presented on their stages or assisted in the sponsoring at popular prices of such outstanding attractions as the Alicia Alonso Ballet, the Louisiana Minstrels, the world-touring Spanish dance troupe, Chang the Magician, the National Ballet School of Panama, the Jack Blunder Circus, and others. Recent or coming attractions at the Balboa Theater are the Gamma Chi Revue and the annual Dorese Waites' Dance Revue. The Division will be prominent in the handling of details for the forthcoming presentation of Cab Calloway at the Balboa Stadium.

The Director of Clubhouses, in his Mississippi drawl, gives all credit for Clubhouse improvements and the essential part played by the Division in community affairs to the Canal administration and his hard-driving employees. It can be seen, however, that he strives to coordinate the "know how" and efforts of all Clubhouse employees, giving due consideration to the human factor, in striving towards his goal of more and better service to the communities.

With the continued support of Clubhouse facilities by the residents of the various Canal towns, for whom these facilities are provided, the Clubhouse Division will remain in a position to return to the employees all profits realized, through additional improvements and extensions to public service.

CANAL TRANSITS—TOLLS PAYING AND FREE

	January-February-March				
	1950			1949	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Tolls-paying vessels:					
Ocean-going-----	737	725	1,462	1,227	1,386
*Small-----	163	144	307	320	219
Total tolls-paying-----	900	869	1,769	1,547	1,605
**Free transits-----	138	149	287	330	139
Total tolls-paying and free-----	1,038	1,018	2,056	1,877	1,744

* Vessels under 300 net tons or 500 displacement tons.
** Exclusive of Panama Canal equipment.

Hundreds Benefit From In-Training Service

(Continued from page 13) postal trainee group; and several others of a similar nature.

One of the most noteworthy in-service training programs made available in recent years to a limited number of Canal-Railroad employees is the administrative internships conducted under the sponsorship of the U. S. Civil Service Commission, in Washington, D. C. Eight employees have been selected and have completed the training.

Schools Lend Aid

An important part in the overall in-service training in the Canal Zone has been the special courses offered by the Canal Zone Junior College in its extension classes. Such courses important to the ambitious employee as business English, Spanish, higher mathematics, business law and administration, and others are presently available.

Plans are being made to add additional courses if the demand warrants. Dr. Lawrence Johnson and other school officials are cognizant of the importance of providing formal instruction in fields directly related to the Canal enterprise and are working closely with Personnel Division on plans for future extension courses.

Housing Plan Approved

(Continued from page 9)

However, the selection of the types of construction is a matter for decision from year to year with relation to costs of materials and much is to be said for both the elevated and the "on the ground" designs. The elevated type contributes to privacy, has advantages as to ventilation, provides play space for children during inclement weather, furnishes laundry drying space, and allows for the construction of garage and servants' quarters with economy in the use of ground. The local-rate employees have stated a decided preference for the elevated type house while the opinions of the U. S. rate employees are divided on the subject. Practical experience in the construction of housing in the Canal Zone has resulted in the development of types suited to the peculiar local conditions although they have contributed to a trend of monotonous repetition. This experience has demonstrated the general advantages of livability of the elevated type house.

The particular advantages of the masonry "on the ground" type are presented in the report of the consulting firm.

Relatively few changes in site planning were suggested and the landscaping program being followed was termed excellent. The principal change suggested in proposed sites was the abandonment of any plans for permanent housing at Camp Bierd.

Economic Facts Dictated Decision

(Continued from page 3) funds to keep men and machines idle.

"Under these circumstances, it developed into a choice between which of the two shop areas to close. The decision in this was based on a few incontrovertible facts which may be briefly summarized as follows: The bulk of shipping to Canal waters is in the Atlantic with Cristobal as the port of call; with few exceptions, the Cristobal Shops can handle any normal job that can be done at Balboa; work originating on the Isthmus can be done at either of the two shops without appreciable difference in costs; the expected workload for the immediate future would not support the extensive facilities located in the Balboa Shops which were greatly expanded for wartime work; and, the Cristobal Shops, being more compact, can be operated with greater economy.

"While the move will require an immediate outlay of approximately \$150,000, a failure to make the transfer at this time could easily result in future losses amounting to as much as \$500,000 a year. There are no sources from which we can cover losses of this magnitude.

"Further reductions or furloughs can no longer alleviate our condition for two reasons. First, it requires a certain number of employed people to earn sufficient income to support an industrial plant and, second, with the variety of crafts we must employ, further reductions would seriously hamper our ability to do a job of any consequence. The only answer is to retain a force which we can keep busy and man the plant which is the most economical to operate."

[Editor's Note. Transfer of the Mechanical Division activities from Balboa to Cristobal, begun March 27, was suspended April 11 on instructions from the office of the Secretary of the Army to permit additional study of the problem.]

FREQUENT PANAMA CANAL CUSTOMER



One of the most frequent customers of the Panama Canal is the United Fruit Company ship *Esparta*, shown above passing through the famous Gaillard Cut.

The *Esparta* made 15 trips through the Canal in 1949 between New York and Seattle. Together with five sister ships, the vessels maintain a fast express service be-

tween these two ports.

On its trips from New York the *Esparta* brings general cargo to Cristobal. After transiting the Canal it picks up bananas at Golfito, Costa Rica, and discharges them at San Francisco and Seattle. On the return voyage a stop is made at Puerto Armuelles, Panama, for more bananas which are rushed

to New York for the east coast trade.

Built since the war, the *Esparta* has lines like a private yacht and belies its size and carrying capacity in appearance. It has a registered gross tonnage of 7,075 tons. It is a fast ship with a cruising speed of 18 knots and carries 12 passengers.

Canal Commercial Traffic Near Pre-War Peak

Increased United States intercoastal trade as well as increases in shipping from the east coast of the United States to Central and South America brought Panama Canal commercial traffic for the first quarter of this year to a level comparable with the peak years of the 1920's.

A total of 300 ocean-going, tolls-paying vessels transited the Canal on the intercoastal run during the first three months of the year which was more than double the number for the first quarter of 1949 and considerably higher than the same period in 1938. Shipping between the United States east coast ports and those of Central and South America has more than doubled since 1938 and 65 more ships were listed in this trade through the Canal in the first quarter of this year than the same period in 1949.

The principal increase in the intercoastal trade through the Canal during recent months has been the result of the large-scale tanker traffic on this route which began in September 1949. This traffic reached a peak in February of this year but a sharp downward trend was noted in March.

Despite the drop in tanker traffic during March, Canal statistics on commercial traffic showed the highest number of ships over 300 net tons of any month since March 1939 while tolls exceeded any month since March 1937. Increased shipping over all of the main trade routes in March more than offset the drop in tanker traffic.

Although commercial traffic during the first quarter of the calendar year has been higher than the same period in 1938 and 1949, the number of large commercial vessels using the canal during the first nine months of this fiscal year, ending June 30, is under that for the comparative period in the fiscal year 1938. Tolls, however, are somewhat higher because of the heavy movement of tankers which have greatly increased in size during the past 12 years.

Both tolls and traffic have shown a consistent increase since the end of the war and figures for the first nine months of this fiscal year are well above those for the fiscal year 1949. This increase is attributed to the heavy tanker traffic and to the fact that most dry-cargo ships in United States ports were inoperative for about three months during last fiscal year because of maritime strikes.

Shipping from Europe over the principal trade routes through the Canal is far from the prewar levels. This is particularly true in the trade to the west coast of the Americas although the number of ships plying between Europe and Australia was slightly higher in the first quarter of this year than the first quarter of 1938. Comparative figures for the first quarter of this year and last show a slight increase in the past year over the main trade routes between Europe and the Americas.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1950	1949	1938	1950	1949	1938
July	430	399	457	\$1,891	\$1,673	\$2,030
August	388	399	505	1,733	1,737	2,195
September	401	415	444	1,795	1,741	1,936
October	440	372	461	1,985	1,495	1,981
November	439	353	435	1,964	1,455	1,893
December	488	357	439	2,185	1,506	1,845
January	483	407	444	2,207	1,772	1,838
February	457	373	436	2,121	1,573	1,787
March	522	447	506	2,327	1,959	2,016
April		433	487		1,887	1,961
May		421	465		1,880	1,887
June		417	445		1,863	1,801
Totals for first nine months of each fiscal year	4,048	3,522	4,127	\$18,208	\$14,911	\$17,521

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:

	January-February-March		
	1950	1949	1938
United States Intercoastal	300	123	264
East coast of U. S. and South America	297	247	145
East coast of U. S. and Central America	119	104	30
East coast of U. S. and Far East	164	182	142
U. S./Canada east coast and Australasia	33	52	39
Europe and west coast of U. S./Canada	125	136	271
Europe and South America	94	70	134
Europe and Australasia	68	60	65
All other routes	262	253	296
Total Traffic	1,462	1,227	1,386

PERSONNEL CHANGES

MARINE DIVISION



Captain P. G. Nichols, U. S. N.



Captain Robert N. Peacher, U. S. N.

Captain Nichols will complete a three-year assignment with The Panama Canal this month as Marine Superintendent. He is being succeeded by Captain Peacher who recently arrived on the Isthmus from Los Angeles where he was on duty as Chief of Staff and Aide to the Commander of the U. S. Naval Base. He will become the first Director of the Marine Bureau when the Canal reorganization goes into effect July 1.

QUARANTINE DIVISION



Dr. William F. Ossenfort

Dr. Ossenfort, who holds the rank of Medical Director with the U. S. Public Health Service, has been appointed Chief Quarantine and Immigration Officer of The Panama Canal. He has had many years of service and came to the Isthmus from Kings Point, Long Island, where he was on duty with the U. S. Merchant Marine Academy.

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

Figures in parentheses in 1938 and 1949 columns indicate relative positions in those years.

ATLANTIC TO PACIFIC

Commodity	First Quarter, Calendar Year		
	1950	1949	1938
Mineral oils.....	351,679	584,497 (1)	236,644 (2)
Manufactures of iron and steel.....	348,658	378,389 (2)	362,008 (1)
Ammonium compounds.....	247,736	159,623 (4)	10,409 (22)
Raw cotton.....	121,198	77,497 (7)	56,323 (8)
Phosphates.....	97,176	12,628 (32)	67,518 (6)
Paper and paper products.....	93,908	97,507 (5)	90,274 (4)
Sulphur.....	69,385	88,371 (6)	44,830 (9)
Tinplate.....	62,179	60,346 (9)	56,451 (7)
Cement.....	52,706	30,813 (13)	26,719 (14)
Sugar.....	51,949	11,248 (23)	32,587 (11)
Machinery.....	51,027	62,713 (8)	40,735 (10)
Automobiles.....	47,824	52,853 (10)	76,102 (5)
Ores, various.....	34,313	26,121 (21)	7,809 (28)
Canned food products.....	33,312	26,685 (15)	32,162 (12)
Coal and coke.....	32,785	310,152 (3)	27,867 (13)
All others.....	711,867	757,758	881,216
Total.....	2,407,702	2,737,201	2,049,654

PACIFIC TO ATLANTIC

Commodity	January-February-March		
	1950	1949	1938
Mineral oils.....	1,434,375	68,597 (12)	498,292 (4)
Ores, various.....	859,079	1,049,050 (1)	542,936 (2)
Lumber.....	640,773	518,820 (2)	632,901 (1)
Nitrate.....	445,643	377,696 (3)	531,161 (3)
Wheat.....	375,329	340,356 (4)	267,904 (6)
Canned food products.....	264,667	251,120 (5)	219,444 (7)
Sugar.....	191,248	132,863 (8)	299,404 (5)
Refrigerated food products (except fresh fruit).....	161,706	148,330 (7)	106,820 (10)
Metals, various.....	134,747	160,412 (6)	165,473 (8)
Bananas.....	126,192	121,738 (9)	20,076 (17)
Coffee.....	75,890	79,667 (11)	53,179 (13)
Wool.....	69,416	64,875 (13)	37,915 (15)
Raw cotton.....	57,260	52,084 (16)	37,801 (16)
Fresh fruit (except bananas).....	53,906	8,784 (22)	110,471 (9)
Dried fruit.....	36,405	44,462 (17)	61,750 (12)
All others.....	500,887	720,164	727,586
Total.....	5,427,523	4,139,018	4,313,123

Canal commercial traffic by nationality of vessels

Nationality	January-February-March					
	1950		1949		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Brazilian.....			1			
British.....	224	1,365,366	238	1,553,180	348	1,626,625
Chilean.....	11	55,684	14	79,994	3	10,012
Chinese.....			9	27,552		
Colombian.....	29	29,679	18	18,384		
Cuban.....					2	
Danish.....	38	146,718	27	121,458	56	161,735
Ecuadorian.....	23	14,348	10	15,337		
Egyptian.....	1	913				
Finnish.....					1	4,021
French.....	27	137,125	22	132,133	26	138,303
German.....					86	312,330
Greek.....	30	215,560	26	218,163	19	96,467
Honduran.....	103	181,623	80	158,421	10	3,839
Irish.....	1					
Italian.....	18	79,237	8	29,466	12	31,762
Japanese.....					77	495,136
Latvian.....					1	
Mexican.....	2	12,155	7	38,655		
Netherlands.....	27	80,945	27	77,761	77	179,917
Norwegian.....	116	413,871	106	455,467	174	848,325
Panamanian.....	56	293,533	51	264,951	44	56,087
Peruvian.....	6	28,795	3	8,144	3	4,008
Philippine.....	8	28,584	5	28,434	2	
Portuguese.....			2	7,266		
Soviet.....			1	3,400	2	4,375
Spanish.....	14	54,047	5	33,302		
Swedish.....	41	134,567	45	249,334	28	187,191
Swiss.....			1	7,061		
Turkish.....	1	2,700				
United States.....	679	4,552,002	515	3,337,218	413	2,195,344
Venezuelan.....	7	7,773	6	11,138		
Yugoslavian.....					2	7,300
Total.....	1,462	7,835,225	1,227	6,876,219	1,386	6,362,777