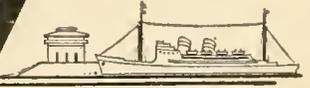


THE
PANAMA CANAL
REVIEW



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BALBOA HEIGHTS, CANAL ZONE, OCTOBER 5, 1951

5 cents

EMPLOYEES TO HAVE NO INCREASE IN RENTALS; RENT RATES UPPED FOR NON-EMPLOYEES' QUARTERS

Commissary Joins "Set Aside" Plan For Canned Goods Buying

The Panama Canal Company has joined a cooperative buying program set up by the United States Department of Agriculture and the Armed Services to insure a steady supply of certain canned vegetables and fruits which may be limited for general consumption owing to heavy purchases for military needs.

The Company's participation, through its Commissary Division, has just been announced by R. L. Sullivan, General Manager of the Division.

Through this program, he explained, the Commissary Division will obtain approximately \$411,000 worth of canned supplies during the current fiscal year, or about seven percent of its wholesale grocery supplies.

Some of this canned goods is already on sale in local-rate stores and will be appearing on the shelves of other commissaries within the near future.

Other government agencies participating in the Department of Agriculture's "Set Aside" program are the armed services, the Veterans Administration, and the Federal school lunch program.

Mr. Sullivan explained that the Panama Canal Company's participation in this program is a "cautious policy to assure supply—to plan in advance in an uncertain period."

The Department of Agriculture, he said, made surveys all over the United States to determine what crops and produce might be expected to be "in short supply," and then arranged to set aside the quantities to cover the needs of the federal units participating in the plan.

During the fiscal year ending next June 30, the Panama Canal Company will obtain, under this "Set Aside" program, 10 canned vegetables and 12 canned fruits. These will supply commissaries, clubhouses, and hospitals.

The vegetables and vegetable products ordered are: Asparagus, lima beans, wax and green beans, carrots, corn, peas, sweet potatoes, tomatoes, and tomato catsup. The fruits are: Apples, berries, cherries, figs, fruit cocktail, mixed fruits, fruit-salad, peaches, pears, plums, and grape-fruit sections. The list may be expanded later if it is considered necessary.

Each separate lot, Mr. Sullivan said, will be inspected meticulously by federal inspectors. Brands, however, may be different from those with which the Commissary customers are familiar, and it is possible that some cans may be unlabelled except for the stamped names of the contents.

Of the first lot of 13 items received by the Commissary Division, four bore familiar labels, four were of brands not previously purchased, and the remaining five were unlabelled.

Board Chairman



KARL R. BENDETSEN
Assistant Secretary of the Army

A can of each of the new brands was opened, as was one of the unlabelled cans. One of the unlabelled tins was found, from markings on the packing case, to be from the "Fancy" quality pack of a nationally advertised brand.

The Commissary Division, Mr. Sullivan said, recommends without reservation the canned goods obtained under this plan, actual purchase of which is made by the armed services procurement facilities.

It may well be, he added, that if the anticipated shortage occurs, Commissary customers will be able to obtain canned items which are unavailable to friends or relatives in the United States, as frequently occurred during the last war.

On the other hand, if international conditions should improve, the Commissary Division will only have contracted for a year's supply of canned merchandise, the quality of which is assured by rigid inspection.

FEATURES IN THIS ISSUE

- What were things like here 40 years ago? Oldtime messengers at the Administration Building recall what they found in the early days. See page 6.
- The Canal Boarding Parties are the Men of the Month in the October installment on the people who help ships go through. See page 8.
- The Cristobal Little Theater is another feature this month, on page 16; and the Canal Zone Firefighter's Union is described on page 2.

899 Non-Employees Affected by Decision of Company Directors

There will be no rental increase on quarters for employees of the Panama Canal Company and the Canal Zone Government at the present time. Non-employees, however, effective November 1 will pay a surcharge of 100 to 150 percent on Panama Canal Company quarters.

The decision on the rental rates was made at the latest meeting of the Company's Board of Directors September 17 in Washington.

Governor F. K. Newcomer, as President of the Company, had recommended that the rent for employees not be increased but that surcharges, planned almost a year ago, be put into effect for those non-employees in Company quarters.

Announcements of the increased rental for the non-employees will be sent with the November bills early in October.

Late in September, there were 899 non-employees, occupying Canal quarters in the Canal Zone, who would be affected by the rental increase.

The plan for the increased rents for the non-employees is substantially the same as that outlined last January 17 when the surcharge was first announced.

On May 10, however, the increase which would have been effective July 1 was suspended temporarily pending a further study by the Board of Directors as to what adjustments would be necessary to meet changing conditions brought about by the July 1 reorganization.

The increase in rental on quarters occupied by non-employees is being made to cover increased costs of maintenance, to recover full depreciation charges and to cover a proportional share of the cost of Canal Zone Government in lieu of taxes.

The 100 percent surcharge will be applicable to members and civilian employees of the armed services, retired Canal-Railroad employees, clergymen, beauty shop operators, and those in a similar category.

The 150 percent increase will affect employees of shipping and banking concerns, oil companies, and similar commercial organizations who now pay a surcharge of 50 to 100 percent of the regular rental rate on Company quarters they occupy.

During the September 17 meeting, the Board of Directors also:

Approved a plan for a comprehensive inventory of the Panama Canal Company's fixed assets;

Approved the budget for (See page 4)

Local Firefighters Are Charter Members Of International Firemen's Association



OFFICERS of the Canal Zone Firefighters are typical of the youth of the men of the organization. The Local's president, William M. Price, is now in Washington; but acting president Joseph F. Dolan, left, and secretary-treasurer Frederick Mohl, right, posed for the photographer at the Balboa Fire Station. Mr. Dolan has been a fireman for the past nine years and has a brother in the organization. Mr. Mohl is a past president.

Although not the oldest nor the largest of Canal Zone labor groups, Local 13 of the International Association of Firefighters is one of the most active labor unions on the Isthmus.

At one time, the union was involved in a stormy conflict with the administration—when the union opposed volunteer firemen—and the administration took the unprecedented step, on August 15, 1949, of breaking off relations with the Firefighters. Matters were eventually smoothed out, to the satisfaction of both parties, and since April 24, 1950, Local 13 has been re-recognized and now deals with the officials of the administration in a more placid atmosphere.

The Canal Zone Firefighters have been members of organized labor since 1915, according to their president, William M. Price. In 1918, when the International Association of Firefighters was formed, the Local on the Canal Zone was one of its charter members. Today, nearly 2,000 Firefighters unions are affiliated with the International Association.

Through the International Association Local 13 is affiliated with the American Federation of Labor and is an active member of the Canal Zone Central Labor Union and Metal Trades Council. The local's president, Mr. Price, is at present serving as legislative representative of the CLU-MTC and is expected back this month from Washington.

Although there are no statistics available to prove it, the Firefighters are about the youngest group—in the age of their members—of any Canal Zone labor union. To become a fireman a man must not be over 31 years of age; the minimum age is 21.

Of the 77 men who man the 14 pieces of apparatus in the eight fire stations of the Canal Zone, 72 are union members. The others are comparatively new arrivals. Unlike the electrical locals, who have a number of men still members of United

States locals working here on a permit basis, all the Canal Zone Firefighters' union members belong to Local 13.

Must Be A Qualified Fireman

To join the Firefighters Union, a candidate must be a qualified fireman, and if he previously had been a member of another labor union, he must have a clearance from that union. That is, if a new Canal Zone fireman had been a carpenter or a painter or a bricklayer before he joined the firefighting force, he must be able to produce a card that he has separated from the Carpenters' or Painters' or Bricklayers' Unions in good standing.

It takes six months for a man to qualify as a fireman in the Canal Zone. When he is first employed, he is assigned to one of

the Central Stations, either Balboa or Cristobal, for his initial training. During the first six months he is on probation and during that time is given monthly examinations to determine his ability and aptitude for the job. At the end of the six-month period, he must pass a written examination to become a regular fireman.

Firefighters pay an initiation fee of \$5 and dues of \$2 monthly, which go to cover union expenses. In addition, the local is assessed its share of legislative representation costs.

Unlike some of the other local labor groups, the Firefighters offer no planned extension classes to their members. But they frequently have special meetings for special instruction. During the last war, for instance, a Navy captain lectured them on the hazards of fire at sea, and other instruction was given on new phases of first aid work, which most people do not know is an important part of a fireman's duties.

Local 13 of the Firefighters has played a prominent part in community affairs for many years. Among other events, firemen always attend the Fifth of May memorial exercises held each year in Panama City by the Panama Bomberos and take part in the November celebration given by the Bomberos each year. They parade regularly on Memorial Day and during other special occasions on the Canal Zone.

One of their most successful ventures occurred in 1941 when the Firefighters sponsored two dances, one at the Strangers Club in Colon and the other at the Union Club in Panama, to raise funds for the British Firefighters' Relief Fund. The money raised was sent to the International in Washington which turned it over to the British National Fire Brigades Association for distribution to needy firemen and the families of men "fallen in the course of duty."

Local 13 is a contributor to all organized drives and charities in the Canal Zone and has sponsored a

(See page 7)



RESUSCITATION of victims of drowning, smoke, heart attacks, is an important part of a fireman's job. Sgt. R. W. Wheeler applies the Zone's new "resuscitator-inhalator-respirator" to Mrs. Eugene McBride, wife of a Balboa fireman.

Silver City Housing, Site Bids Advertised, Bid Schedule Released

Bids were advertised September 28 for site preparation and construction of pavements, utilities, and buildings for the Silver City townsite extension, the first project to be advertised in this year's \$11,000,000 building program.

The bids will be opened at Balboa Heights the morning of November 27. The bid invitations carry the condition that bidders be prepared to start work within 30 days after November 27 and have the entire work completed 270 calendar days after they are given notice to proceed.

Forty-eight masonry duplex buildings of 96 apartments are included in this project.

The project is divided into two parts. The first, in the name of the Canal Zone Government, consists of site preparation, construction of pavements, sewers, street lighting, etc. The second, in the name of the Panama Canal Company, is for construction of the other utilities and all quarters buildings. The Panama Canal Company will act as agent for the Canal Zone Government and will be responsible for the administration of the entire project for both contracts.

Invitations will also be issued for bids on other construction projects as follows:

The Ice Cream and Milk Bottling Plant at Mt. Hope, November 16, with bids to be opened January 16; the Paraiso townsite extensions, north and south, where 230 apartments in 115 buildings are to be constructed, November 9, with bids to be opened January 8; clearing, rough grading and preparation of Summit townsite, approximately 200 acres, November 15, with bids to be opened January 4; construction of 10 apartments in 9 buildings at Diablo Heights, November 10, with bids to be opened January 8; construction of 59 apartments in the Chagres Street area in Ancon, December 14, with bids to be opened February 12; construction of 80 apartments, at Margarita, in approximately 56 buildings, December 28, with bids to be opened February 26; clearing, rough grading, and site preparation for an additional 50-acre area at Margarita, January 2, with bids to be opened February 18; clearing, rough grading, and site preparation for the new local-rate townsite of Cardenas, approximately 300 acres, January 3, with bids to be opened February 19; the Cardenas access utilities such as water, sewer, etc., January 4, with bids to be opened February 20; and Summit access utilities, January 5, with bids to be opened February 21.

The dates for the first three items, Silver City townsite, the Ice Cream and Milk Bottling Plant, and the Paraiso townsite extension are definite. The dates for all others at this time are approximate and subject to small changes either way.

Plans and specifications for the various projects in this year's program will be on file at the Engineering and Construction Bureau at Balboa Heights, the Panama Canal Company offices in Washington and New York, and at many District Engineer offices in the United States.

Two New Division Heads



TWO DIVISIONS of the Engineering and Construction Bureau have new Chiefs this month. J. Bartley Smith, left, will succeed A. C. Garlington as Chief of the Electrical Division. His appointment however, cannot be made final until the expiration of Mr. Garlington's leave. A native of Terre Haute, Indiana, Mr. Smith came to the Canal Zone in June 1928, shortly after his graduation from Rose Polytechnic Institute. He was among a number of young men being employed at that time, directly out of college, by The Panama Canal. All of his Canal service has been with the Electrical Division.

Harold H. Feeney, right, is the Chief of the new Contract and Inspection Division. With his wife and three children, he arrived here September 24 from Camp Ritchie, Maryland, where he was Project Engineer for the Engineer Corps. For about seven years previously he had served as resident engineer, assistant chief of the construction division, and chief of the inspection section of the Buffalo Engineer District.

Pay Raise One Of Major Subjects Discussed At Monthly Conference

Pay raises, rental procedure changes, future use of the Balboa dispensary building, and stories on the recently completed anti-aircraft program in the Canal Zone were among the major subjects discussed September 27 at the latest Governor-Employee "Shirtsleeve Conference."

The conference is held usually the last Thursday of each month at Balboa Heights and is attended by representatives of organized labor, civic groups, and administration officials.

In connection with pay raises pending in Congress, the conferees were told that Classification Act increases in the Canal Zone Government will be a matter of law. Company employees in classified positions will receive the same benefits. In the case of Canal Zone Government employees whose rates of pay are not fixed by law (teachers, firemen, postal clerks), there is no authority to apply raises retroactively. Acting Governor Herbert D. Vogel pointed out. The Administration has proposed legislation which would make such increases retroactive to the date on which similar increases in the District of Columbia are effective.

The Acting Governor also announced that he had just approved a change in rental billings from a monthly to a weekly basis. The procedure, he said, would simplify bookkeeping to a considerable extent and affect a large savings in accounting. Employees will have a deduction for rent with every paycheck.

Another change in rental procedure will be that, except in cases of willful or malicious damage to quarters, no "checkout charges" will be made. Col. Vogel also announced that rental rates for non-employees will be increased November 1.

What future use will be made of the Balboa dispensary building has not yet been decided, Col. Vogel said. Floor space is only about one-quarter of that needed for the main Canal Zone library, but consideration is being given to trans-

ferring the branch library from Diablo to the Balboa dispensary building. Plans are also being considered for use of part of the dispensary by the Commissary optical department. A first aid station will be set up at the dispensary.

The Atlantic side hospital situation is not decided, the Acting Governor said. Engineers estimate that an expenditure of about a quarter of a million dollars would be needed to re-open Margarita Hospital in an adequate operating condition. Eventually, Col. Vogel predicted, a hospital will have to be built at Margarita; for the time being, Colon Hospital will continue in use. He also denied rumors that Colon Hospital's obstetrical ward would be closed.

Discussion of publication by the *Chicago Tribune* syndicate of a story unfavorable to volunteers in the anti-aircraft program was opened by James Boukalis, of the Machinists. Mr. Boukalis had a clipping which said that "bitter Americans had turned their backs on the Army's experiment with 'civilian minutemen'." Lt. Col. M. L. Jacobs, the Governor's Military Assistant, who was quoted in two places in the story, said his first quotation had been lifted out of context, and was consequently incorrect.

He denied that he had ever made any statement on the "wholesale firing of American employees."

Attending the conference were: the Acting Governor; E. A. Doolan, Personnel Director; F. G. Dunsmoor, the Governor's Executive Assistant; C. W. Hoffmeyer, J. J. Tobin, W. R. Howe, E. W. Hatchett, and Walter Wagner of the Central Labor Union; M. S. Goodin, C. A. Garcia, J. H. Jones, Timothy Ladd, and Mr. and Mrs. R. F. Ralph, for the Civic Councils; C. A. Luhr for the Pacific side Lock Employees; Mr. Boukalis, Machinists; H. J. Chase and R. M. Lovelady, A. F. G. E.; and R. C. Daniel, Railway Conductors.

Panama Canal Faced With More Difficult Problems Than Suez Canal, French Engineer Thinks

Difficulties of terrain on the Isthmus of Panama are far greater than those which the builders of the Suez Canal had to meet 100 years ago, Paul A. Blanquet, Chief Engineer of the Suez Canal Company, told THE PANAMA CANAL REVIEW last month as he ended a week's visit to the Isthmus.

M. Blanquet, the third Suez official to visit the Panama Canal in a little over three years—J. Georges Picot, Assistant Director, and Paul Reymond, Naval officer in charge of transits, were here in March 1948—expressed “a very high admiration for what I've seen here.”

Because of the excessive Isthmian water supply, Panama Canal engineers have to anticipate flood conditions, that is, build dams against overflows and to be sure that there is not too much water, he said.

“We have the reverse condition. Life in our canal zone is only possible when sweet (fresh) water is brought in from the Nile. We are dependent for our life on that sweet water,” he continued.

The Panama Canal Zone, he said, has a mountainous terrain where everything is green and there is an abundance of vegetation. The Suez Canal Zone has nothing but desert sand and low ground; vegetation is found only in those areas where fresh water has been brought in.

The Panama Canal Zone is in a tropical climate; the Suez Canal Zone has a semi-tropical climate.

Another major difference in the two canal zones, M. Blanquet pointed out, is that of government.

“Here you are working on the basis of a treaty between the United States and the Republic of Panama by which you are responsible for administration and public safety and the hygiene of this zone.

“We are a charter company in the country of Egypt. Therefore, we are under the Egyptian government in everything pertaining to law, administration, municipal needs, and public life.

“Finally, you, as long as your treaty exists, are eternally here; we are in Egypt as a concession, and only to 1968.”

At the present time, M. Blanquet continued, the conditions as to how the Suez Canal will be operated after the expiration of the company's concession are being considered by the Egyptian government. By special agreement with the Egyptian government, the company is recruiting Egyptian personnel and preparing them for the work which they will have to do in future years.

The differences between the two geographical and governmental situations, M. Blanquet said, explain why the Panama Canal Company, on the whole, has a far heavier task than that of the Suez Company. These differences also explain why the Panama Canal, only about half the length of the Suez, has about four times the Suez personnel.

“Technically,” he went on, “the great factor differentiating our canals is that you have locks. We must admit that that again is a heavy weight on your work. We have the privilege of a sea-level canal, which means that we can pass ships far easier and cheaper.”

Although the Suez Canal is located at one of the most critical locations in the world, especially at present, it is consid-



PAUL A. BLANQUET

ered invulnerable, M. Blanquet told THE REVIEW.

“We have had the experience of two great wars. During World War I, we saw the arrival of a Turkish army, which was repulsed from our canal zone by French and British troops. In World War II for a year we underwent aerial attacks by Italian and German planes, spreading mines in our waters and wrecking six ships. Nevertheless, in these two wars, our canal had to halt traffic for only a few days. We consider that no attack, from air or land, could interfere seriously with our transits.”

M. Blanquet commented that during his visit to the Panama Canal Zone he had been shown the model of the proposed sea level canal, adding that he considered it a “first class scheme.” He went on:

“However, I can readily appreciate that it cannot be started under present conditions.”

Turning back, for a moment to world conditions, the French engineer said:

“Let us hope that for both your canal and ours, the needs of navigation and commerce will be the ones which in the future will govern their policies.”

Eight PCC-CZG Employees Taking LSU College Work

Eight employees of the Panama Canal Company or Canal Zone Government signed up last month for courses with the Louisiana State University's Caribbean program.

One of the registrants is an Atlantic sider. He is taking higher mathematics in the classes held at Fort Gulick.

The other seven, all from the Pacific side, signed up to take such courses as sociology, history, and higher mathematics. They are studying one night a week at Fort Clayton.

The Louisiana State University's program for the Isthmus was designed for members of the armed services, but civilians have been accepted on a space-available basis.

Regular residence college credits are given for the courses completed.

Anniversaries

Employees who observed important anniversaries in the United States Government Service during the month of September are listed alphabetically below. The number of years include all Government service, with the Canal or other agencies. Those with continuous Canal or Railroad service are indicated by (*).

40 YEARS

*George N. Engelke, Assistant General Manager, Commissary Division.

35 YEARS

Randall H. Ford, Assistant Superintendent, Motor Transportation Division.

30 YEARS

Arthur V. Corbett, Electrical Foreman, Electrical Division.

25 YEARS

John L. Haas, Machinist, Industrial Bureau.

*J. Arthur Jones, Wireman, Electrical Division.

John A. Madison, Tunnel Operator, Pacific Locks.

*C. A. M. Monsanto, Supervisor, Heavy Equipment, Motor Transportation Division.

Clyde L. Sharp, Postmaster, Fort Amador, Postal, Customs and Immigration Division.

20 YEARS

Orin B. Acker, Wireman, Electrical Division.

Eugene I. Askew, Quarantine Inspector, Health Bureau.

William C. Bailey, Postmaster, Fort Clayton, Postal, Customs and Immigration Division.

Clinton N. Bohannon, Leadingman Wireman, Electrical Division.

Henry H. Shirk, Lock Operator, Atlantic Locks.

Isabelle C. Wolford, Clerk-Typist, Audit Division.

15 YEARS

Henry G. Appel, Utility Operator, Municipal Division.

Robert W. Blades, Policeman, Police Division.

Paul Cave, Lock Operator, Atlantic Locks.

Caleb C. Clement, Lock Operator, Atlantic Locks.

Wendell G. Cotton, Housing Manager, Housing Division.

Jasper J. Edge, Locomotive Machinist, Railroad Division.

Borghild L. Hermo, Teacher, Schools Division.

*Barbara H. Matthews, Clerk-Stenographer, Personnel Bureau.

Ralph A. Morales, Welder, Electrician and Diver, Production Division.

Ira M. Payne, Principal Foreman, Municipal Division.

Robert L. Ridge, Crib and Engineer, Steam, Foreman, Terminals Division.

Irving Spector, Small Tug Operator, Dredging Division.

PCC Employees To Have No Rental Increases

(Continued from page 1) the coming fiscal year;

Approved generally a project to lease to the Colon Free Trade Zone certain Atlantic side lands adjacent to Colon Harbor;

And, approved the report of the Treasurer of the Panama Canal Company and the report on capital expenditures.

The question of a northern terminus for the Panama Line was deferred for further study.

Karl R. Bendtsen, Assistant Secretary of the Army, was appointed Chairman of the Board. A four-man Executive Committee which will act on policy matters between the regular board meetings was also named. Its members are Governor Newcomer, former Governor Julian L. Schley, T. Coleman Andrews, and Edward D. McKim.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

The INDUSTRIAL BUREAU is to receive the Bureau Award for Best Record for the month of August by virtue of a Frequency Rate of ZERO. This is no mean accomplishment when we consider the fact that this Bureau also won the Best Record Award in July and is now tied with the CIVIL AFFAIRS BUREAU for top position in number of awards this year.

Investigation reveals the fact that the INDUSTRIAL BUREAU HAS NOT HAD A DISABLING INJURY SINCE JUNE 8, through the reporting period of August 31. Congratulations, once again.

The Panama Canal Company—Canal Zone Government with a total man-hour exposure of 3,129,648 experienced a frequency rate of 15 for the month of August as a result of 48 disabling injuries for the reporting period.

While a frequency rate of 15 does reflect an improvement over the organization's best year, it is felt that a more concerted effort on the part of those units not contributing to this improvement is well in order and long delayed.

The GROUNDS MAINTENANCE DIVISION and the MOTOR TRANSPORTATION DIVISION will receive Division Honor Roll Awards for No Disabling Injuries for the month of August. The former has won this award three times this year and the latter five times. Such results are not easily attained. They must be worked for enthusiastically and constantly.

Honor Roll

**BUREAU AWARD FOR
Best Record
AUGUST**

INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

CIVIL AFFAIRS	3
INDUSTRIAL	3
ENGINEERING AND CONST.	2
HEALTH	1
COMMUNITY SERVICES	1
SUPPLY AND SERVICE	0
MARINE	0
RAILROAD AND TERMINALS	0

**DIVISION AWARD FOR
No Disabling Injuries
AUGUST**

**GROUNDS MAINTENANCE DIV.
MOTOR TRANSPORTATION DIV.
AWARDS THIS CALENDAR YEAR**

MOTOR TRANSPORTATION	5
ELECTRICAL	4
RAILROAD	3
DREDGING	3
MUNICIPAL	3
SANITATION	3
STOREHOUSES	3
GROUNDS MAINTENANCE	3
LOCKS	2
CLUBHOUSES	2
BUILDING	1
HOSPITALIZATION & CLINICS	1
TERMINALS	0
COMMISSARY	0
NAVIGATION	0

Fire, Our OLD Enemy

by
Captain A. J. Troup

The Fire Division is planning a program for Fire Prevention Week, October 7 through 13, that will not only be interesting to the residents of the Canal Zone, but will bring vividly to their attention the fire hazards that are ever present in our homes and will emphasize the vital necessity of taking every care and precaution against man's ancient enemy—FIRE. An all-out effort will be made during this week by the fire prevention and fire protection organizations throughout North America and most of this hemisphere to control and reduce future fire losses. This effort in the Canal Zone can be successful with your help.

Fire has caused serious concern ever since man learned to use it. At first, this new thing, fire, was a comfort and great convenience to mankind, but it was not long before the caveman found that fire could get out of control and become a dangerous enemy, destroying everything in its path, all man's possessions, the forest, his family, and himself. It was one of primitive man's early lessons and through the ages, up to the present day, the dangerous relationship of man to fire has been much the same.

One of the most terrible conflagrations in history was the Great Fire of London, which occurred in 1666, and which caused great loss of property and life, but which had the constructive result of starting a concentrated effort by city dwellers toward fighting fire when it got out of control. In America, the first Volunteer Fire Company was organized in the year 1736 by Benjamin Franklin in the city of Philadelphia. A few years later, George Washington, our first president, wrote to the foreman in charge of his estate, directing him to be very careful about fire, and to watch that it was properly controlled. Washington was himself a prominent vol-



Capt. A. J. TROUP, Chief, Fire Division

unteer fireman.

Since the days of Franklin and Washington, steady progress has been made in man's fight to reduce loss of life and property by fire. However, the dreaded enemy is far from defeated as is evidenced by recent figures published in the United States, which show an annual loss by fire of 10,000 lives, of which the appalling figure of 4,000 were small children, who never had a chance against the consuming flames. The loss of life by fire demonstrates all too plainly that we—you and I, and the other fellow—are not giving the attention we should to the fire hazards that exist in our homes. Our record in the Canal Zone is something we must be ashamed of, since four children in the last seven years lost their lives here in home fires. Also during the past year, 43 fires have started in Canal Zone quarters and investigation discloses that nearly all of them could have been

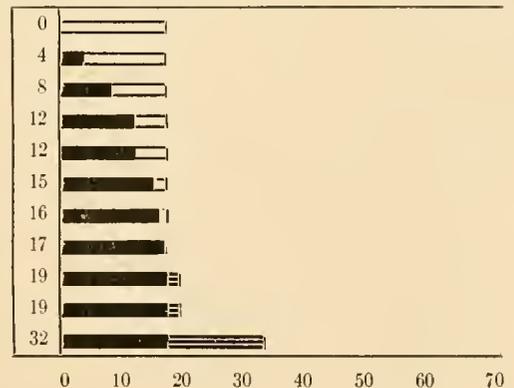
(See page 13)

AUGUST 1951

Industrial Bureau	0
Community Services Bureau	4
Supply and Service Bureau	8
Engineering and Construction Bureau	12
Civil Affairs Bureau	12
C. Z. Gov't—Panama Canal Co. (This month)	15
C. Z. Gov't—Panama Canal Co. (1951 to Date)	16
C. Z. Gov't—Panama Canal Co. (Best Year)	17
Marine Bureau	19
Health Bureau	19
Railroad and Terminals Bureau	32

Number of Disabling Injuries.....48

Disabling Injuries per 1,000,000 Man-Hours Worked (Frequency Rate)



Man-Hours Worked.....3,129,648

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Best Year
- Amount Worse Than Canal Zone Government—Panama Canal Company Best Year

Mud, Dump Trains, Mule Rides, Horse Race Recalled By Building's Oldest Messengers

Things on the Isthmus were "in a devil of a mess" when Robert J. Atherley, station messenger at the Administration Building at Balboa Heights, came from Barbados to work on the Panama Canal.

The description of Canal affairs, voiced by President Theodore Roosevelt to a new chief engineer in 1905, is echoed in substance by Atherley and other Administration Building messengers and office helpers whose Canal service started that year and up to as late as 1913.

Oldest in service among the group of long-timers in the Administration Building messenger force, Atherley arrived on June 26, 1905, to see the first of a long line of "steam shovels and Governors coming and going."

Two days later, Enos Augustus Finn, distribution messenger, arrived, also from Barbados.

Thomas George Gibson, foreman messenger and clerk in the Administration Building mail room, came from Jamaica about eight months later, arriving February 27, 1906.

Percy Archibald Eugene Hinds, clerk, in the basement Document Room of the Record Section, arrived from Barbados in April 1906.

The following year, on June 16, 1907, Ernest Edwin Holder, station messenger on the third floor, came from Barbados.

Aubrey Edgar Todd, office helper in the mail room, came from Barbados in 1908.

Alexander Josiah Douglas, messenger on the "Governor's Station," came from Jamaica in January 1909.

Ethelridge Daniels, also at the Governor's station, is the junior member of the messenger force, with only 38 years on the Isthmus. He arrived from Barbados in February 1913.

"They Wanted Young Men"

"They wanted young men to build the Panama Canal," Atherley says, and the young men came in droves—many on two-year work contracts—and a lot of them went back home soon after their arrival.

"Rain, mud, steam shovels, drills, dump trains going up and down . . . digging the Canal right where we lived . . ." Finn offers as explanation of his first days on the Isthmus. He was a jockey in Barbados and signed a contract for Canal work because "racing was dropping through" at home.

He was a carpenter in the Building Division at Culebra when he first arrived and held a dozen or so different jobs before he became a Record Bureau messenger in 1918.

A forgotten "first" brought to light by this former jockey was the first horse race in the Canal Zone run on the Fourth of July in 1907. The two entries, he says, were owned by two steam shovel engineers and the race was run on the old Culebra dump between the Lirio planing mill and the Commissary. "Diamond," ridden by Finn, was the winner.

Atherley was apprenticed to a tailor in Barbados and mixed concrete at Rio Grande for a short time after his arrival on the Isthmus. Then he started a long period of service as mail messenger during which he carried the mail bags, first on his head and shoulders, then on a mule,

then in a wagon, and finally in a Ford automobile. In 1917 the chief clerk taught him to ride a motorcycle and Atherley became the Canal's first motorcycle messenger.

"Neither Snow Nor Sleet"

Starting as mail messenger at Culebra in 1906, he carried the mail bags from the postoffice to the railroad on his head and shoulders at first because there was no road. There were a lot of wrecks and delays on the railroad in those days—caused partly because the blasting and digging for the Canal upset the area generally, he thinks—and he spent many nights at the railroad station waiting for the delayed trains to come in so he could deliver his mail and go home.

Later there was a mule to ride to carry mail to the station and sometimes, Atherley recalls, he and the mail bags rode the Governor's horse. Then about 1908 a mail wagon was acquired, and about 1915, the Ford. And all this time the postal service was growing by leaps and bounds as Canal digging got underway on a big scale and there were great increases in the employee force.

In 1930, after about 13 year's service as a motorcycle messenger, Atherley became a distribution messenger at the

first days on the Isthmus was the sight of Colonel Gorgas and other medical personnel unloading a carload of dead and injured workmen brought to Panama from an explosion along the line of the Canal. "I was terribly scared then," he recalls.

Although he delivered many messages from the sanitary office in Panama and later in Ancon, to Colonel Goethals at Culebra, he remembers the famous Canal builder primarily for his straw hat.

Gibson became a messenger for the executive offices at Balboa Heights in 1914 and he has been clerk and foreman messenger since 1920. For many years he operated a photography shop and industrial training class for apprentice photographers in the basement of the La Boca Clubhouse.

Hinds had such a strong premonition of disaster when he arrived on the Isthmus that he sent his clothes back home on the same boat. He contracted malaria in a few weeks. "You had to drink water and moss—whatever you could get then," he explains. The fever "made him jump" and he made up his mind to go home just as fast as he could get there, despite the taunts of a friend who called him "chicken" for wanting to leave. Hinds went home



AMONG THE "YOUNG MEN" who came in construction days to help build the Panama Canal are these messengers and office helpers in the Administration Building at Balboa Heights who arrived on the Isthmus from 1905 to 1913.

left to right; Aubrey Edgar Todd, Ernst Edwin Holder, Ethelridge Daniels, Josiah Douglas, Robert J. Atherley, Thomas George Gibson, Enos Augustus Finn, and Percy Archibald Eugene Hinds.

Administration Building. He has been a station messenger on the third floor for about a year.

Gibson was a checker on banana boats in Jamaica before he came to the Isthmus to visit his cousin. He just didn't like the place in those days—Panama was a little better than Colon, he thinks—but his father in Jamaica died while he was in Panama and Gibson stayed to take a job and help his mother at home.

Corpses By The Carload

A friend of the family offered him "protection" and help in getting a job and Gibson went to work in the Chief Sanitary Office of the Canal, at that time in the present Obarrio Building in Panama. One of his early memories of those

nevertheless and the friend died soon after.

"Back Home To Panama"

Back in Barbados, he worked for a foundry and a doctor, then spent two years in Brazil and in 1912 "came back home to Panama." He helped mix concrete for the lock walls at Miraflores, worked in the Mechanical Division, and became an executive department messenger in 1918. He has been an office helper since 1921.

Holder wasn't working when contractors were recruiting Canal labor in Barbados so he signed a contract and came to the Isthmus, where he became a blacksmith in the Mechanical Division shops at Empire. Later he served as cook in the Supply Department at (See page 13)

THE PANAMA CANAL
REVIEW

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LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms or opinions of a general nature will be accepted. In all cases possible, letters to THE REVIEW will be answered individually. Those of sufficient general interest will be published in this paper. Letters must be authentic and be signed although signatures will not be published unless requested and names of authors will be kept confidential. Return address should be given but THE REVIEW will not undertake to return correspondence of any nature.

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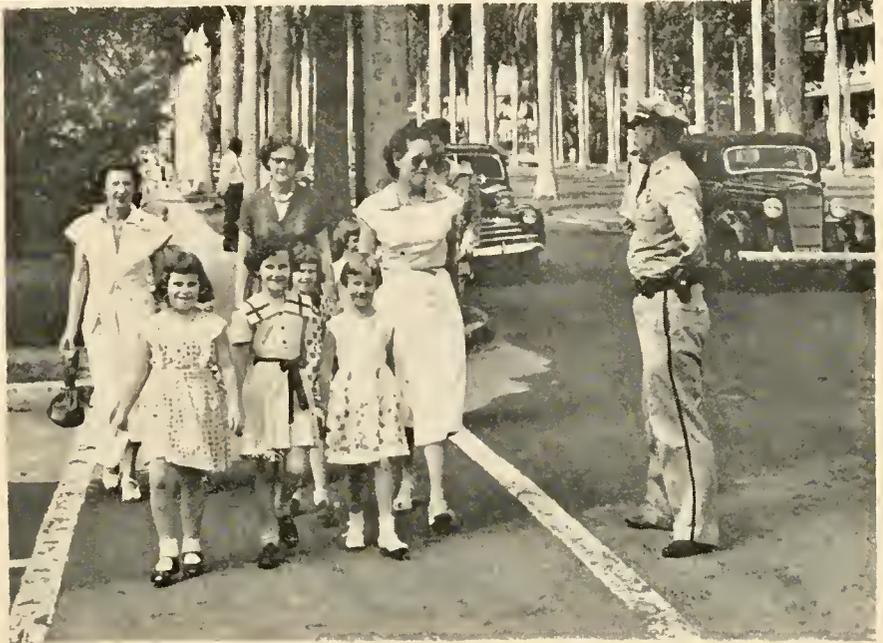
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OF CURRENT INTEREST



POLICEMEN WENT back to school too when the Canal Zone's white schools reopened September 5, making their first appearance of the new school year at street crossings near schools throughout the Canal Zone.

This group of students at the Balboa Elementary School and a sprinkling of parents who came along to help them register were directed across the street on opening day by Policeman S. R. Hollowell, himself a former Canal Zone pupil.

ENROLLMENT UP

The Canal Zone's white schools have more pupils than ever before. When the tabulation of registration for opening day was completed, school officials found that they had 5,161 pupils registered. This was six more than on opening day in 1949, the previous peak, and 324 more than last year's first day enrollment.

Registration in the kindergartens and elementary schools was up; that in the junior and senior high schools and colleges down a little.

Balboa elementary school, with 673 pupils, 88 more than last year, has the largest enrollment for the Canal Zone's white schools. Balboa High School is close behind with 657 students, 30 fewer than registered last year.

GORGAS CLINICS MOVE

Outpatient clinics and the blood bank at Gorgas Hospital moved September 17 to their new location on the first floor of Section B. The clinics occupy space where Wards 5 and 6 were formerly located.

Clinics at the new location are: Allergy, dermatology, pediatrics, cardiac, diabetic, surgical, neuropsychiatric, hospital dental, orthopedic and urology, and the blood bank. Building 273 on Gorgas Road where some of the clinics had been located, will be demolished.

Space on the third floor of the Hospital Administration Building occupied by clinics will be converted to a recovery room near the operating rooms.

TAX REFUNDS ARRIVE

The arrival from The Internal Revenue Bureau's regional office in Jacksonville, Fla. of the first refunds for those who had paid taxes for 1950 was announced September 17 by Wendell L. Lindsay, Senior Deputy Collector for Internal Revenue in the Canal Zone.

Between 50 and 100 refunds were in the first lot received, he said.

Claims handled locally, Mr. Lindsay said,

amounted to about \$125,000. About 500 claims for refunds were filed here in the first few days after passage of the Reed Bill June 24. The Reed Bill revoked the retroactive tax for the Canal Zone.

SCRAP SALES UP

Contracts for the sale of thousands of tons of both ferrous and non-ferrous scrap were awarded during September in the Canal Zone, at a price of approximately \$183,000. The contracts were awarded on two batches of scrap, those for non-ferrous scrap being awarded on September 6 and for the ferrous scrap on September 14.

They were the first large lots to be sold on the Isthmus; previous large sales have been made through the Panama Canal Company's Washington office.

The non-ferrous scrap included cast and sheet aluminum, brass castings, pipes and tubings, copper wire and screening, monel metal rods and tubes. The ferrous scrap included iron pipes, plates, castings, railroad ties, and heavy metal steel and wrought iron and steel.

HOUSING OFFICE MOVES

The Balboa Heights Housing Office moved September 22 from its old location near the Balboa gasoline station to the offices formerly used as headquarters for the Railroad and Terminals Bureau. The move was completed over the weekend and the new office opened for business the morning of September 24.

The mattress factory will remain in the old Housing office building on Mindi Street.

ASSISTANT DIRECTOR HERE

Lt. Comdr. Walter Moore Vincent, USN, arrived September 7 to assume his new post as Assistant to the Director of the Industrial Bureau.

A native of Cranston, R. I., he succeeds Commander I. J. Frankel who left in July for his new assignment.

LOCAL FIREFIGHTERS

(Continued from page 2)

member of the Canal Zone Girls State.

One of the best-known of the firemen's extra-curricular activities, carried out with the blessing of Local 13, was the Christmas toy repair work.

The firemen repaired, reconditioned, and repainted toys which had been turned over to them—sometimes their wives dressed dolls which the firemen were fixing up.

In recent years the toy project has not been Isthmus-wide, but last year firemen at the Margarita and Gamboa stations kept the toy project tradition alive.

In addition to Mr. Price, officers of Local 13 are: Joseph F. Dolan of Cocoli, vice president and at present acting chairman; Frederick A. Mohl, who is a past president of the Local, secretary-treasurer; and three trustees, John E. Youart, John A. Taber, and Austin J. Cullen.

Canal Boarding Parties Do Not Share Poets' Enthusiasm For "Bounding Main"

People who sing of the joys of life on the bounding main have never been members of a Panama Canal boarding party. A bounding main under a little launch alongside a five to 10,000-ton ship is definitely undesirable.

The three-man boarding party had already made one trip "outside" to the anchorage the other morning when they were called for another batch of ships.

James C. Wood, of Customs and Immigration and, when the occasion arises, Deputy Shipping Commissioner; L. F. Bushong, of the Quarantine Service, and E. C. Flowers, one of the Panama Canal's admeasurers, had left their home base at five o'clock that morning and had "cleaned up" the four commercial ships and the two banana boats which were waiting transit.

Ordinarily their work falls into a different pattern, for a usual morning has nine or ten ships waiting for boarding and the party does not return to shore until their relief arrives just before one p. m.

This day was a little different. Soon after nine o'clock the Canal lookout reported several more ships in sight. When the lookout estimated that the ships, coming in a bunch, were an hour out, the boarding party packed up their gear and started for the mine dock. On the launch trip out to the buoy at the anchorage (this buoy is known to the waterfront as "Moaning Schloming," for a former pilot) they were accompanied by two pilots, Captains Harry Bach and M. C. Hill who were to take over the first two ships when the boarding party had finished with them. Two loaded banana boats, which need no pilots if they are under 65 feet in length and have a Panama Canal operating certificate, were boarded briefly on the way to the anchorage.

Again, unlike most days, the water outside was glassy and the launch *Emerald* rolled only a little as she waited at "Moaning Schloming" for the inbound *Queen Adelaide*.

Party Boards First Ship

First man aboard, when the *Queen Adelaide* pulled up, her accommodation ladder already down, was Mr. Bushong, to be sure there were no quarantinable or communicable diseases aboard. Had there been, the ship could have been held in quarantine. On his way up the ladder he wore heavy work gloves, to protect his hands from dirt, iron rust and, more important, the dangerous steel splinters which often protrude from the ladder's side cables.

On deck, the members of the boarding party introduced themselves to the *Queen Adelaide's* master, Captain A. Hyslop, and followed him into his cabin. She was out of New Zealand, en route to London via Curacao, and was to take on 60 tons of water in Cristobal by tug. She was disembarking no passengers or crew.

For the Quarantine service, Mr. Bushong asked Captain Hyslop if there were sickness of any sort aboard. There was none. One crewman, the master said, had a sore back and wanted to see a doctor. All of the meat aboard, the captain said, was from New Zealand—this in connection with the ban on meat from hoof-and-



BOARDING PARTIES have three men each, unless a new ship requires more than one admeasurer. This group is all from the south. L. F. Bushong of the Quarantine Service, left, is a Virginian. He has been here since 1934 and with the Quarantine Service since 1948. James C. Wood, center, Customs and Immigration officer, was born in Alabama but grew up on the Canal Zone. He has been with Customs for 11 years. Florida-born E. C. Flowers, an admeasurer, was a school teacher until he went to the waterfront a few months ago.

mouth-disease infested countries. The master listed for Mr. Bushong his ports in New Zealand, his dates and the one expected stop after leaving Cristobal.

Provisional, Free Pratique

If the *Queen Adelaide* had been docking, things would have been handled in a slightly different fashion. She would have been examined for rats and insects and general sanitation, if she carried only a small amount of cargo and time permitted. If she were found to be clean, she would have been given a "Free Pratique," which guarantees that she meets all quarantine standards of the United States Public Health Service. She would then have been permitted to dock.

If she were heavily loaded and thorough examination impossible, she would have been given a "Provisional Pratique," and permitted to dock. She would then have been required to put rat guards on all lines and might be further examined during and after discharge of cargo. The vaccination certificates of everyone aboard would have been examined and those needing it would have been vaccinated. (Sometimes Mr. Bushong has vaccinated as many as 20 crewmen on one ship.)

Although not a medical man himself, Mr. Bushong works under the general supervision of the Quarantine Officer in Charge, a medical man, who is called on when there is a questionable quarantine case. And had there been any need for it, Mr. Bushong would have been able to fumigate the ship, probably using the highly poisonous HCN gas.

In the meantime, Mr. Wood was going over other of the ship's papers and questioning the master on some details. He checked the ship's register to determine her legality and identity. He verified the ship's name, the master's name, the name of the owner (the "Queen Line", of Glas-

gow), her time charter (proving that she was running under charter to the New Zealand Shipping Company), and her certificate of inspection, to show that she had complied with regulations as to personnel, equipment, and safety. He was given a copy of the *Queen Adelaide's* manifest (most of her 6,000 tons of cargo was tallow), and began to check the crew list. He found that she was carrying 33 men, including one DBS (Distressed British Seaman) who had come from a ship of the same line. This DBS was a Belgian; Mr. Wood had him called to the cabin to check that his papers were in order.

No Explosives Aboard

The *Queen Adelaide* carried no explosive or inflammable cargo; had she had any of this aboard, Mr. Wood would have had to determine whether this was being carried safely. He did obtain a Ship Information Sheet, which is filed for every vessel transiting the Canal and which was already made out, and a Declaration of Cargo, which is used in Canal statistics. As the *Queen Adelaide* had no passengers he was not concerned with that problem. Otherwise as Immigration Inspector he would have obtained for the Balboa Customs files a list giving the name, age, sex, nationality, passport or travel-document number, port of embarkation and final destination of transit passengers. For passengers destined to the Isthmus he would also have examined their passports, visas, and travel documents to see if all Immigration requirements of Panama and the Canal Zone had been complied with and, if so, given them permission to land.

On an American ship, had there been any occasion, Mr. Wood, as Deputy Shipping Commissioner, might have obtained a statement under oath from the skipper as to desertion or other absence of any crew member. Such an oath is handled

at sea in case of non-docking ships. Or Mr. Wood could have visaed the Alien Crew List, signed on a seaman, noted the Ship's Log for previous crew changes or served as arbiter between master and crew had there been trouble or misunderstanding.

As he checked the crew list, Mr. Wood determined that there were no Japanese or Germans aboard. They would not have been permitted to land in the Canal Zone, without special permits issued in advance.

Admeasurer Checks Tonnage

Mr. Flowers had not been idle. The *Queen Adelaide* was not a newcomer to Canal waters and had previously been measured. Mr. Flowers had a notebook and other statistics on the vessel. He questioned Captain Hyslop as to any structural changes which might have been made since her last visit. There were none. He also checked her register against his office's figures from which the ship's tonnage certificate had been made up.

Panama Canal net tonnage is not the registered net tonnage of a vessel. The *Queen Adelaide*, for instance, had a registered net tonnage of 2,993.44 tons; her Panama Canal net tonnage was 5,024.82. On this basis her tolls were computed at \$4,522.50.

Had there been any structural changes on the *Queen Adelaide*, Mr. Flowers would have measured them physically. He would have had to determine what spaces were exemptible or deductible (space for ship's stores, is; space for stores for sales, is not, for instance) and would have made allowance for them. Complex mathematical formulae are used to calculate these measurements, since, of course, the natural curves of a ship's structure must be allowed for. Most admeasurers are engineers; Mr. Flowers became an admeasurer a few months ago after years of teaching mathematics.

Ships making their first transits, are, of course, measured completely. Much of this work is now falling on admeasurers on both sides of the Isthmus, as all government vessels, formerly tolls exempt, are now being measured for "credit tolls"—i. e., the Panama Canal Company's books are credited with tolls which such vessels

would pay were they not government craft.

Three Ships Waiting

The boarding party's complicated business was handled swiftly. There were three other ships waiting. Next on the list was an intercoastal vessel, the *Noonday*. Because she was out of Honolulu, a U. S. port, she flew no quarantine flag. Lightly loaded with only 2,754 tons of cargo, mostly canned pineapple, she rode high in the water. The men of the boarding party had to jump to reach her accommodation ladder. She presented no problems and the boarding party moved on to the 3,805-ton *Anchor Hitch* of the Grace Line's feeder service.

Officers of the *Anchor Hitch* were new and did not have her papers ready. Since she was to dock and since there was one more ship waiting for transit, the Balboa dispatcher, by radio telephone to the launch, ordered the boarding party to leave the *Anchor Hitch* and go on to the next vessel. As they finally headed for shore half an hour later, they saw the afternoon boarding party going on the *Anchor Hitch*.

Last stint of the day was a lumber-loaded Greek, the *Maria G. Culucundis*, whose name in English bore only the faintest resemblance to the Greek-lettered name on her stern. She had no complications and was disposed of quickly.

While the boarding party was aboard each ship, L. H. Anderson, who has been operating launches for the Panama Canal for 20 years, kept the trim white *Emerald* moving back and forth alongside the big ships. A native of Jamaica, he has lived in Panama since he was two months old, and has worked for the Canal since 1923. An occupational hazard of his job is seasickness, but "you get accustomed to the motion," he said.

Sometimes, especially in October and November, rough water makes boarding at the anchorage too hazardous for even the stalwarts who do it day after day. In such cases, the pilots go aboard from tugs and the boarding party does not board until the ships are brought inside the calmer basin.

Mr. Flowers, a comparative newcomer to the waterfront, had not yet experienced

any hair-raising experiences. Mr. Bushong, however, was one of the boarding party last year when Customs officer Frank Mayo was drowned at the anchorage. And Mr. Wood still does not care to think of the time when his hand was caught between a Jacob's ladder and the side of a ship. The rail, over which the ladder hung, had broken. Men aboard the ship had to lift it, Mr. Wood still hanging desperately on, and shove it away from the side of the ship.

Once in a while, things are reasonably funny. There was the time, some years ago, when a Customs officer on watch for smuggled drugs saw packages being tossed from a ship. He dived into the water, recovered enough to be used to prove his point—and then, he recalls, spent months trying to collect a claim for his ruined watch.

EDITOR'S NOTE: This is the second of a series of stories concerning the men whose business it is to put ships through the Panama Canal. The next will deal with the pilots.

Forty Years Ago In September

Although the Panama Canal was not to be opened for almost three years, construction work was well over the half-way mark. Less than one-fourth of the excavation was still to be done. On September 23, 1911, over 66 percent of the concrete for all the locks was in place. The work of setting machinery for the operation of the locks had been started with the preparation of foundations for the machines to operate two of the Stoney gate valves on the west wall of Gatun Locks.

Specifications and plans for the locomotives which tow ships through the locks had been completed and sent to Washington so that bids might be asked. Forty locomotives were to be needed for the Gatun, Pedro Miguel, and Miraflores Locks. The system of towing, which is described at great length in the PANAMA CANAL RECORD, was the invention of Edward Schildauer of the Canal engineering staff.

The Isthmian Canal Commission authorized the sale, to the Chicago House Wrecking Company for \$215,000, of all French equipment and scrap metal in the Canal Zone that had not already been taken into stock for use or was not already in use. Included in the lot sold were locomotives, dredges, excavators, and dump cars.

In September 1911, the Commission reported that nearly 1,000 contract laborers had been recruited in the Antilles during the previous three months. They were slated for general laboring jobs and were in addition to 249 men who had been brought from Fortune, Turk's, and other islands in the Bahamas group. The latter group, which would work primarily on the railroad relocation, had been recruited under arrangement with a man known as the "King of the Fortune Islands." Several Peruvians, who were not recruited but who paid their own way to the Isthmus, had also been added to the force.

The recently formed organization of employees who had completed six years of service on the Isthmus was christened the Society of the Chagres. On September 16, 1911, the society had 75 charter members.



FROM LITTLE LAUNCHES like this the Panama Canal's Admeasurers, Customs and Immigration officers board ships. This picture, however, is of the seamen who handle a ship's lines during transit. They board in Balboa Basin where the water is smoother than outside near "Moaning Schlomg." This particular ship is heavily loaded and consequently her accommodation ladder is short. Sometimes for big ships in ballast the boarding party has to use an almost perpendicular ladder or, worse, a Jacob's ladder which dangles straight down 35 to 40 feet.

PROMOTIONS AND TRANSFERS

From August 15 through September 15

The following list contains the names of those employees who were transferred from one division to another or from one type of work to another. It does not contain within-grade promotions or regradings.

CIVIL AFFAIRS BUREAU

Robert B. McIlvaine, from Policeman, Police Division, to Postal Clerk, Postal, Customs and Immigration Division.

Samuel W. Meyer, from File Clerk, Personnel Bureau, to Postal Clerk, Postal, Customs and Immigration Division.

Richard A. Edmondson, from Policeman to Sergeant, Police Division.

Walter H. Morton, from Customs Guard to Customs Inspector, Postal, Customs and Immigration Division.

Paul Moser, from Recreational Supervisor to Physical Education Teacher, Schools Division.

James E. Stearns, from Junior High School teacher to High School teacher, Division of Schools.

Borghild L. Hermo, from Elementary School teacher to Junior High School teacher, Division of Schools.

Norman C. Slade, from Commissary Assistant, Commissary Division, to Customs Guard, Postal, Customs and Immigration Division.

Ria Rita Simmons, from Clerk-Stenographer, Administrative Branch, to Clerk, Stenographer, Postal, Customs, and Immigration Division.

Henry E. Argue, from Policeman to Police Sergeant, Police Division.

William H. Munyon, from Police Sergeant to Police Lieutenant, Police Division.

Carl O. Baldwin, from Police Lieutenant to Police Captain, Police Division.

Grace J. Rider, from Junior High School Teacher to High School Teacher, Schools Division.

COMMUNITY SERVICES BUREAU

Alfred Houston, from Restaurant Manager to Clubhouse Manager, Clubhouse Division.

ENGINEERING AND CONSTRUCTION BUREAU

Joseph T. Verchinsky, from Principal Foreman, Water and Laboratories Branch,

to Principal Foreman, Southern District, Municipal Division.

Peter H. Borger, from Pump Operator, Dredging Division, to Pumpman, Municipal Division.

Manlio Roy, from Civil Engineer, Civil Engineering Branch, to Structural Engineer, Structural Branch, Engineering Division.

Nick M. Elich, from Principal Foreman to General Assistant Foreman, Municipal Division.

Harland V. Howard, from Construction Inspector, Engineering Division, to Supervisory Construction Inspector, Contract and Inspection Division.

Ovo K. Worley, from Construction Inspector, Engineering Division, to Supervisory Construction Inspector, Contract and Inspection Division.

Charles A. Behringer, from Construction Engineer, Engineering Division, to Supervising Construction Inspector, Contract and Inspection Division.

William L. de la Mater, from Construction Inspector, Engineering Division, to Supply Distribution Assistant, Contract and Inspection Division.

William M. Sergeant, from Supervising Construction Inspector, Engineering Division, to Contract Officer, Contract and Inspection Division.

Walter E. Colclasure, from Clerk, Engineering Division, to Administrative Assistant, Contract and Inspection Division.

Clarence H. True, from Construction Engineer, Engineering Division, to Supervising Construction Inspector, Contract and Inspection Division.

William C. Fritz, from Construction Inspector, Engineering Division, to Supervisory Construction Inspector, Contract and Inspection Division.

Calvin L. Geiswite, from Policeman, Police Division, to Utility Operator, Municipal Division.

FINANCE BUREAU

Mrs. Nellie M. Audy, from Clerk-Typist to Payroll Clerk, Finance Bureau.

James E. Lawson, from Fiscal Auditing Clerk, Audit Division, to Accounting Clerk, Accounting Division.

HEALTH BUREAU

Arthur W. Smith, from Fiscal Auditing

Clerk, Audit Division, to Clerk, Gorgas Hospital.

Mrs. Della Pilkerton, from Nurse, to Nurse Supervisor (Psychiatric), Corozal Hospital.

INDUSTRIAL BUREAU

Christopher C. Bennett, and Alexander Rienks, from Machinist to Machinist and Elevator and Locomotive Crane Inspector, Production Division.

MARINE BUREAU

Wesley Herr, from Wireman, Electrical Division, to Lock Operator, Wireman, Locks Division.

Charles V. Scheidegg, from Lock Operator, Wireman, to Tunnel Operator, Wireman, Locks Division.

Walter H. Hebert, from Admeasurer to Chief Admeasurer, Navigation Division.

Marshall E. Rinker, from Pump Operator to Accounting Clerk, Dredging Division.

George R. Murray, from Dipper Dredge Engineer, Dredging Division, to Chief Towboat Engineer, Navigation Division.

Edward J. Cullen, from Machinist and Inspector, Production Division, to Steam Engineer, Dredging Division.

Otto A. Sundquist, from Floating Crane Engineer, Dredging Division, to Lock Operator, Locks Division.

PERSONNEL BUREAU

Fred A. Durling, Jr., from Student Assistant, Municipal Division, to File Clerk, Personnel Bureau.

RAILROAD AND TERMINALS BUREAU

Donald R. Brayton, from Conductor to Traffic Clerk, Railroad Division.

SUPPLY AND SERVICE BUREAU

Dorothy B. King, from Student Assistant to Clerk-Typist, Storehouses Division.

Patricia Neckar, from Student Assistant to Clerk-Typist, Storehouses Division.

Max R. Hart, from Fiscal Auditing Clerk Finance Bureau, to Safety Inspector, Storehouses and Motor Transportation Divisions.

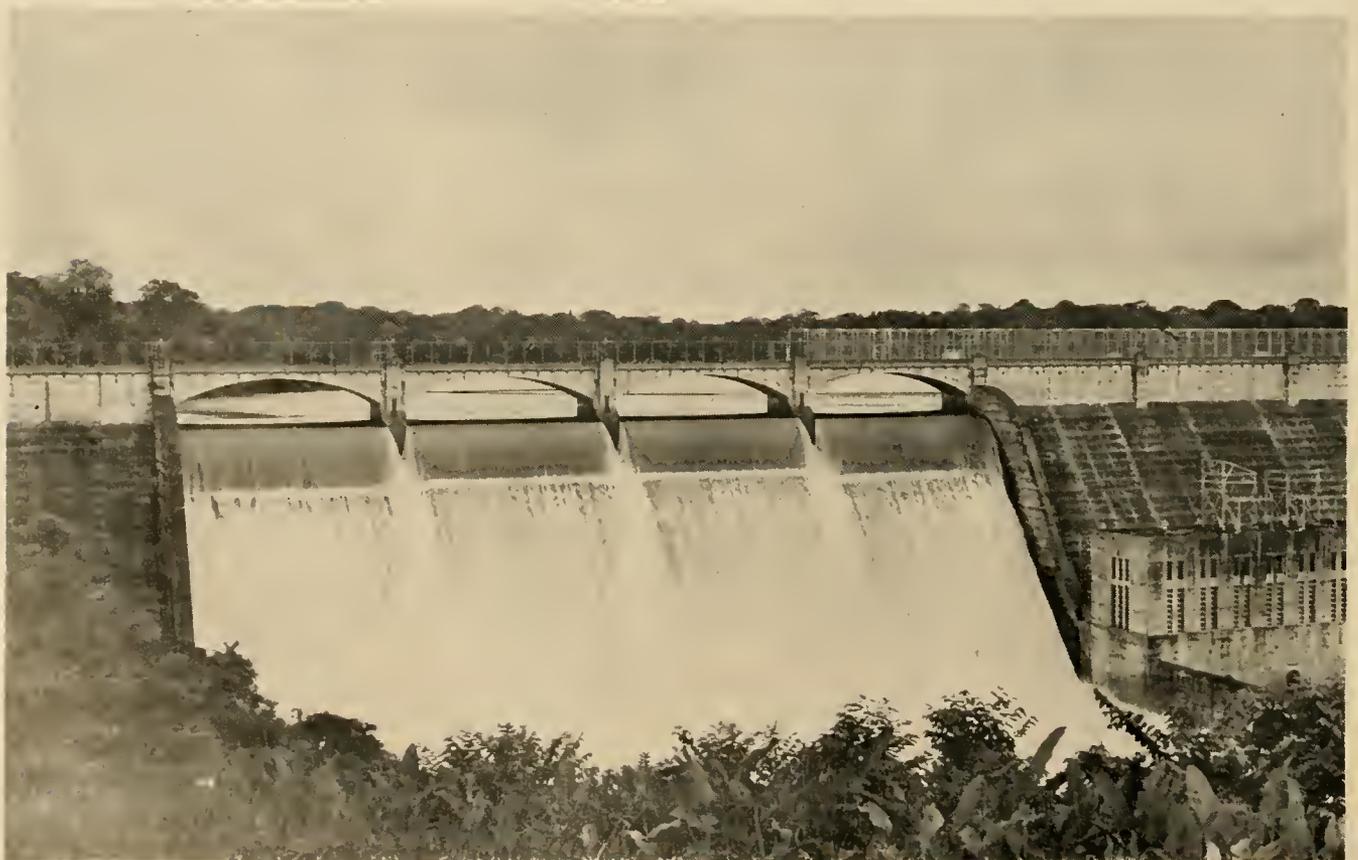
Lawrence Barca, from Machinist and Elevator Inspector, Industrial Bureau, to Plant Engineer and Machinist, Commissary Division.

Austin F. Yoder, from Fiscal Auditing Clerk, Finance Bureau, to Supply Clerk, Storehouses Division.

Charles Krause, from Storekeeper, to Engineman, Storehouses Division.

SAFETY BRANCH

Edward M. Altman, from Position Classifier, Personnel Bureau, to Public Safety Assistant, Safety Branch.



QUITE A LOT of water spills over Madden Dam every time the four drum gates are opened. The latest spilling at the dam took place September 17, when this photograph was taken. About 20,000 cubic feet of water a second were discharged—enough to fill a good many bathtubs a good many times.

Santa Claus Is Coming To Town



FOR CHILDREN ONLY: As everyone knows, Santa Claus gets all around the world the night before Christmas, delivering toys to all good children. This year, however, Lew W. McIlvaine, the Commissary's toy buyer, met one of Santa Claus' helpers in New York last February and told him what Canal Zone boys and girls were going to ask for later on. Mr. McIlvaine even arranged for all the toys to be sent to the Canal Zone for storage so that Santa Claus wouldn't have to carry so many in his sleigh—or helicopter, if that is what he will use this year. You can see them on October 19 and tell your parents just what you want. But Santa knew all the time; even if you change your mind, he knew you would.

As has been done for many years past, the Commissary Division has arranged for two great centralized toy previews and sales this year.

On the Atlantic side, both will be held at the old Margarita Hospital. The Pacific side will have sale and preview at the former Ancon Theater building.

The previews will be held Friday, October 19, from 3 to 5:30 p. m. and from 7 to 9 p. m. Santa Claus will make appearances at both places during the afternoon showing. No toys will be on sale on the day of the preview.

The Toy Sale will open at both locations the following morning at 8:30 a. m.

Ten Years Ago In September

If anyone had any idea that the Third Locks program would not be carried to completion, it was not apparent in the news of ten years ago. Three days after Col. J. C. Mehaffey arrived to become Engineer of Maintenance and, later, Governor of The Panama Canal, he set off a dynamite blast which initiated dry excavation for the new Pacific Locks. A few minutes later Col. Thomas B. Larkin, head of the Special Engineering Division, scooped up twelve cubic yards of earth with the mammoth shovel of a Bucyrus-Monighan Walker, the largest piece of dry excavation equipment ever brought to the Isthmus. Eight pretty girls, all daughters of men who had worked in the Canal Zone during construction days, posed for pictures in the Walker's huge scoop.

Construction was booming. Authorized were a 312-man barracks at La Boca, a local-rate mess hall and barracks at Gamboa (recently demolished), two cantonment-type family quarters at Cocoli, 48 family quarters and accommodations for 160 bachelor employees of masonry contractors in

The hours and days of sale will be the same as the regular hours at Ancon, Balboa, and Cristobal commissaries: Tuesdays through Saturdays, from 8:30 a. m. to 5:30 p. m., with the usual noon-day closing from 12:30 to 2:30 p. m.

Cash only will be accepted in buying toys; charge accounts will also be honored.

The following Saturday, October 27, greeting cards, gift wrappings, and Lionel trains and accessories will go on sale at both Toy Sections. Christmas tree ornaments, lights, and decorations will not be on sale until December. Further details on this will be released through the Commissary Division's weekly trade circular.

the Third Locks towns of Cocoli and Margarita.

A million-dollar program got under way to double facilities at Colon Hospital where a two-story ward building, a clinic building, and steam plant were to be built at once. At Gorgas Hospital, preparatory work was started on a new chapel and mortuary building. The Diablo dispensary was opened.

Bids were advertised on September 8 by the Army for the construction of two elementary school buildings. One, of 34 rooms, was to be built at Albrook Field; the other, a 27-room structure, was slated for Fort Kobbe. The Albrook building is now headquarters of the Caribbean Air Command; that at Fort Kobbe was used for the first time last year as a school.

Cristobal port authorities lifted closed port regulations for outgoing ships. The regulations, which had banned traffic between sundown and sunrise, were modified to permit ships to sail from the Atlantic side port. The change was made to relieve port congestion and speed up outbound traffic.

Air raid sirens, which had been installed

C. Z. Community Chest Drive To Start Oct. 14

An intensive, short campaign is planned this year for the Canal Zone's fifth Community Chest campaign which starts October 14, F. J. Moublow, Chest Chairman has announced. The goal for the drive this year is \$31,500.

Governor Francis K. Newcomer has again agreed to serve as honorary chairman of the Chest drive.

Participating agencies will be the same as last year. This year, however, under Girl Scouts is included, "sponsors of the International Girl Scouts of the Canal Zone."

The welfare and community agencies for which funds will be raised are: The Salvation Army, the Balboa and Cristobal Armed Services YMCA-USO; the Girl Scouts; Boy Scouts; USO-JWB Armed Services Center; the National Catholic Community Services-USO; Corozal Hospital's Occupational Therapy and Recreational Program; the International Boy Scouts of the Canal Zone; the Summer Recreational Program and Canal Zone Civic Councils.

This year the Chest is known as the "Bigger Red Feather," because of the inclusion of the USO's with the Armed Services centers.

Headquarters for the Community Chest organization are at the Balboa Road office of the Canal Zone Credit Union which has again offered space without charge. Telephone numbers at the headquarters are 2-1787 and 2-3215.

Mrs. Douglas Johnston will serve this year as Director of the Community Chest campaign. William Jump, an oldtimer in Community Chest campaigns as well as in service, will head the campaign for local-rate employees, with Stanley Loney as his Pacific side vice chairman and James A. Hassocks as vice chairman for the Atlantic side.

Mrs. J. B. Clemmons, Jr. will serve again this year as secretary of the Community Chest campaign and Mrs. E. A. Doolan will be treasurer. Their headquarters will be the office in the Credit Union in Balboa.

E. D. White, Jr. of Margarita is Finance Chairman for this year's drive.

Members of the Executive Committee are: Charles A. Garcia of Balboa, R. S. Ralph of Gatun, Truman H. Hoenke of Pedro Miguel, E. J. Didier of Margarita, and M. J. Goodin of Gamboa, all representing the Civic Councils in their Communities. The Chest campaign this year, for the fourth time is under the sponsorship of the civic councils.

Representatives of the Armed Services on the Executive Committee are: Capt. V. F. Gordinier, for the 15th Naval District; Col. H. H. Schulz for the United States Army Caribbean; Col. Edgar Gunther for the Caribbean Air Command, and Maj. William D. Ceely, who served on the Community Chest Committee last year, for the Caribbean Command.

all through the Canal Zone, got their first general test on September 28, 1941. The test was the first of a series which was planned to acquaint Isthmians with various types of signals: i.e., an oscillating blast for an alert signal, a long steady blast for an all-clear.

370 Hours of Police Work End With Capture Of Hotel Tivoli's Young Second Story Man

A policeman's lot is not a happy one; everyone knows that. It's especially unhappy when he is trying to catch a second-story burglar at the Hotel Tivoli.

(Of course, it can be argued that the burglar, 19-year-old Steve Augustus Williams, will not have a hilariously happy time in Gamboa penitentiary for the next 10 years—he can get 46 months off that sentence if he behaves himself—but this piece is about the police!)

The Canal Zone police were justifiably annoyed at five o'clock on the morning of last July 14 when the desk clerk at the Tivoli reported a burglary. That sort of thing is a breach of Canal Zone hospitality as well as of law. Police Sergeant Troy Hayes, Sergeant R. G. Nichols, Detective Tom Frensley, and Policemen C. H. Peavley and Arthur L. Blystone went to the hotel to investigate. They didn't know then that they and their colleagues were going to spend some 370 tiresome, tedious hours on the case before they had Williams started to Gamboa.

The first case was simple enough. The victim was one Lee Hines, a transient guest about to leave by plane. His ransacked suitcase, its contents spread all around, was found in a hallway near Mr. Hines' room, No. 164. Clothing, eyeglasses, a fountain pen, and other miscellaneous items, worth together some \$48, were missing, as well as a \$100 plane ticket. There was no indication that the doors had been forced and smudged fingerprints on the luggage and elsewhere were valueless as identification. (By this time, Police Sergeants H. V. Crooks and Harvey Rhyne and Officer N. J. Lewter had joined the burglary detail.)

No. 2—Three Hours Later

Three hours later, Dr. and Mrs. James G. Townsend, in room 268, reported that their room had been entered while they were asleep. A \$1,400 ring and a \$150 wrist watch were missing. In his haste, the burglar had overlooked \$285 in cash in an overnight bag. The print of a bare foot was found outside on a porch and

powder brought out several good fingerprints in the Townsend's room.

But the prints fitted none of the 100 hotel employees or former employees who were investigated and no such prints were found in the comprehensive police files. All-night watches were placed around the hotel, with special attention to week-ends.

Nothing developed, no one suspicious was seen. On August 11 a guest in room 164 (scene of the first burglary) reported a theft. His billfold containing \$480, was missing. The wallet, empty and wiped clean of prints, was found later near the porch steps. As luck would have it, Sergeant Nichols, who had planned to watch the hotel all night, was discovered by a hotel employee at 3:30 a. m. and, concluding that further surveillance was useless, had left his hiding place.

In the meantime watch was kept on pawnshops, jewelry stores, the rooms of possible suspects, all with the full cooperation of the Panama police. Four local-rate employees of the hotel, who had been working at the time of the burglaries, underwent lie-detector tests. Also tested was the unemployed brother of one of them. Four of the five were cleared but the fifth gave indications that he knew something of the crimes. (Investigators now believe that he had found the missing but empty billfold of burglary No. 3, searched it and wiped off his fingerprints, all without making a report of his find. He had been under investigation in Panama for assault and is serving a three-month's sentence on this count.)

No. 4—August 19

The hunt went on, on both sides of the Isthmus, but on August 19 there was a fourth burglary. Mr. and Mrs. J. Y. Caldwell, who had been assigned to room 268 (the same as that in which the second burglary occurred) reported the loss of Mrs. Caldwell's purse, containing \$27 in cash and commissary coupons. About two o'clock that morning, she told the police, she had been awakened by the slamming of the screen door and had seen someone

running down the outside porch. There were indications that the burglar had climbed over the corridor door transom. The stolen purse, empty, was found on the grass outside the hotel.

This last was just too much for the police. Any burglaries, they feel, are no good, but that many, no! All routine detective matters were suspended and the entire force put to work on the Tivoli burglaries. William R. Dunn, a Cristobal police officer not well known on the Pacific side, entered the hotel as a guest to watch from the inside.

The break came the morning of August 24. About two o'clock that morning detective Hiram Overall, outside the north wing, saw a man come from Tivoli Avenue, remove his shoes and climb over the railing of the steps leading from the ground to the first floor porch. Detective Overall followed, first taking the precaution of hiding the suspect's shoes. A few minutes later, the burglar slithered over the transom into his old stamping ground, room 268, where Mr. and Mrs. Caldwell were asleep. Overall called his Cristobal colleague on the first floor for help.

They Caught Him

In the meantime, however, the thief had gotten into room 266, part of a suite with the Caldwell's room, but had, as it later turned out, also made a foray into nearby room 260 where he helped himself to some property. He startled Mrs. Caldwell, who screamed. The burglar fled down the porch. As he ran he collided with officers Overall and Dunn and a third colleague, H. H. Summerford.

What the burglar did not know was that he had fallen neatly into a trap, baited with a \$20 bill (belonging to Sgt. Nichols) which had been covered with a powder which glows under ultra-violet light. His hands and clothing shone brilliantly a short time later, when he was placed under the special light.

Later, after questioning, the burglar, Williams, admitted all the thefts and on September 4 was sentenced to 10 years in Gamboa.

The case, though, was not ended for the police. They wanted to get the stolen property back. Questioned as to Mrs. Townsend's ring, Williams gave a number of false leads and finally said he had sold it to an individual who frequented a Panama City pool hall. This character admitted receiving a ring from Williams but said he had sold it to a woman for \$8. This woman was located at Matias Hernandez Hospital and the ring traced, through her to another woman and a pawnshop, to its present possessor. After all that, it turned out to be the wrong ring; its owner has not yet been located.

The Panama and Canal Zone detectives had to start all over again. Questioned once more, Williams at last remembered having given such a ring to his landlady. She recalled that she had sold it to her fireman son for \$1. The fireman, located after a lengthy search, eventually remembered this transaction and led the detectives to a Bomberos' dormitory in the market section of Panama City. The \$1,400 ring was hanging on a nail in the wall!

Pouncing on it, the detectives told the Bombero and his mother what the ring was worth. The woman fainted.



EVERY DETECTIVE on the Canal Zone force worked at some time or another on the Hotel Tivoli burglaries. Three of them compare some of the hundreds of fingerprints which were taken during the investigation. Standing, left, is Hiram Overall, who spotted burglar Steve Williams as he entered the hotel for the last time. Sgt. Harvey Rhyne is seated, with Thomas Frensley, right.

We Don't Have Everything



At Diablo Clubhouse . . .

. . . but we do have a lot of things that bring a lot of people to the Clubhouse day after day, year after year, and at all hours of the day and night. In fact, at Diablo Clubhouse, we have just about everything there is at any Canal Clubhouse, and more, because we have the big boss, too.

For instance, . . .

★ There is food. That's in our cafeteria section. There you get the good solid variety that you want at mealtime or the sodas and sundaes or cokes or what-have-you for the calories in between.

★ Then there are all kinds of things to buy. They're in our merchandise section. People go there for a new lipstick, a cigar, a candy bar, a *New York Times*, a roll of film, a phonograph record and all kinds of things like that.

★ And there's a theater. If you're interested in statistics, it has 450 seats. If you're interested in movies, it has them too—the common garden variety Hollywood productions most of the time, the “arty” variety on the last Thursday of the month, chiller-mystery-horror shows at 10:30 o'clock one Friday night a month . . . and sometimes, dramatic productions, by Isthmians for Isthmians and their mutual entertainment.

★ The ballroom on the second floor brings a lot of people to the Clubhouse, too. They gather there for meetings, bingo, dinner dances, and banquets, and all kinds of things people find to get together for.

★ A dance floor and a juke box draw the just-beyond-small-fry crowd through a red door to (what do you know?) the “Red Door,” a new and special little gathering place where people sometimes have small informal parties.

★ There's an eight-lane bowling alley accredited by the American Bowling Congress, and bowled on by many a local league.

★ We even have a Library in the building, a new branch of the Panama Canal Library.

★ Some people who are run down at the heels come to the Clubhouse because it has a shoe shop.

★ Others who want a new suit or their pants pressed come to see our tailor.

★ Grown-up girls who want a new dress or drapes to match the new slip covers talk their problems over with the seamstress.

★ Lots of ladies come regularly for their wave sets and manicures. They go to the beauty shop.

★ Employees of the offices of the General Manager of the Clubhouse Division, and the General Manager too—that's Wilson Crook—arrive every morning bright and early and stay here all day because that's where they work on the second floor of the building.

★ Motion picture equipment from theaters all over the Isthmus is brought here every now and then because here's where it is fixed—in the motion picture equipment maintainer shop on the first floor of the building.

We don't say the place is just like Grand Central Station—because we don't have any trains. But, we repeat, we do have a lot of things that bring a lot of people to the Diablo Clubhouse day after day, year after year, and at all hours of the day and night.

And that's just the way we like it.

Why don't you come, too?

MUD AND DUMP TRAINS

(Continued from page 6) Culebra cut, La Boca, then left the Canal to become a bartender in the Hotel Normandie in Panama.

A Canal official who used to play poker at the hotel asked Holder if he would like to come back to work in the Canal Zone, and he took a job in 1911 as messenger in the Executive Department at Culebra. He left Canal service again in 1920, worked in the Metropole Bar and drove his own bus in Panama until 1940, when he came back to his present Canal job.

Todd's first job for the Canal was in the “feeble ward” at Ancon Hospital “farm” in the area now occupied by the houses of the Health Director and Lieutenant Governor, at Balboa Heights. It was commonly called “the farm” Todd says, because at some earlier time the land had been used to raise foodstuffs for the hospital.

As attendant at the hospital, Todd says he saw them “come in droves with dysentery, malaria, and typhoid.”

Gorgas A “Sweet Gentleman”

Colonel Gorgas, later General, the Canal's famed first Chief Health Officer, was “a sweet gentleman who never lost his temper and always had a smile and talked nice.” Todd says his daughter, “Miss Eileen,” was the same way.

When the present Administration Building at Balboa Heights was opened in 1914, Todd was transferred to the Record Bureau as messenger. He became a clerk in 1919 and since 1926 has been an office helper. Douglas came to the Isthmus in 1909 with his mother to join his brother who was already working for the Canal.

He worked in Panama as clerk and watchman for a short time, then became an attendant at Ancon Hospital, where his brother was working. He first worked in the “private” wards where the nurses quarters are now located, then in the isolation wards, at that time located near the present site of the Governor's house at Balboa Heights. He remained there until 1918, then took over his present job as messenger for the Executive Department in the Administration Building.

Daniels is a second generation Canal employee who came to the Isthmus to join his father who had been here since 1907. Daniels' first Canal job was that of janitor in the old Administration Building at Ancon—the present District Court Building. He became a messenger in the present Administration Building in 1918 and has been at the “Governor's Station” since March 1930.

Fire, Our OLD Enemy

(Continued from page 5) prevented had a little care been taken. Prevention could also have whittled down the figure of \$700,000,000, which is the report of property losses from fire in the U. S. per year.

All Canal Zone residents are invited to visit the fire stations on the Zone during Fire Prevention Week. You will be given a warm welcome by the men on duty who will be glad to show the equipment on display and to discuss your particular fire hazard problems. Further announcements concerning the program for Fire Prevention Week will appear in the local newspapers.

532,695 persons were killed in all nine American Wars through May 1951.

979,700 Americans were killed in motor vehicle accidents through May 1951.

YOUR HEALTH

Questions About The Blood Bank

Since the establishment of the Blood Bank at Gorgas Hospital almost two years ago the Canal Zone public has taken a great deal of interest in donating blood for other people. The staff at the Blood Bank has cheerfully answered hundreds of questions concerning the giving of blood, many questions being repeated almost daily. Why not?—everyone who donates blood has a natural curiosity to find out all he can about the procedure and how it will affect him.

The staff of the Blood Bank has prepared a list of a dozen questions which are asked frequently, together with the answers. These are printed below for the information of all concerned.

1. How much blood can I give?

The usual amount taken is 500 cc, or one pint. The same amount is usually given to the patient.

2. How much blood is in my body?

The average person has 12 to 15 pints of blood in his body.

3. Will the procedure hurt me?

Certainly not! A needle is inserted through the skin into a vein in the arm, and the blood flows into the receiving bottle.

4. Why does the blood flow uphill into the bottle?

There is a vacuum in the receiving bottle which causes the blood to flow into the bottle.

5. Will I suffer any ill effects from donating a pint of blood?

No. You will be kept lying down for a few minutes after the donation is completed, then you may resume your usual activities. Your body will make up the loss of blood in a short time.

6. How often can I donate blood?

Blood can be donated every eight weeks with safety. However, for the Blood Bank purposes, a donor is not permitted to give blood oftener than once in three months.

7. How many types of blood are there?

There are four major types: Type A occurring in 39 percent of people, Type B in 12 percent, Type AB in 4 percent, and Type O in 45 percent (this is the International Classification and is based on studies made in the U. S.; studies based on the Isthmian population are slightly different).

8. Will the type of my blood change after donation?

No. Normally a person's blood type never changes.

9. Can Type A blood be given to a patient who has Type B blood?

No. As a rule, donor's blood and patient's blood must be of same type; however, Type O blood may be given to any patient in an emergency.

10. How do you know if donor's blood is acceptable to the patient?

The blood of the donor and the blood of the patient are *always* cross-matched before a transfusion is given to be sure they are compatible.

11. Will I be given a card after giving blood that will show my blood type?

Every donor is typed and a card showing his blood type is mailed to him.

12. Where is the Blood Bank, and when is it open?

The Blood Bank is located in Gorgas Hospital, first floor, Section B (old Ward 6); it is open from 8:30 to 10:30 each morning from Monday through Friday.

OUR OUT-OF-DOORS

(EDITOR'S NOTE: the material for this column has been prepared by Walter R. Lindsay, Chief of the Grounds Maintenance Division who is also in charge of the Canal Zone Experiment Gardens.)

October is a poor month for flowers but there are several worthy of mention. The Heliconias (wild bananas or plantanilla) have been especially colorful this year. At least three species may still be seen along the Madden Road.

Heliconia latispatha is the most common species of wild banana found on the Pacific side of the Isthmus. It is the species with upright inflorescence commonly found growing along the highways and other waste places.

Heliconia mariae or Beefsteak Heliconia is one of the tallest species found in this region. The plants often reach a height of 20 feet or more and have flat, red inflorescence which are often a yard long.

Heliconia curtispatha is the most showy species of Heliconia found in Panama. Its handsome pendant inflorescence is predominantly red and yellow with bright blue seeds. The plants are common on the Atlantic side of the Isthmus and may still be seen in flower along the road to Fort San Lorenzo.

The Panama Poinsettia (*Warscewiczia coccinea*) is starting to bloom. The long panicles of fiery red bracts make this small tree one of the handsomest in Panama. It is a relative of the coffee tree—but who but a botanist would ever guess it? Plants in flower may be seen as one drives through the Canal Zone Experiment Gardens at Summit.

Two of the showy, yellow-flowered Cassias (*Cassia multijuga* and *C. spectabilis*) may also be seen in flower at the Experiment Gardens.

Many people have inquired recently about the large showy tree on the west side of Gamboa Highway near the entrance to the Experiment Gardens. This is a fast-growing timber tree, *Terminalia myriocarpa*, which was introduced into the Canal Zone in 1927 from West Africa. The wood is comparable to that of the Central American mahogany. The abundant small, fuzzy flowers are cream-colored and are followed by clusters of small, crimson, winged fruits.

Those who are interested in orchids might like to know that September and October are the months when the *Cattleya deckerii* is in bloom. This, by the way, is the only species of *Cattleya* found growing wild in Panama.

The flowers are small compared to the commercial species of *Cattleya* but their lack of size is compensated for by their profusion. There are commonly five to 20 lavender flowers on a stem.

THIS MONTH'S CALENDAR

OCTOBER

- 5th—American Legion, Post No. 6, Gamboa Legion Hall, 7:30 p. m.
7th—Masters, Mates, and Pilots, No. 27, Diablo Clubhouse, 9 a. m.
8th—American Legion, Post No. 1, Balboa Legion Home, 7:30 p. m.
Blacksmiths, No. 400, Balboa Lodge Hall, 7:30 p. m.
Machinists, No. 699, Margarita K. of C. Hall, 7:30 p. m.
9th—American Legion Auxiliary, No. 1, Balboa Legion Home, 7:30 p. m.
V. F. W., Post No. 100, Old Boy Scout Bldg., Cristobal, 7:30 p. m.
Electrical Workers, No. 397, Balboa Lodge Hall, 7:30 p. m.
Painters, No. 1232, Cristobal Legion Hall, 7 p. m.
10th—Pacific Civic Council, Jewish Welfare Board, 7:30 p. m.
American Legion, Post No. 2, Cristobal Legion Home, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
14th—Plumbers, Local No. 606, Balboa Lodge Hall, 9:30 a. m.
Steamfitters, No. 652, Margarita Clubhouse, 9:30 a. m.
15th—Electrical Workers, No. 677, Gatun Masonic Temple, 7:30 p. m.
16th—Operating Engineers, No. 595, Margarita K. of C. Hall, 7 p. m.
17th—A. F. G. E., No. 14, Balboa Clubhouse, 7 p. m.
American Legion Auxiliary, No. 3, Gatun Legion Hall, 7:30 p. m.

October Sailings

	From Cristobal
Panama	October 5
Cristobal	October 12
Aneon	October 19
Panama	October 26
	From New York
Cristobal	October 3
Aneon	October 10
Panama	October 17
Cristobal	October 24
Aneon	October 31

- V. F. W., Post No. 40, Balboa K. of C. Hall, 7:30 p. m.
18th—American Legion Auxiliary, No. 6, Gamboa Legion Hall, 7:30 p. m.
19th—V. F. W., Post No. 3857, Cristobal, 7:30 p. m.
Commissary Toy Sale Preview Margarita Hospital and Ancon Theater, 3-5:30 p. m., 7-9 p. m.
20th—Commissary Toy Sale begins, Margarita Hospital and Ancon Theater, 8:30 a. m.-12:30 p. m., 2:30-5:30 p. m.
21st—Central Labor Union-Metal Trades Council, Balboa Lodge Hall, 8:30 a. m.
22d—V. F. W. Auxiliary, Post No. 3822

- Post Home, 7:30 p. m.
23d—V. F. W., Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
Operating Engineers, No. 595, Balboa Lodge Hall, 7 p. m.
24th—American Legion Auxiliary, No. 2, Cristobal Legion Home, 7:30 p. m.
American Legion, Post No. 7, Fort Clayton, 7:30 p. m.
A. F. G. E., No. 88, Margarita Clubhouse, 7:30 p. m.
25th—Governor-Employee Conference, Board Room, Administration Bldg., 2 p. m.

NOVEMBER

- 1st—Carpenters, No. 667, Margarita Clubhouse, 7:30 p. m.

Order Of Draft Call Outlined For Zone By Selective Service

Procedure which will be followed for the induction into the service of Canal Zone residents, or of those registered with the two Canal Zone Selective Service Boards has been outlined by local Selective Service officials.

First to be called will be those who volunteer for service. They will be inducted in the order in which they volunteered.

The volunteers may be either United States citizens who have registered for Selective Service but who have not yet been called, or non-U. S. citizens who are within the 18-25 year age group, residents of the Canal Zone, without dependents and with no record of conviction of a felony. Additional information concerning the voluntary induction of aliens is obtainable from either of the two Canal Zone Local Boards.

After the volunteers, non-volunteers will be called up in order of their dates of birth, with the oldest being selected first. The sole exception to this procedure is that in case of a delinquent, i. e., a person who has violated Selective Service regulations by failure to register or failure to comply with any other Selective Service obligation, he will be selected and ordered to report for induction before any other non-volunteer.

When two or more registrants have the same birthday they will, among themselves, be selected in alphabetical order.

No quota has yet been fixed for the Canal Zone, although the local Selective Service will have a credit for those Canal Zone men who have entered the armed services.

Quotas are determined on the basis of the actual number of registrants classified I-A and I-A-O (conscientious objectors) who have been found acceptable for service.

When A. C. Medinger, State Selective Service Director, is notified that a certain number will be needed from the Canal Zone, each local board will select for induction its proportion of the number of men required to fill the call. They will be chosen from the registrants classified in I-A and I-A-O, who have been found acceptable for service.

Class I includes Class I-A, those who are available for military service; Class I-C, those already in the armed service; Class I-D, those who are members of reserve components or students taking specific types of military training.

In Class II are those who are deferred because of occupation, including students.

In Class III are those who are deferred because of dependents.

Class IV includes those who have been deferred specifically by law, i. e., certain veterans, elective officials, or because they are unfit for military service. And those in Class V are overage for military service.

Seven young men, all of whom had registered in the United States, were inducted into the army here September 24 on the request of the boards with which they registered.

Registration for Selective Service is not new to the Canal Zone but the Selective Service organization is the first ever established here. Beginning in 1940 when reg-



AMERICAN MEN between the ages of 18 and 26 registered September 6 for Selective Service, the first such registration held on the Isthmus since the days of World War II, and the first ever held under a Canal Zone Selective Service organization.

In the top picture, Lt. Gov. H. D. Vogel, Executive Secretary E. C. Lombard, and Selective Service Director A. C. Medinger watch the registration at the Balboa Railroad Station. The first day's registration at both Boards was 227.

In the lower picture, registrars and officials of Local Board No. 2 in Cristobal sign up the day's first two registrants. Left to right, seated: W. L. Howard, Chief Registrar; Thomas Anthony Brennan, 19, of Gatun, a senior at Cristobal High School; Victor Fisher, a registrar; Thomas Newton Stewart, 25, a Canal Zone fireman, and Sherman C. Brooks, a registrar. Standing are Judge E. I. P. Tatelman, Chairman of Local Board No. 2, and Mrs. Frances Hunnicutt, the Board's clerk.

istration became compulsory in the continental United States for men between the ages of 21 and 35, Canal Zone men in that age group were required to register within five days after they reached the United States. This was later changed from the five-day period to "as soon as possible."

In October 1943, by Presidential Proclamation, registration was extended to the Canal Zone and on November 15, all Canal Zone American male citizens be-

tween the ages of 18 and 44 were registered. Where registrants gave addresses in the United States their cards were forwarded to selective service boards in those locations; the registration cards of locally registered men without United States addresses were sent to Board No. 1, in Washington, D. C.

Their classifications were then determined by the boards to which their registration cards had been sent.

RETIREMENTS IN SEPTEMBER

Employees who retired at the end of September, their birthplace, titles, and length of service at retirement, and their future addresses are:

Clarence J. Ackerly, New York, Accounting Clerk, Audit Division; 34 years, 7 months, and 28 days; Mayetta, N. J.

Dr. Claire C. Clay, Iowa, Manager, Mindi Dairy; 27 years, 3 months, and 17 days; California.

Arthur V. Corbett, Maine, Foreman, Electrical Division; 21 years, 14 days; Otter Creek, Maine.

Albert G. Garlington, South Carolina, Electrical Engineer; 40 years, 10 months, and 5 days; Newberry, South Carolina.

Otto E. Griggel, Connecticut, Air Compressor Operator, Dredging Division; 27

years, 5 months, and 21 days; Wethersfield, Connecticut.

Myron R. Herrington, New York, Postal Clerk; 31 years, 11 months, and 8 days; Ancon.

Leon A. Koperski, Michigan, Machinist, Production Division; 41 years, 6 months, and 14 days; Los Angeles, California.

Arthur R. Lane, New Jersey, Senior Control House Operator, Atlantic Locks; 34 years, 1 month, and 10 days; Orlando, Florida.

Earl W. Melrose, Illinois, Electrician, Motor Transportation Division, 21 years, 8 months, and 1 day; Springfield, Ohio.

Harold A. Shafer, Mississippi, Engineer, Storehouses Division; 35 years, 11 months, and 7 days; San Diego, California.

Little Theater Goals: Fun And Funds

Fun for its members and funds to help others who are less fortunate are the two "F's" for the 80 members of Cristobal's Little Theater.

A good many people on both sides of the Isthmus have seen and enjoyed the productions staged by the Little Theater. But not too many know that since the group was organized in 1939—the first meetings and the first plays were held in the basement of the Colon residence of Mr. and Mrs. Albert Motta—it has raised over \$4,000 for the Shrine Hospitals for Crippled Children; raised over \$500, in a Rotary Club-sponsored production, for the Old People's Home at Puerto Pilon; has sponsored Boy Scout Troop 6, recognized as one of the best on the Isthmus, and, during the war years, played to over 15,000 service men and women, donating time, talent, and facilities without one penny of compensation.

Only a few months after the Cristobal Little Theater was formed it had outgrown its Motta-basement home and began to look for a place to call its home. An agreement was made with Council 801, Boy Scouts of America, whereby the Little Theater agreed to assume the responsibility for the maintenance of the old French building known as the "Scout Shack" and sponsor Troop 6 which used the building as a meeting place.

In return the group was entitled to make such changes and alterations as would improve it for their purposes. Most of the work has been accomplished by the members themselves who, considering it a labor of love, have an affectionate regard for each nail and plank put into the Shack. At least \$6,000 has been expended in these improvements.

Over 60 Plays Presented

By working hard, surmounting obstacles, solving difficult problems, in fact by achieving the impossible more than once, the group has presented over 60 plays. Included are many celebrated Broadway hits such as "The Torchbearers," "Outward Bound," "Blithe Spirit," "Arsenic and Old Lace," "You Can't Take It With You," and many others.

Starting with a charter membership of about a dozen, none of whom remain on the Atlantic side at present, the membership reached a peak of 300 during the war years. At that time a number of the members were professionals from the stage and movies.

In the years since, the membership has changed and shifted many times because of transfers, terminations, and change of duty. Some of the members have moved to good posts in theater or allied fields in the United States. Leo Snedeker, an active Little Theater member, is in radio work. Jack Yokum is on the faculty of the University of Wyoming. Others are on the professional stage or in Hollywood. And some were instrumental in founding the highly successful Theater Guild on the Pacific side of the Isthmus.

The membership has always represented a true cross-section of the community. The Little Theater's first president was a banker, the second an accountant, the third a school teacher, followed, in order, by a Canal pilot, an oil gauger, a housewife, a printer, and, at present, another accountant.

Now in rehearsal at the Shack is the well-known, three-act comedy "Heaven Can Wait," which will be produced about



"PETTICOAT FEVER" was one of the most successful of the Little Theater's productions. Here are the set and part of the cast.



HALF AN HOUR before curtain time, the grease paint goes on



MUCH OF THE FUN comes after the show. Then is the time for a supper, spiced with talk of the evening's performance

the middle of this month.

There is only one shadow on the happy life of the Little Theater people. They are afraid that their beloved Shack will be

sacrificed to the march of progress as the center of Atlantic side population shifts away from Colon Beach and further inland to Margarita and Gatun.

