

REVIEW

GREATEST SHIFT OF HIGH CANAL PERSONNEL SINCE 1907 IS SLATED IN NEXT FEW WEEKS



FREQUENT CONFERENCES have been the rule during the past few years for Governor Newcomer and Lieutenant Governor Vogel. The picture above, taken in the Governor's office, is a familiar pose as the Canal's top executives study problems of far-reaching consequences. No period in the Canal's history since its opening in 1914 have been fraught with more vexing problems.

Both Top Officials Leave Organization During This Month

More personnel changes as a result of retirements or changes of assignment will take place in the immediate future among top administrative officers of the Panama Canal Company and Canal Zone Government than in any similar period since April 1907. Those changes took place when several new members of the Isthmian Canal Commission took office and Col. George W. Goethals was appointed to take charge of the construction work.

Topmost in the long list of officials who are to leave the organization shortly are Governor Newcomer and Lieutenant Governor Herbert D. Vogel. This will be the first time since the permanent Canal organization was formed that the two highest officials have left the organization at the same time.

Three bureau directors are to retire or leave the service within the next few weeks. These are: Maj. Gen. George W. Rice, Health Director; William H. Dunlop, Finance Director; and Capt. Robert M. Peacher, Marine Director.

Three other well known officials, Col. George E. Hesner, Superintendent of Corozal Hospital; Lt. Col. Marvin L. Jacobs, Military Assistant to the Governor; and Earl J. Williamson, Chief of the Civil Intelligence Branch, all will leave the service soon.

Two New Executives

In addition to the appointments to fill these vacancies, not all of which have yet been announced, the Company-Government will get two new officials soon. Lindsley H. Noble, now Comptroller of the Atomic Energy Commission, has accepted the appointment to the new job of Comptroller of the Panama Canal Company, dependent upon release by the AEC, and Dr. Walter G. Nelson, Public Health Officer now on duty in Paris, has been assigned Chief Quarantine Officer replacing Dr. W. F. Ossenfort, recently reassigned.

Governor Newcomer's four-year term of office expires May 19. (See page 4)

Panama Line Service With Two Ships To Be Studied At May Board Meeting

Consideration will be given by the Board of Directors of the Panama Canal Company to the removal of one of the Panama Line vessels from service as a means of reducing expenses. The next Board meeting probably will be held in Washington some time during May.

This question is expected to be one of the principal items of business on the agenda, although the Board will review the capital expenditures program of the Company planned for the fiscal year 1954. The meeting this month will be the last to be attended by Governor Newcomer as President of the Company, since the two offices are held concurrently.

One of the principal items of business accomplished at the Board meeting in April was the authorization for consolidating the purchasing and procurement services of both the Washington and New York Offices in New York. A study of the personnel transfers to be made as a result of this consolidation is now in progress and it is not expected that the consolidation of procurement services will be completed for another several weeks.

Operations Under Study

Operations of the Panama Line have been under study now for several months. The study was initiated by Governor Newcomer last August at which time the principal considerations were the transfer of the northern terminus to a more southerly location than New York, possible changes in the routing, and sailing schedules of the three ships.

This matter was brought to the attention of the Board at the meeting in September but was deferred for further study. The Governor was requested then to obtain bids for (See page 15)

ARMED FORCES DAY—MAY 17

The Panama Canal organization has been invited to present a display at the Armed Forces Day show May 17. Armed Forces Day is expected to draw its usual large crowd of visitors.

The display at Albrook Air Force Base will be open from 1 to 6 o'clock in the afternoon; between 9 o'clock in the morning and 12 noon there will be an exhibit at Coco Solo.

Record Number Of Students Graduating From Secondary Schools In Canal Zone

Caps and gowns—stately symbols of scholarship—will be worn this year by more young Canal Zonians than ever before.

Between May 31 when the first graduate steps up to receive his diploma, and June 8 when the last recessional is played, 550 young men and women will have donned robes and mortarboards to indicate to the world that they have passed an important educational milestone.

This year's commencement ceremonies will mark more than one "first" or "biggest" in local graduations. Here are a few:

The total number of graduates from the four high schools and the two junior colleges is larger than ever before, and 140 larger than last year;

La Boca Occupational High School, with 142 seniors, and Silver City Occupational High School, with 115, have more graduates than ever before; and

The class of 1952 is the first to be graduated from the La Boca Junior College.

The 40 upper classmen of the La Boca Junior College will receive their diplomas at commencement exercises to be held at the La Boca theater the morning of May 31. Forty-eight students started with this class; four have withdrawn and four have still some courses to complete.

Commencement Schedule

A schedule of the commencement activities, with the schools listed alphabetically, showed that baccalaureate and graduation exercises will extend from May 25 through June 8.

BALBOA HIGH SCHOOL, which has a senior class of 172, will hold its baccalaureate June 1 at the Diablo Heights Theater. Commencement exercises will take place the evening of June 3 at the Balboa theater.

THE CANAL ZONE JUNIOR COLLEGE has 24 students in its graduating class, the same number as in the first class of 1935. Both its baccalaureate and commencement ceremonies will be held at the Diablo Theater, baccalaureate on June 1, and commencement on the morning of June 3.

CRISTOBAL HIGH SCHOOL will hold both baccalaureate and graduation exercises for its 57 seniors in the school auditorium. Baccalaureate will be at 5 o'clock in the afternoon of June 1, commencement at 8 o'clock the following evening.

LA BOCA OCCUPATIONAL HIGH SCHOOL and **LA BOCA JUNIOR COLLEGE** will hold joint baccalaureate exercises at 10 o'clock in the morning of May 25 at the La Boca Theater. The Junior College commencement will take place on May 31 and the High School commencement on June 1. Both will be held in the La Boca Theater.

SILVER CITY OCCUPATIONAL HIGH SCHOOL will have baccalaureate services at the Camp Bierd Clubhouse on June 1 and commencement at the same place on June 8.

As has been tradition for many years, the graduates will wear caps and gowns of gray rather than the black used for four-year colleges or the white used in some States high schools.

Some of the graduates in the local rate schools, if they have ever taken tailoring or home economics, may well be wearing

graduation garb of their own manufacture.

For a number of years the Canal Zone schools rented caps and gowns from States establishments which specialize in that sort of thing. But the process was clumsy because of the time and distance involved.

Several years ago the white schools bought their own caps and gowns. The small rental fee charged each student takes care of the costs of cleaning, insurance on the garments stored between commencements, and replacements, as necessary.

When the first classes were to be graduated from the local rate high schools in 1949, the students themselves made their own caps and gowns from a fine grade of gray poplin. A few more are made each year by tailoring and home economics

classes, as the number of graduates increases. Diplomas for all the schools are printed at the Printing Plant at Mount Hope.

First Graduation In 1911

The number of this year's graduates, 550, is a vast difference from the two, both young women, who received the first Canal Zone high school diplomas. The first two graduates, Blanche Marguerite Stevens of Gorgona and Maria Elise Johnson of Gatun, had their commencement exercises at the Gatun Clubhouse the night of June 30, 1911. The speaker was Maurice Thatcher.

At that time there were 50 students in the high school. The main school was then at Gatun but, (See page 3)



GIRLS TAKE HONORS at Cristobal High School in the traditional pattern for local graduating classes.

The Cristobal honor graduates who will receive their diplomas June 2 in the commencement ceremony at the high school auditorium are, left to right: Neel McGinn, Martha Graham, Nellie Holgerson, Elena Lee, Jacqueline Boyle, Yolanda Diez, and Francisco Wong.



BOYS OUTNUMBER GIRLS among the honor graduates in Balboa High School's Class of 1952, an unusual occurrence in Canal Zone schools. The honor students will appear at the June 3 commencement exercises with white, instead of gray, tassels on their mortarboards.

They are, front row, left to right: Carmen Man, Joyce Chenalloy, Coila Goodin, Edith Beauchamp, Sally Ackerman, Virginia Selby, Joan Baron, Heliana Filos, and Minerva Angulo. Standing, left to right: Michael McNevin, Ramon Paredes, Richard Abbott, Mark Schulz, Irwin Frank, Fred Lee, Hector Miranda, David McIlhenny, Jan Broderick, William Elton, and Ray Davidson.

Two of this year's honor graduates are not in the group above. They are Lambert Baxter, who finished school in February and who is working, and Leo Romero, who also finished in February and is now a student at the University of Texas.

Governor Newcomer Appears At His Last Employee Conference

In his last Governor-Employee conference before his expected departure from the Canal Zone, Governor F. K. Newcomer last month:

Attempted to dispel employee apprehension over coming administrative changes, discussed civil defense at some length, commented on the duties of a Comptroller for the Panama Canal Company, and touched briefly on a number of other subjects, including housing, the Goethals Memorial, school bus transportation, and some health problems.

The first question was introduced by Rufus Lovelady, President of Lodge 14 of the AFGE, who asked the Governor if he could predict what the "future portends" and point out that employees have a "growing sense of apprehension as to what is going to happen."

The Governor answered that while some recent developments had been "completely unexpected as far as we here are concerned," he was certain that there was no need for apprehension. He added that while he has only a casual acquaintance with Brig. Gen. John S. Seybold, nominated April 16 as the next Governor, he is certain that the incoming Governor "will have the interests of the Canal at heart."

Discussing persistent rumors of a mass turnover of officials, Governor Newcomer summarized these—the resignation of the Finance Director and the retirements of the Health and Marine directors and added that these "have nothing to do with the situation or any reorganization."

Comptroller—Staff Position

The position of Comptroller which is being established, the Governor said, will create a staff position in which policies of auditing and accounting will be made, while the position of Finance Director will be that of an operating head. Among the Comptroller's duties will be evaluation of the Company's physical assets and formation of procedures by which the budget can be set up annually.

During a somewhat lengthy general discussion on civil defense, the Governor cautioned against undue alarm over a situation which might possibly never occur here—certainly not as the opening blow of a war.

He advocated training in first aid and said that some planning for relief after a disaster of any sort would not be wasted effort. The Governor said that he had discussed the situation with the chief of the Caribbean Command, Major General McBride. In addition, Governor Newcomer said, about 100 Company-Government employees have had training in the Army's Disaster Control schools.

The major effect on the housing program of the House cut in the next fiscal year's budget, the Governor explained, would be to prevent longer term contracts but sufficient funds remain to permit the completion of all housing which could actually be built during the coming fiscal year. There is a possibility that Senate action may restore some of this cut.

The Governor also commented that a recent Congressional criticism (See page 18)

To The Employees . . .

When I arrived in the Canal Zone in May 1944 we were in the midst of a great war, both in point of time and in point of geographical location.

No one who was here during those days will ever forget the steady stream of battle-ships and carriers and cruisers, tankers and transports, and supply ships which passed back and forth through the Canal.

The work which the men and women in the Canal Zone did in those busy and important days has been described, and rightly, as a major contribution toward the Allied victory.

After the end of the war there was a let-down in that rather indefinable thing called morale, which might also be called esprit. That was true not only here but in the United States and in other parts of the world

At the same time it became necessary to begin a long-delayed internal realignment of functions of the Panama Canal. It so happened that the preliminary steps of this reorganization came as we were cutting our force down from the war-end strength of about 31,000 toward our present force of some 18,000.

A period of reduction of force is not easy, either for those required to do the cutting down or those who are losing their jobs.

In addition, the shipping slump which followed the end of the war caused a drop in our main business, that of putting the ships through the Canal from one ocean to another, and in the associated business

of repair and supply. Many of the men working in what was then called the Mechanical Division were terminated and the bulk of those who remained were transferred to Cristobal. Coincidentally we faced steadily rising costs.

A little less than two years ago the Congress passed the law which created the Panama Canal Company and the Canal Zone Government. The Congress stipulated that the Company must be self-supporting. It also stipulated what share of the Company's expense could be borne by tolls.

My associates and I have found that the majority of you have an understanding of the problems with which we have had to deal in these years of change. That the transition has been made as

smoothly as it has is largely through your efforts and attitude.

This has been the most exacting and the most interesting service of my career and it is with regret that I must leave it. I do so, however, with confidence that you will give my successor your loyal and steady support. You have a remarkable tradition behind you and a future with great possibilities ahead of you.

Mrs. Newcomer and I expect to depart on May 9. Our future plans are uncertain. One thing which is certain is that many, many times in the years to come our thoughts will turn to the Canal Zone and our associates and friends of the past eight years.

F. K. Newcomer
Governor



Record Number Of Students Graduating From Secondary Schools In Canal Zone

(Continued from page 2) to accommodate a small number of students on the Pacific side, a branch high school for the freshman year only had been opened in Ancon the previous year.

The Gatun school, from which Miss Stevens and Miss Johnson graduated in 1911, was not the first of the Canal Zone high schools. During the school year 1908-09, a three-year high school had been established at Culebra and a two-year course at Cristobal. The total high school enrollment that year was 25. In April this year there were 1,541 students in the four Canal Zone senior high schools.

In 1910-11 there was the high school at Gatun, with a full four-year course, and the one-year branch at Ancon, but this picture changed two years later when the main high school was moved to Ancon, with branch high schools operating at Empire and Gatun.

In February 1914 the branch high school at Empire was consolidated with Ancon, at Ancon, and the third-year students at Gatun and Cristobal were also transferred to the Ancon school.

This Ancon building, according to A. C. Medinger, one of its former pupils, was a wooden structure on old Reservoir Hill.

When the school year opened October 1, 1914, the main Canal Zone high school was moved to Balboa, to a wooden build-

ing at the foot of the Administration Building steps not far from the site of the present Balboa elementary school. A branch high school with two years of courses continued to operate in Cristobal.

Meantime the number of graduates was steadily increasing. There were two graduates in 1911; five in 1912; seven in 1913; nine in 1914; 11 in 1915; and 16 in 1916.

Mrs. Francis Feeney of Diablo has a double distinction; she is the only member of the class of 1913 still on the Isthmus and she is the first local high school graduate to have a child who is also a Canal Zone high school graduate. Her son finished his high school course here in 1933.

She took the first part of her high school course at Gatun; most of the last year at Ancon. Commencement exercises that year were held at the Empire Clubhouse.

Five of those who received their Canal Zone diplomas in Panama are still here: J. A. Fraser of Gamboa, Paul Warner of Balboa and L. B. Moore of Balboa Heights, all members of the class of 1915, Mrs. Gabrielle Butler Dawson of Diablo and Mrs. Elizabeth Carrington of Panama, of the class of 1916.

Some other students of the earlier days of the Canal Zone schools who are still living here include Mrs. Dorothy Hamlin of Balboa, Mrs. George Engelke of Cristobal, Mrs. Nelson Magner of Margarita, Lyle Womack of Gamboa, Mrs. Dorothea McNall of Diablo, George Winquist of Panama, and Mr. Medinger.

Governor Officially Names Rainbow City After Overwhelming Vote Of Residents



MRS. ALFRED WILLIAMS, who lives in one of the new houses in Silver City, receives her ballot from Rudolph Ranger, ninth grader in the Silver City Junior High School and member of Troop 12 of the International Boy Scouts. The Scouts handled the distribution and collection of ballots by which the Atlantic side community voted for an official name for their town.

Mrs. Williams' next-door neighbor, Percy Antonio Samuels, Jr., 5, looks on with interest as the Scout explains the purpose of the voting.

The name of Silver City, including Camp Coiner, will be changed to Rainbow City.

By an overwhelming majority, residents of the area chose the most colorful of six names offered for voting and Governor Newcomer has issued a circular officially designating the area Rainbow City. The change in names was made effective May 1.

The public poll on the selection of a name was the first ever held in the Canal Zone and met with great appeal to the residents. As expressed in the official report of the Tally Committee to the Governor: "The voting fever was high and the entire townsite on the evening of the 17th had the pleasant air of a country election."

The official count, as reported by Judge E. I. P. Tatelman, Chairman of the Tally Committee, was: Rainbow City, 771; Silver City, 256; Granada, 74; Manzanillo, 72; Folks City, 55; and Mindi, 7. Sixteen ballots were incorrectly marked or otherwise made invalid.

Election Very Popular

Few popular elections ever reach the proportions of returns as did the Silver City-Rainbow City-Camp Coiner voting. Of the total of approximately 1,280 ballots distributed to those with quarters' assignments there, all but 30 were returned. Nearly one-third of the ballots were marked and returned the same afternoon

they were distributed by the five International Boy Scout Troops.

The voting for the name of the Canal Zone's largest civilian community was sponsored by THE PANAMA CANAL REVIEW with the cooperation of the International Boy Scouts. The votes were distributed April 17 and were collected the following Friday afternoon and Saturday morning.

The distribution and collection of ballots was handled under the direction of William Jump, President of the International Boy Scout Council in the Canal Zone, who also served as a member of the Tally Committee. The five scout troops and Scoutmasters from Silver City and Camp Coiner participating were: Troop 1, David Stanley; Troop 2, Charles Lucas; Troop 4, Daniel T. Foster; Troop 12, Romeo G. Miller, who also serves as District Commissioner; and Troop 13, V. A. Laing.

Approximately 200 Boy Scout members of these five troops helped in the distribution and collection.

The Governor authorized the popular vote on the name of the town after residents nicknamed that part of Silver City being built as "Rainbow City" because of the various colors of the houses. The other four names shown on the ballots were selected for the following reasons: Mindi and Folks City, for the two small rivers in that area; Manzanillo, for the

Greatest Shift Of Top Canal Personnel Since 1907 Slated In Few Weeks

(Continued from page 1) Brig. Gen. John S. Seybold has been nominated by President Truman as Governor and his appointment, as this edition of THE CANAL REVIEW went to press, was awaiting confirmation by the Senate. Governor and Mrs. Newcomer plan to leave the Isthmus May 9 since he plans to attend the next meeting of the Board of Directors of the Panama Canal Company scheduled to be held this month in Washington.

Lieutenant Governor Vogel has been assigned to duty as Division Engineer of the Corps of Engineers' Southwest Division with headquarters in Dallas, Tex. This division comprises Engineer Districts in Texas, Oklahoma, Arkansas, and New Mexico. He and Mrs. Vogel and their young son, Dickie, plan to sail on the Panama liner leaving May 23. The appointment to the office of Lieutenant Governor is made by the Governor subject to approval by the Secretary of the Army and no announcement has been made as to Colonel Vogel's successor.

Captain Peacher is to retire from the United States Navy at the end of June and has received orders to report for temporary duty in New York by June 23. He is to be succeeded as Marine Director by Capt. Marvin J. West, now Chief of the Navigation Division and Port Captain, Balboa. Captain Horatio Lincoln, who is now on duty in San Francisco as Operations Officer of the Military Sea Transport Service, has been assigned to duty with the Canal as Port Captain in Balboa.

General Rice To Retire

General Rice, who also is to retire from active service this year, plans to leave the Isthmus within about three months. He expects an assignment to duty in Washington until his retirement at the end of October. No announcement has been made as to his successor.

Mr. Dunlop plans to retire from Canal service at the end of May. Since the Finance Director is a general officer of the Company his successor must be elected by the Board of Directors.

Colonel Hesner will retire from the Canal service early next month and his successor has not been appointed.

Colonel Jacobs will complete a three-year assignment with the Canal in July. He is to be succeeded by Lt. Col. W. W. Smith, Jr. but the date of arrival of the new Military Assistant is not known. He has been on the Staff and Faculty of the Engineer School at Fort Belvoir, Va.

Mr. Williamson has submitted his resignation effective at the end of June. He plans to return to the United States to accept a position with another Government agency. He is to be succeeded by Robert C. Walker, who has been employed in the Intelligence Office of the Armed Forces Special Weapons Project at Albuquerque, N. Mex. Mr. Walker is expected to arrive next Monday on the *Cristobal* to assume his new duties.

island on which Cristobal-Colon is built; and Granada, which was the former name of Colombia.

Silver City, which was built during the early 1920's, was never officially named, while Camp Coiner was so named while occupied by the Army Engineers during the past war.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

OFF THE JOB ACCIDENTS

Safety on the job has progressed far in the United States from that day when a man's life or limb was considered of less value than the "off horse" of a team. Here on the Isthmus, it is even farther from that day when it was said, without reason, "a Chinaman was buried under every cross-tie during the building of the old Panama Railroad."

This progress has not come about easily, but is the result of much strife and education by the hard way for the working man, with the final realization by industry and business that accidents are expensive, actually increasing the costs of production.

As competition became keener, it was a matter of good management to promote safety in order to keep these costs to a minimum. Now industry and business are studying ways and means to cut these losses still further by reducing time lost from the job, caused by their employees having "off-the-job" accidents.

It can be easily seen now that anything which keeps an employee away from his job unexpectedly, is a loss of service and an additional cost to the employer in one form or another. This of course, includes sickness as well as accidents. Therefore, it is also becoming the practice of the progressive companies to provide health education and periodic inspections, with hospitalization when needed, for the employee and his family.

It might be asked, "Why include an employee's family in any off-the-job accident and health preventive measures?" This is because it is being realized more and more that accidents on the job can happen to a valuable and usually careful employee, when his mind is concerned with his family and

not on his work. Even if no accident occurs to this worried employee but only a slow-down in his production, that is a dollars and cents loss to the company.

Early in the construction of the Panama Canal the original planners recognized the value of health for the employee and his family, if the digging of the Canal was to be accomplished. That attitude has continued on down to this day and we as employees enjoy probably better health than any community of similar size in the United States. Since the health problem has already been amply provided for here, then the next largest factor which keeps an employee from work can be classified under the title of "off-the-job" accidents.

Under this title accidents occur under three large subdivisions: Traffic, Home, and Other, where "Other" covers all activities such as recreation, shopping, and self-employment. An employee and his family are considered "on the job" if the wife is also working, and the children are in school. There, their activities are being supervised and their safety is constantly being considered. The problem then is what can be done to prevent accidents during the times when the employee and his family are on their own.

It is evident that he, or his family, is either going somewhere; enjoying some sort of recreation; or just puttering around the home while dinner is being prepared. This is the picture of what happens to them then, as presented by the National Safety Council. Considering accidents in all age groups, traffic accidents now head the list as being the biggest killer and crippler, with accidents in the home taking second place.

Among children from 1 to 14 years, accidental death in the home leads the list with 40 percent, motor vehicles 34 percent, and other accidents 26 percent. The next age group, 14 to 19 years, is more on the move experimenting with speed, thus motor vehicles become over four times more dangerous for them than for the younger group. Also, because this group can now have the family car, they spend less time at home and more time in various violent recreations, so home accidents for this group drop to last place.

"Safety education," says the Kansas State Board of Health, "has become by far our greatest health need." The Board reaches

this conclusion in a study of the Kansas Student Accident Report for the school year 1950-51. In that report, death rates among school children in the 5 to 19 year age group from all causes, are as follows: 48 percent were caused from accidents, 29 percent were from various diseases, and 23 percent from other causes.

If this statement can be made concerning safety for our children, what is happening to their elders, who should be setting them a good example in safety?

Reports indicate that they are not setting such an example. Where children are given the opportunity to learn safety in driving, safety in play, and around the home, they present a far different picture in accident safety than shown above, and they are beginning to show up their elders.

Automobiles are becoming more numerous every day. With less corresponding improvement in highways and with the automobile taking over first place as the chief cause of accidents a few safety reminders might be helpful.

Just plain common ordinary courtesy or respect for the rights of others, on the highway, can do more to prevent traffic accidents than any other one thing we can do. We have all been rudely treated, and many of us have in turn been rude to others in our "highway manners," particularly in passing, meeting, and yielding the right-of-way.

Whenever we uncover the reason or cause for the complete change in personality that seems to occur when a man (or woman) gets behind the steering wheel of an automobile, maybe we can find a remedy for this needless, wanton, and criminal daily slaughter.

A gentleman will step aside, open a door, or excuse himself before passing in front of a lady in his home. He will not push or be rude to others at a party or in a public building. But when this same "gentleman" gets behind the wheel of his car, he seems to revert back to the "dark ages." He will crowd you from behind; pass in heavy traffic or on a curve; push you off the road; cut sharply in ahead of you; beat the traffic light; steal the right-of-way at an intersection, fail to signal, stop suddenly; cuss you out and many times just plain scare the living daylights out of you. Then what do you do?—yes, we know—you cuss him back. (Note for the ladies—this group is not exclusively male).

HONOR ROLL

Bureau Award For
BEST RECORD
March

CIVIL AFFAIRS BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	2
Industrial.....	1
Civil Affairs.....	1
Engineering and Construction.....	0
Health.....	0
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Awards For
NO DISABLING INJURIES

March

CLUBHOUSE DIVISION
ELECTRICAL DIVISION
DIVISION OF SANITATION
MOTOR TRANSPORTATION DIVISION

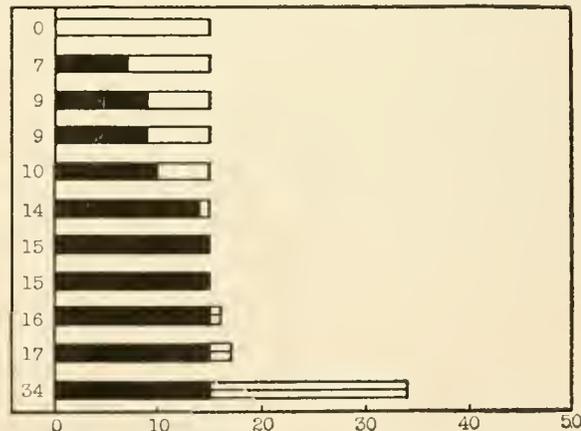
AWARDS THIS CALENDAR YEAR

Clubhouses.....	2
Electrical.....	2
Grounds Maintenance.....	2
Motor Transportation.....	2
Storehouses.....	2
Navigation.....	1
Sanitation.....	1
Commissary.....	0
Dredging.....	0
Hospitalization and Clinics.....	0
Locks.....	0
Maintenance.....	0
Railroad.....	0
Terminals.....	0

MARCH 1952

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

Civil Affairs Bureau	0
Supply and Service Bureau	7
Health Bureau	9
Industrial Bureau	9
Marine Bureau	10
Panama Canal Co.—C. Z. Gov't (This month)	14
Panama Canal Co.—C. Z. Gov't (Best Year)	15
Engineering and Construction Bureau	15
Panama Canal Co.—C. Z. Gov't (1952 to Date)	16
Community Services Bureau	17
Railroad and Terminals Bureau	34



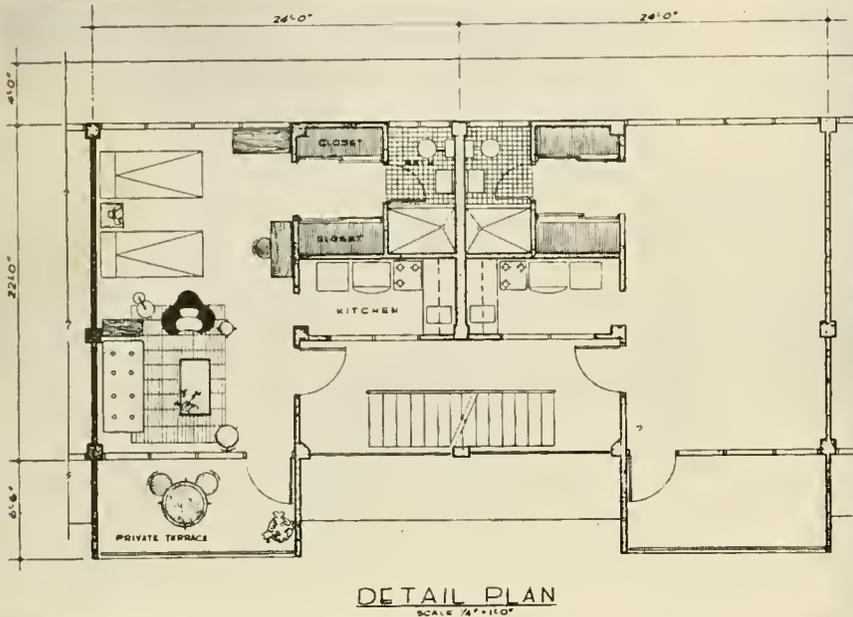
Number of Disabling Injuries.....43

Man-Hours Worked.....2,934,347

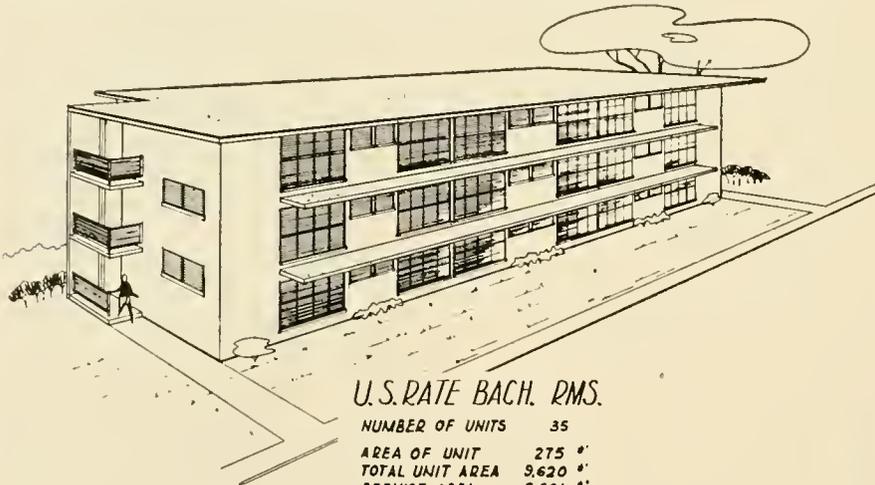
LEGEND

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

Quarters For Biggest, Smallest Families Planned In Current Building Program



BACHELOR APARTMENTS for the Canal's single men and women employees will be built according to new floor plans. The sketch above gives an idea of the apartments which will be built 17 to an apartment house, as part of the current quarters replacement program.



BACHELOR ROOMS, which are also to be provided in the long range housing program, will have space for transients, temporary employees or those who do not care for an entire single apartment. This architect's drawing gives an idea of the outside appearance of one of the rooming houses.

Provisions are being made in the current housing program for the largest and smallest of Canal Zone households.

Since the average local family consists of 3.1 members in the U. S. rate towns, and 3.5 members in the local rate communities (people who keep statistics of this sort take fractional people as a matter of course), the majority of the new houses are planned for families of average size.

But households with a greater number of children have not been forgotten in the long range planning and neither have the bachelors—men or women—who want small apartments or individual rooms.

For Big Families

To accommodate the larger than average families, 10 percent of U. S.-rate quarters will have four bedrooms per unit, and 15 percent of the housing to be built in local-rate communities will be of the four-bedroom type.

Housing for large families in the Canal Zone is not a new problem. Even before the present housing program was started several projects were considered to provide such facilities.

Several years ago a 12-family building in Diablo Heights was converted to a three-family house by combining four apartments into each of the three new units.

A large living room was created on the first floor by removing partitions, and the two ground floor kitchens in each new unit were combined into one. On the second floor, kitchen equipment was removed. Partition walls were soundproofed.

The experiment was not considered a success and has not been repeated. The center apartment, made from the former four central apartments, was less desirable than those on the two ends. The building was of the temporary construction type and expensive to maintain.

More recently, plans were studied for converting some of the type 215 (one bedroom, four-family) houses in Cocoli. A duplex house with three bedrooms in each unit was to have been made from a former four-apartment house. This plan was abandoned as uneconomical.

Now, however, with the number of four bedroom quarters in the new housing pro-

gram, it is believed that adequate living space can be provided for those families who require large quarters.

And The Smallest Households

At the other end of the family scale are the bachelors who want either small apartments or single rooms.

The overall program for U. S.-rate bachelor quarters is presently under study. Some of the present bachelor apartment buildings in good condition will be retained. The new bachelor apartments will be located in the Ancon-Balboa area and in Margarita.

In addition to these bachelor apartments, the program also includes the construction of a number of bachelor rooming houses, with some already in existence and in good condition to be retained.

Many of the existing bachelor quarters, either apartments or rooms, are considered to be inadequate and of substandard design. These are in frame buildings of temporary construction. A majority of the new housing for bachelors, in the U. S.-rate communities, will be of the apartment type.

A preliminary sketch of a floor plan for one of these apartments accompanies this story.

17-Apartment Buildings

The bachelor apartment buildings, as projected, would be three-story, on-the-ground apartment houses, with three main entrances. Each building would have 17 apartments, six to a floor, with a laundry occupying the space of one apartment on the ground floor.

A porch, of the open balcony type running the full width of each (See page 8)

NEW COMPTROLLER



LINDSLEY H. NOBLE, above, has been appointed to the recently-created position of Comptroller of the Panama Canal Company. His acceptance of the position is dependent upon release by the Atomic Energy Commission of which he is now Comptroller. Mr. and Mrs. Noble visited the Isthmus for a few days last month, and he is expected to return early this month.

Mr. Noble, a native of Brooklyn, N. Y., has served as Comptroller of the AEC for the past five years. Prior to this employment, he had served about three years as Director of the Services, Accounting and Audits Division of the Office of Price Administration. He is a graduate of the Walton School of Commerce, of Chicago, in accounting, law, and economics. Mr. Noble is a member of several national accounting associations.

PANAMA CANAL
REVIEW

Official
Panama Canal Company Publication
Published Monthly at
BALBOA HEIGHTS, CANAL ZONE

Printed by the Printing Plant
Mount Hope, Canal Zone

F. K. NEWCOMER, Governor-President
H. D. VOGEL, Lieutenant Governor
E. C. LOMBARD, Executive Secretary
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LETTERS TO THE EDITOR

Letters containing inquiries, suggestions, criticisms, or opinions of a general nature will be welcomed. Those of sufficient interest will be published but signatures will not be used unless desired.

SUBSCRIPTIONS—\$1.00 a year

SINGLE COPIES—5 cents each

On sale at all Panama Canal Clubhouses, Commissaries, and Hotels for 10 days after publication date.

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents Each

On sale when available, from the Vault Clerk, Third Floor, Administration Building, Balboa Heights.

Postal money orders should be made payable to the Treasurer, Panama Canal Company, and mailed to the Editor, THE PANAMA CANAL REVIEW, Balboa Heights, C. Z.

To Subscribers

Please notify us promptly of any change in your mailing address. Post offices everywhere have prepared postal card forms for notices of changes of address.

COMMUNITY CHEST MEETING IS SCHEDULED FOR TONIGHT

A meeting of the general membership of the Canal Zone Community Chest is scheduled for 7 o'clock this evening at the Balboa YMCA-USO.

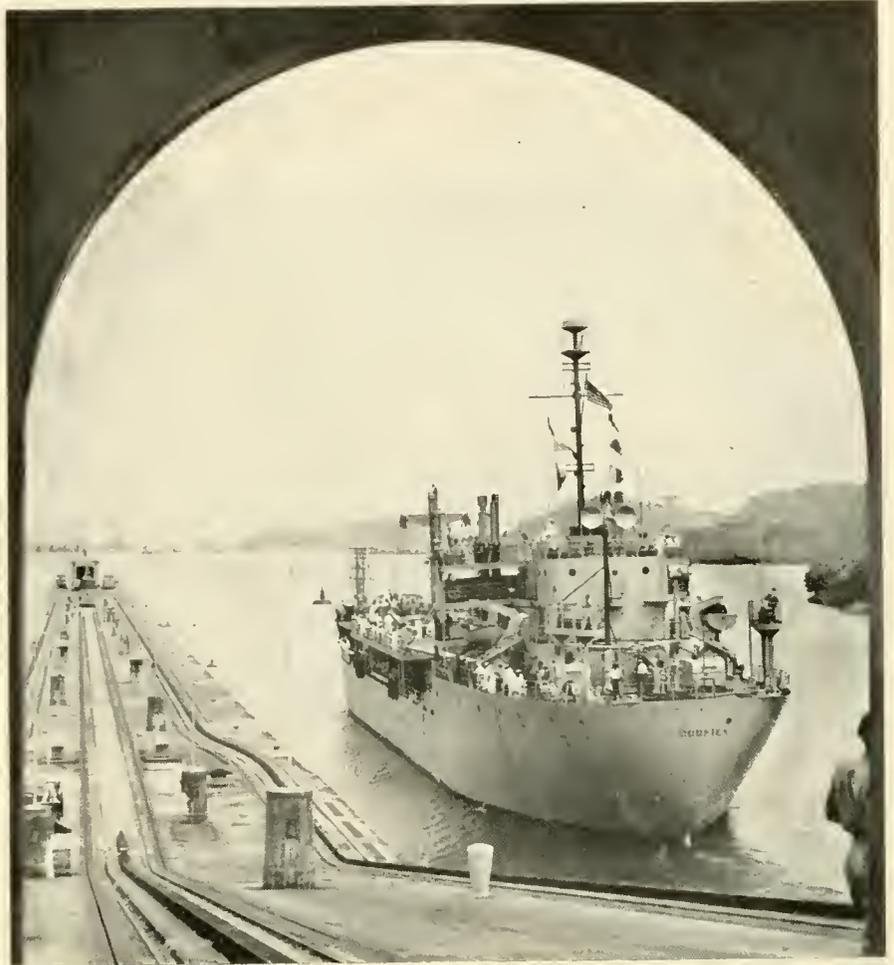
Membership in the Chest is acquired by anyone who has contributed to the campaign for funds, by volunteer workers, and by representatives of participating agencies.

At the meeting tonight, a board of 12 directors will be elected. Together with six members appointed by the General Committee of Civic Councils and three by the armed forces headquarters, they will administer the affairs of the Chest.

This directorate was one of the provisions in a reorganization of Chest administration which was approved recently by the five Canal Zone Civic Councils. Since 1948 the Councils have managed the Community Chest under an executive committee arrangement.

Officers of the organization will be a chairman, two vice chairmen, a secretary and a treasurer.

OF CURRENT INTEREST



THE ARCH of a lock control house frames the Voice of America's floating radio transmitter ship as the vessel makes its way down the Canal to Balboa. The ship, an unusual feature of which was its radio aerial supported by a baby blimp, remained in local waters for several weeks.

Camp Bierd has been a ghost settlement since the end of February when the last of its residents moved to new houses in Silver City. In the near future, this housing area will disappear completely. Its 44 remaining buildings have been sold and will be demolished.

Camp Bierd has housed local rate Canal and Railroad employees since 1907, when barracks were built there on the site of an old magazine which was used to store brick.

Its name, which probably "just grew," also probably came from W. G. Bierd, general manager for the Panama Railroad in Colon at the time the original barracks were built for laborers. Many of the buildings later were converted to family quarters.

A new two-cent postal card was placed on sale in Canal Zone postoffices May 1. The cards are regular United States two-cent postal cards overprinted "Canal Zone."

Four United States Representatives visited on the Isthmus during April. They were Representatives J. J. Murphy, Democrat of New York, a member of the Merchant Marine and Fisheries Committee; Chester B. McMullen, Democrat of Florida; Winston L. Prouty, Republican of Vermont; and Brent Spence, Democrat of Kentucky.

State Headquarters for Selective Service in the Canal Zone has announced that nine young men will be inducted into the Army from this area in May. These inductions will bring to 33 the number inducted since Selective Service machinery was set up in the Canal Zone. There were nine inductees in the first group in January, nine in March, and six in April.

The former King Leopold III of Belgium and his wife, the Princess de Rethy, transited the Canal on April 8 on the yacht

Young Joe which was tied up at Balboa about two weeks for minor repairs.

The total crew of 22 included scientists from Belgium, Germany, and France. From the Canal Zone the *Young Joe* was to go to the Perlas Islands for fishing, then back to Panama before returning to Europe.

Two more large lots of scrap salvaged by the Canal organization were sold in April. Three successful bidders bought one lot of 2,998½ net tons of ferrous scrap at a total purchase price of \$81,143.39. A lot of 430,742 pounds of non-ferrous scrap was sold to six other purchasers for \$96,004.97. The scrap will be delivered in the United States for allocation by the National Production Authority.

A boom tourist season on the Isthmus was reflected in monthly reports on sightseeing trips through Gaillard Cut for local travel agencies on Dredging Division equipment.

There were 1,888 tourists on the trips in February and 1,549 in March, the first and second highest numbers recorded in Dredging Division reports. For the first nine months of the fiscal year, the total was within 460 of the figures for the previous heaviest tourist year, in 1949.

A new Chief Quarantine Officer is scheduled to arrive for duty in the Health Bureau July 1. He is Dr. Walter G. Nelson, who is now Medical Director for the United States Public Health Service at the American Embassy in Paris.

On July 2, 1904, the first vessel was entered and cleared by the Customs authorities of the Canal Zone.

PANAMA CANAL REVIEW Goes To A Police Pistol Shoot

The Canal Zone police have one big day each year. The two Police Balls which are annual affairs are night-time events, of course.

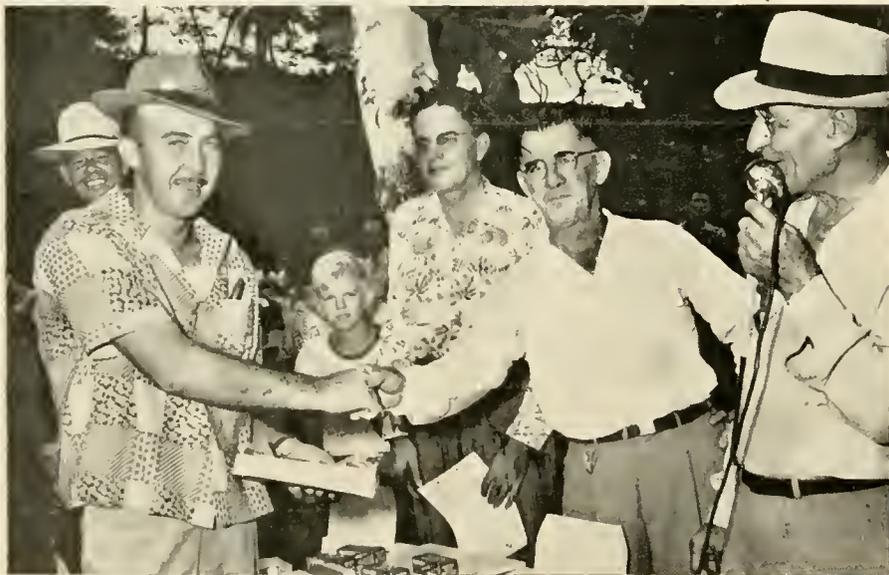
But the big daytime affair is the annual

pistol shoot which is held near the end of the dry season, the location alternating between Balboa and Cristobal.

This year the Cristobal police played host (and impolitely won the first three



SOME WATCHED, like Maj. Pastor Ramcs, chief of the Colon police, center, and Lt. Col. K. K. Kolster, Atlantic Sector Provost Marshal, right, who sat with Police District Commander, John M. Fahnestock in the beautiful bohio, Rancho Ramcs.



SOME WON, like Policeman Floyd A. Robinson who is being congratulated here by Jack Ward, president of the Cristobal Gun Club. Mr. Ward presented the winner with the .38 S&W revolver. Maj. George Herman, at the microphone, and Capt. Rodger W. Griffith, on Mr. Ward's right, watch the presentation.



BUT EVERYBODY ATE—like the people here who are going down the "chow line" to sample (and then come back for more) barbecued baby beef which had been cooked all night in an open pit, baked beans, scalloped potatoes, cole slaw, and individual loaves of French bread.

prizes) at Police Park near Brazos Brook.

A police photographer got a temporary press card as a for-the-day representative of THE PANAMA CANAL REVIEW, and took the pictures which illustrate this story.

Although this year's scores were well below those of last year, and it may well be many years before anyone can equal Peter Proback's perfect score of 200 made last year, the shooting was still good enough to give any potential law-breakers reason to stop and think before they tangle with the police pistol experts.

Seventy police officers qualified by making scores of 150 or better in the preliminary firing. Forty-seven of the 70 participated in the shoot.

Tying for first prize were Floyd A. Robinson, of the Cristobal Station, and Cristobal License Examiner Paul S. Stewart. Their score was 183. Mr. Robinson, however, was awarded first prize because his score on the bobbing target was higher than that of his opponent. Such settlement of tie scores is provided for in the rules for the shoot.

Close behind them was Grady B. Hardison, a winner of two previous shoots. He turned in a final score of 181. He is stationed at Margarita.

The range board for the shoot was made up of Lt. Eugene Shipley, Sgt. Jack F. Morris, and Policeman Henry DeRaps.

As at all police pistol shoots, the women folks and small fry turned out by the dozens. The women sat and talked and kept an eye on the youngsters while their men were on the firing range or talking shop.

After it was all over, everyone ate, well and at length, of some very fine food which had been prepared by the best cooks on the police force. Hubert W. Jarman, a former policeman now with the Industrial Bureau, lent his talent to supervise the beef barbecue.

Rivalry between the two police districts is as high when it comes to turning out a tasty meal as it is on the firing range. It's pretty much of a toss-up which of the contests the guests enjoy more.

Bachelor, Large Family Quarters

(Continued from page 6)

living room, would project from the front of each unit.

The bachelor rooms in the U. S.-rate towns are planned for transient use (when an employee is transferred for a very short period from one side of the Isthmus to another, for instance) and for employment surges, such as at lock overhaul periods, when a large number of employees are added to the force for temporary work.

Local Rate Bachelors

Bachelor rooms will also be provided in the local rate towns.

The bachelor room buildings for local-rate employees would be three-story, masonry, on-the-ground structures with 11 rooms to each floor. Each room would have a lavatory and cooking facilities. Toilets and showers would be centrally located and serve an entire floor.

Employees Are Reminded To Designate Beneficiary

A reminder that designation of beneficiaries by Company-Government employees may save their survivors both time and money was made recently by James Marshall, Chief of the Postal, Customs and Immigration Division. He is in charge of probate of estates of employees who die intestate.

An Executive Order provides that upon the death of an employee compensation for all of his accumulated and current leave shall be paid in a lump sum, upon the establishment of a valid claim, as provided by law.

According to an amendment to the Canal Zone Code, approved August 10, 1949, this payment shall be made first to the beneficiary, or beneficiaries, if any, lawfully designated by the employee under the retirement act applicable to his service (Civil Service Retirement Act), or to the estate if the employee has not designated a beneficiary.

Forms on which beneficiaries may be designated are available at the Retirement Desk, Personnel Bureau. Designations made prior to September 1, 1950, are no longer in effect.

Payment to the beneficiary is immediate, Mr. Marshall said. Payment to the survivor, through the estate, is necessarily delayed because of the time needed for probate. In addition, the Public Administrator who handles such estates is required to charge a fee for his work.

Ten Years Ago In April

Third Locks and the work on them were still important 10 years ago. On April 22 word came from Washington that the Pan Construction and Materials Corporation had submitted a low bid of \$81,849,376 for the new locks to be built at Miraflores and Pedro Miguel.

Ten days earlier, Samuel Rosoff, head of the Rosoff Panama Construction Company Inc., said that approximately \$7,000,000 worth of equipment and a force of about 3,000 men would be assembled at Gatun to build the Atlantic side Third Locks. The Rosoff Company held a \$45,705,000 contract for the Gatun Locks construction.

On April 16, it was announced officially that 11 new fire stations and 30 trailer pump houses were to be added to existing facilities. Eighty Atlantic side women completed a canteen course and training in mass feeding in case of disaster.

Enemy aliens, 519 of them, who had been interned at the camp in the Balboa quarantine area, reached the United States. They were Japanese and Germans, a few Italians and central Europeans, with the Japanese in the majority. Of the whole group, 105 were children.

The aliens had been taken from Balboa to Cristobal, with the windows on the Canal side of their railroad cars carefully covered with blinds.

Curbs, pedestrian crosswalks, trees, poles, and similar objects near Canal Zone streets were getting a coat of black and white painted stripes.



A lot of meats are prepackaged now that weren't prepackaged before. **Meats Get New Treatment** The pliofilm packages of trimmed pork, beef, lamb, poultry, and veal that you buy at self-service meat cases at large stores and regular meat counters of smaller commissaries now come off assembly lines.

The prepackaging is possible because of new machinery—saws, cutters, slicers, grinders, conveyor belts and automatic sealing devices—at the Cold Storage Plant of the Commissary Division at Mount Hope.

Prepackaging means this to customers:

- 1) well-trimmed retail cuts, with no trim or waste, that need less preparation for cooking;
- 2) cuts that are pretty much the same in quality and appearance yesterday, today, and tomorrow and from one package to the next;
- 3) savings in shopping minutes for customers who can now pick their meat right out of a case already cut, trimmed, weighed, priced, and wrapped; and
- 4) meats that are handled under the most sanitary conditions.

Prepackaged meats (except for sausage products such as dried beef, etc.) are frozen from the time they leave the cold storage plant locker rooms until you buy them in the stores.

Plioilm has a lot of "give." It was chosen for the wrappings because it can be pushed a long way before it breaks or tears.

These meats are now prepackaged:

Pork—Pork chops, including loin, rib, and end cut; spare ribs; bulk pork in one-pound rolls; smoked ham butts and slices; liver; ham hocks; skinless link sausages, smoked and unsmoked; ham minute-steaks; pastrami; ham loaf; and pigs' feet and knuckles.

Beef—Tenderloins; sliced dried beef; hamburger steaks; beef minute steaks; liver; and cooked tongue.

Veal—Cutlets and chops, including loin rib and shoulder; liver; tongue; and heart.

Lamb—Leg; rib; chops, loin and shoulder.

Poultry—Chicken breasts; legs and thighs; wings; hearts; and chicken loaf.

Car care will be easier with a new **New Care for Cars** Hose Carwash on sale in the commissaries. When you put it in a pail of water, the water turns to foam. You douse the foam on your chariot and forget the chore of a chamois.

Now you can try your can openers on: lima beans and ham; papaya from Costa Rica; baked apples; and minestrone like good Italians would like. They're in some canned goods sections now or are expected soon.

Mother's Day givers, grandmamas and glamour girls should know:

For Mother's Day, Miss and Mrs. The first 60-gauge hose to be sold in the commissaries will be in the stores soon.

They are 15 denier nylons—and that's sheer—in summer shades. They have more threads that are twisted finer than the 51-gauge hose in the stores before. That means they'd don't snag as easily, have more stretch and give, wear better, and look smoother.

Other new wrinkles in hose are nylons that are pleated—when you buy them from the store. When you put them on, the pleats go away and the hose hug tight for a fit that is made to flatter.

Lace and ruffles and net and nylon will make mothers want more Mother's Days. New slips and nightgowns in the stores have them mixed and matched in the kind of combinations you give as gifts and want for yourself.

Spring graduates and young party girls will want to see new teenage formals in the stores. There are ballerina and long dresses. Some are fluffy and some are slightly sophisticated.

There's now an All-Purpose Broth that comes in a package ready to brew into soup, stew, gravy, seasoning, or stock.

Myro range and porcelain cleaner is in the stores now because customers who used it elsewhere told Housewares Section people it's a whee of a cleaner, especially for electric ranges.

The clothes the little men at your house wear all year round in the tropics come from the spring and **Little Men** summer lines of U. S. manufacturers. That means there are more in the stores now than at any other time of year.

Venetian blinds that have lived too long for their fixtures can be given **New Bloom for Blinds** a new bloom of youth with ladder tape, cords, tilters, hold-down brackets, pulley shafts, bead chains, cord locks, and head-rail installation brackets in commissary housewares sections.



MANY MEATS now come off this cold assembly line in the Cold Storage Plant of the Commissary Division at Mount Hope. In this picture, pork chops, newly chopped and trimmed, go down the conveyor belt to be wrapped for delivery to retail stores.

THE PANAMA CANAL HONOR ROLL

NEXT MONDAY marks the 48th anniversary of the beginning of the Canal construction work by the United States when the French Canal Company's rights and properties were transferred at a simple ceremony at its headquarters building in Panama City. Of the tens of thousands of men and women who came to the Isthmus from their homes in the United States to help on this great project only 53 remain in active service.

This honor roll of the Canal enterprise has been cut in half within the past two years. When the roll of those veterans still in service was published

in the first issue of THE PANAMA CANAL REVIEW in May 1950, the list contained 106 names.

Of the 53 still in service, the pictures of the nine who have unbroken service are published in this issue. The complete list of veterans shown below gives the dates they first began work on the Canal project. Names of employees with unbroken service are indicated by capital letters and those marked (*) are holders of the famous Roosevelt Medal indicating two or more years of continuous construction service.



HARRY A. COMLEY

1906
*Vincent G. Raymond—December 16

1907
*Florence E. Williams—March 1

1908
*Esbon S. MacSparran—June 22
*Charles P. Morgan—October 26

1909
*J. Wendell Greene—May 5
Andrien Marie Bouche—July 2
*John E. Ridge—October 20

1910
*George H. Cassell—January 29
*Raymond B. Ward—June 13
*Raymond A. Koperski—June 27
*William R. Howe—July 1

1911
*ERNEST C. COTTON—February 20
Lea K. Dugan—June 6
Herbert T. Souder—July 15
*Charles Lester—August 18
*GEORGE N. ENGELKE—September 5
*Bernard W. McIntyre—September 28
Melville L. Booz—October 2
*Gregor Gramlich—October 14
*Berney J. Robinson—October 30

1912
Samuel J. Deavours—March 1
Gustaf R. Holmelin—March 13
*Gilbert B. Owen—March 22
Josephine R. Dennis—April 6
Harland V. Howard—April 22
*Robert W. Hutchings—April 26
*Fred Frank—June 1
George F. Miller—June 28
Alba D. Hutchings—August 19
Thomas J. Breheny—November 1
George C. Orr—December 5
ARTHUR MORGAN—December 16

1913
Otto A. Sundquist—January 15
Bernard J. McDaid—February 19
Leonidas H. Morales H.—March 1
ADAM S. MILLER—April 14
David W. Ellis—June 11
Arthur J. Farrell—June 28
Edward P. Walsh—July 1
Otto C. Frick—July 2
Robert I. Barnes—July 3
EMMETT ZEMER—July 10
HARRY A. COMLEY—July 14
Harold P. Bevington—August 16
Eric E. Forsman—November 4
WALTER W. WHITE—November 18
Bert G. Tydeman—November 22
Mal LeRoy Dodson—December 10
William V. Brugge—December 17

1914
JAMES G. MAGUIRE—January 20
LEON F. HALLETT—February 14
Clarendon Sealy—March 6
Samuel L. Souder—March 24



ERNEST C. COTTON



GEORGE N. ENGELKE



LEON F. HALLETT



JAMES G. MAGUIRE



ADAM S. MILLER



ARTHUR MORGAN



WALTER W. WHITE



EMMETT ZEMER

Governor Newcomer's Four-Year Term Notable For Far-Reaching Changes

The tenth Governor of the Canal Zone will end his four-year tour of duty on May 19. The past four years have undoubtedly been marked with more far-reaching changes than the term of any of his predecessors in office.

Barely a month after Governor Francis Kosier Newcomer took the oath of office on May 20, 1948, the United States Congress approved an act to incorporate the Panama Railroad Company under the Government Corporation Control Act.

This was the beginning of various legislative and administrative actions which were climaxed last July 1 when the Panama Railroad Company and The Panama Canal operations were consolidated into a Government-owned corporation—The Panama Canal Company—and the governmental functions of The Panama Canal became the Canal Zone Government.

This consolidation and incorporation, however, was preceded by an extensive internal rearrangement of various of the Canal activities, grouping like operations together under newly created Bureaus which replaced the Departments of earlier days.

This incorporation was in accordance with a bill which became law September 26, 1950, with the effective date of the change last July 1. The law created the Panama Canal Company "for the purpose of maintaining and operating the Panama Canal and of conducting business operations incident to such maintenance and operation and incident to the civil government of the Canal Zone."

Company Must Sustain Itself

This law required that the Company be self-sustaining and that it must pay the net cost of the Canal Zone Government, under which were placed civil governmental functions, including sanitation and public health.

The process of converting the complicated financial structure from a system of government accounting to a system of corporate accounting is still in progress. This involves setting up books such as a private corporation keeps of its profits and losses rather than the usual governmental system of simply accounting for appropriated funds.

Aside from its technical aspects, the formation of the Panama Canal Company has brought other changes. The 13-man Board of Directors, all appointees of the Stockholder (the Secretary of the Army), is playing a much greater part than ever before in the affairs of the Panama Canal.

General Newcomer as Governor has been President of the Company and his official title is President-Governor. Chairman of the Board is the Assistant Secretary of the Army, Karl R. Bendetsen.

Former Governors have made only a few official trips to the United States during their terms of office. Most of these were to appear before Appropriation Committees or to attend Bureau of the Budget hearings. During the past four years, Governor Newcomer has made 19 round-trips to Washington or New York, not only to attend Budget and Congressional hearings but also to be present at the frequent meetings of

the Board of Directors. Only one Board meeting has been held in the Canal Zone.

Quarters Program Started

Aside from the reorganization and incorporation, the single most important project during Governor Newcomer's term has been the inauguration and development of a long-awaited and much-needed housing replacement program. When the program is finally completed in fiscal year 1956, close to \$80,000,000 will have been spent to replace obsolete and sub-standard quarters.

Also of major importance was the return by the President of civilian control of the Canal Zone.

Other changes, of less importance but of interest, which have been made during the Governor's administration follow, more or less chronologically:

A biweekly pay plan for U. S.-rate employees was instituted; salaries were paid by check and pay-roll procedure is now being mechanized.

A five-day work week was adopted, by administration action.

Pay rates for local-rate employees were revised and two blanket increases given workers on local-rate rolls. Liberalized leave regulations for local-rate employees were approved.

The administration officially discarded use of the terms "Gold" and "Silver."

Junior Reserve Officer Training Corps were established at Balboa and Cristobal High Schools.

The Schools Division opened a Junior College at La Boca; it will graduate its first class this month.

The Governor requested and received authority to establish draft boards in the Canal Zone.

Cash replaced the long-used coupon books in all U. S.-rate commissaries.

Congress passed legislation, sponsored and supported by the Canal administration, to merge the Canal Zone Retirement Act with the Civil Service Retirement Act. A bill to provide for a much improved retirement plan for local-rate employees was drafted but has not yet been cleared for introduction into Congress.

Tax Extended To Zone

Income tax was extended to the Canal Zone, for U. S.-citizen employees. The administration successfully assisted in obtaining repeal of the tax measure's retroactive feature.

The Army transferred to the Canal two large tracts of land, 300 acres, near Corozal for the local-rate town of Cardenas and 100 acres from the post of Corozal for U. S.-rate housing.

The Third Locks town of Cocoli was transferred to the Navy.

A small-scale study of Civilian Defense requirements was started but was abandoned last August when Congress cut off funds for its operation.

And while all this was going on shipping was increasing steadily to such an extent that in March of this year a new all-time record high of 613 ocean-going commercial vessels of over 300 tons was reached.

There were personnel changes of importance, too. Only *(See page 20)*



ONE OF THE BEST pictures ever taken of the Governor and Mrs. Newcomer is that, above, which was made September 29, 1949. The day marked the Governor's retirement from active duty with the Army after more than 40 years of military service. The Governor left immediately after the military retirement ceremony, at the Balboa Heights railroad station, on one of the many business trips he has had to make to Washington during his term of office.

Work In Corozal Area Will Be Rushed; About 250 Family Apartments Planned

No material delay is expected in the Panama Canal Company's overall housing program as a result of the abandonment of the Summit townsite project and the development of the Corozal area.

The Canal Zone Order revising the Curundu Military Reservation and transferring the land to the Canal Zone Government has been signed by the Secretary of the Army. Approximately 100 acres have been transferred.

Plans for the new townsite development are being completed in the Engineering Division and actual work on the relocation of underground facilities and other municipal work required has been started by the Maintenance Division forces. The latter work will be rushed to take advantage of favorable weather before heavy rains begin.

It is planned to have the area ready for the construction of houses by the next dry season.

The area to be transferred will provide space for about 250 U. S.-rate apartments plus a location for an elementary school. No other community facilities, such as a clubhouse or post office, are planned for the area since it is located near similar facilities in Diablo Heights and Balboa.

The exact number or type of apartments to be built there will not be determined until after a complete town layout has been prepared. Of course, not all of the 100-odd acres will be readily usable. The extent of grading required has not been determined, although it is known that it will be considerably less than planned at Summit.

The work at the proposed Summit townsite is to be abandoned after completion by the Maintenance Division of that portion of the main storm sewer on which work was already underway. This work was well advanced when the question of obtaining land nearer the Pacific terminal was reopened early last month.

Sales Store To Be Island

The area transferred begins at Diablo Crossing and includes the section known as Diablo Terrace as far as the Albrook Air Force Base boundary. The houses at Diablo Terrace are to be demolished. The area extends from the Albrook boundary to the old barracks road one block south of the main entrance to Corozal. The extreme northern boundary is the back entrance road to the post on which Corozal Theater is located and generally follows the ridgeline back to the Albrook boundary. Several buildings in the area are not included. These include the Army sales store and warehouse, the Army power plant, Corozal Theater, Finance Office, and Chapel.

The frame houses of Diablo Terrace are to be demolished and the Panama Canal Company will construct 26 sets of family quarters of a size comparable to those being transferred at sites to be determined by Army authorities. The old houses will be kept in use until the new quarters are built.

The area for the new townsite development is a part of the Corozal Army Reservation and is a part of the site of one of the earliest Canal Zone settlements.

In his *Guidebook of Panama and the Canal Zone*, published in 1912, John O.

Collins says that the village of Corozal was mentioned before the founding of the new (and present) city of Panama. The name means a field or plantation of corozo palms—those palm trees bearing oily nuts.

The village was almost certainly a stop on an old trail between Panama City and the Interior. In French days, an old road more direct than the route of the present Corozal-Panama road linked Corozal with that section of Panama near the present Tivoli crossing.

Corozal appears on a Panama Railroad map dated 1857 but does not appear on one issued four years earlier.

Although the name is shown on the 1857 railroad map, Corozal apparently was not a scheduled railroad stop for some years. A timetable reproduced (See page 16)

Completion Dates Given On New Balboa Quarters

Construction of the 15 U. S.-rate family units on Pyle Street and Morgan Avenue in Balboa by the Maintenance Division is now well advanced and the first of the new houses is to be completed about the second week in June. The others are scheduled for completion by the middle of August.

The houses there are of the composite type similar to those in San Juan Place in Ancon. There are 11 buildings in all, of which four are duplexes.

Residents of Ridge Road in Balboa Heights who recently received notice to vacate their quarters for demolition will be assigned the new houses in Balboa on a seniority basis along with residents of the old houses on Empire Street which also are to be torn down this year. The Ridge Road residents have been requested to move by August 15, and those on Empire Street by October 31.

OUR OUT-OF-DOORS

Two more trees of the Canal Zone, the Malay Apple and the Cuipo, are among those which even the most non-botanically inclined can learn to identify.

The Malay Apple, *Eugenia malaccensis*, is an Asiatic species planted occasionally in this region. A row of the trees grow along Amador Road.

The tree itself is one of the most attractive on the Canal Zone. It is not tall and has a dense, rounded crown. The large leaves are oblong-elliptic and shiny.

A distinguishing feature is its bright crimson-purple flowers which are distinctively beautiful. They are borne in clusters along the branches and are most conspicuous when seen from a distance.

As the petals fall they form a colored carpet on the ground beneath the trees.

The pear-shaped fruit is suffused with red and its flavor is excellent. In Panama it is called "marañon de curacao," a not inappropriate name, since the fruit strongly suggests, in shape and color, the

cashew or "marañon."

The technical name of the Cuipo, one of the most remarkable trees of this region, is *Cavanillesia platanifolia*.

An exceptionally fine specimen grows at the end of the Red Tank causeway and many more dot the hillsides of Panama and the Canal Zone.

They are particularly conspicuous at this season because of their red flowers.

Cuipo trees are stately, 60 to 100 feet tall. They have small crowns and thick, smooth, pale trunks, usually swollen at the base.

The wood is white or yellowish, coarse, soft, and extremely light. A cubic foot of cuipo wood weighs only 6.25 pounds, while balsa, which is ordinarily considered one of the lightest of woods, weighs from six to 22 pounds per cubic foot.

Cuipo wood is sometimes used as a substitute for balsa and was the material for several light planes manufactured just before the end of World War II.



LITTLE GIRLS and Malay apples belong together, even if the little girls' mothers deplore the black stain which the juicy fruit is apt to leave on a pretty dress. When the trees are bearing, Janice Scott, 8, of Amador Road, takes to a stepladder to gather a feast. Young Janice is a third generation Zonian.

Watch Repairing Engrossing Hobby, Health Bureau's Bill Brown Reports

William Brown, whose job is Assistant to the Health Director, is never at a loss when anyone asks him the time of day. Usually he is wearing a wrist watch; more often than not he is carrying a spare in his watch pocket, and quite frequently he can check the hour by a tiny wrist watch produced from his shirt pocket. Seldom are these the same watches two days in succession.

Not that Bill Brown is such a man of property. The watches which he produces belong to friends for whom he is doing a watch repair job. The clocks on which he also works have, of course, to stay at home; he couldn't very well carry them around but he thinks watches should be worn or carried for a few days, for checking.

When Bill Brown is having budget trouble—and what administrative assistant these days doesn't—he can forget it completely in his watch repair hobby.

His center of operations is in a corner of his bedroom on the second floor of a big duplex overlooking Albrook Field. In this corner is a dentist's cabinet with its many shallow drawers, just right for fine small tools. On top of the cabinet stands a battered piggy bank.

Since watch repairing is a hobby, Bill Brown makes no charge for his work. But, if friends insist, he will accept a dollar for a job. The dollars go into the piggy bank and when enough have been piled up, Bill Brown buys another micrometer, or some main springs, or a device to set watch crystals.

He got interested in repairing watches by necessity. His bride, Ruth, gave him a wrist watch as a gift not long after they were married. It was a fine watch in every respect but one—it wouldn't run. The Browns made the rounds of watch repairmen but no one could fix it. Finally Bill took the watch to pieces, found a thread on the hair-spring, removed it and from then on the watch kept fine time.

Ants Don't Help

Since then he has found some strange things wrong with non-operating clocks and watches. A perturbed owner brought him a fine mantlepiece chime clock which wouldn't chime. No wonder, Bill Brown found; it had an ants' nest inside.

Some watches have been overcome by humidity and are rusted; others just need cleaning and not too seldom Bill Brown finds that all a watch or clock needs is a good winding.

In a year, he figures, he works on at least 100 watches or clocks. Sometimes, when people leave or move, they give him an accumulation of old watches or jewelry from which he can cannibalize parts.

He has repaired a number of old wall pendulum clocks which have been surveyed and sold for junk. Usually these can be put into usable condition, although it often takes longer to get the face off than it does to repair the clock. (Although Bill Brown has often worked on these surveyed clocks, he has never bought one for himself.)

Because he has a fine collection of precision instruments, as well as a lot of patience, Bill Brown is called on sometimes to go a little out of his hobby field. He has cemented loose cameos and intaglios into pieces of jewelry on more than



WILLIAM BROWN

one occasion. But his most frequent requests other than the watch repair line concern diamonds.

Settings for diamonds have a way of getting bent, and girls with engagement rings understandably don't want to go around shedding diamonds. So they bring their rings to Bill Brown and ask him to tighten the metal which holds the jewels in place. Bill does, the girls are happy and sometimes a dollar goes into the piggy bank.

Forty Years Ago In April

With a few months over two years still to go before the Canal was to be opened, Canal planners were looking ahead. In April, 40 years ago, a committee was appointed to recommend sites for the permanent administrative headquarters and offices of the Canal and a permanent settlement for Canal employees nearby. The *Canal Record* reported that the site of the office headquarters would be "on Sosa Hill or some other place nearby."

Zonians were having almost as hot a time as they had 40 years later. The warmest weather of record on the Canal Zone since the American forces arrived occurred during April. At Aneon, on April 7, the thermometer registered 97 degrees, and 10 days later the temperature at Culebra went to 96 degrees. Previous highs were 96.2 degrees at Aneon on March 7, and 94 degrees at Culebra on April 15, 1909.

The survey of the approaches to the Pacific entrance of the Canal, by the Coast and Geodetic Survey, was complete. The survey steamer *Patterson*, which arrived from Alaska January 15, finished its work about the middle of the month. The wire drag party wound up its six months of work the end of April. The results of the survey were the basis for the charts published later.

Canal Zonians of those days played as well as worked, although some of their recreation was quaint by present day standards. In April, 40 years ago, the Hill Maqical Troupe, who specialized in "neeromaney

and hypnotism," was playing at Zone clubhouses. Moving picture shows were becoming increasingly popular. At Gorgona, one night, 245 people attended the movies and there was even a special show at one o'clock in the morning after the night force stopped work. Coffee and sandwiches were served after this "owl" show.

Another popular performer of 40 years ago was Captain Jack Crawford, described as a "poet scout." He was reciting original verse and humorous anecdotes around the clubhouse circuit.

The University Club of the Isthmus of Panama, 75 percent of whose members were employees of the Isthmian Canal Commission and the Panama Railroad, gave a housewarming at its new clubhouse near the Panama City sea wall. The housewarming was a reception, with dancing.

One of the big steamshovels, which did such yeoman work in excavating the Panama Canal, was damaged beyond repair late in April by an unusual fire. The shovel, a 70-tonner numbered 107, was working on excavation of the channel through what is now Miraflores Lake. It rested on a "crib" which was made up of five layers of railroad ties.

Fire broke out at night in the depths of the crib. Although the shovel was mostly metal, the heat of the flames softened the six-inch solid steel axle connecting the hind wheels of the truck under the rear end so that it bent to an angle of about 90 degrees. The heat was most intense at the rear end where the cribbing was higher but the babbitt metal was melted out of every journal box on the shovel.

Even without this shovel, however, excavation was moving faster and faster. On one day the 44 shovels working in the Pedro Miguel, Culebra, and Empire districts excavated 68,505 cubic yards of material, during a working day of eight hours. This was a new high record for daily excavation in the Cut.

Third Beaux Arts Ball To Take Place May 10

Arrangements are practically completed for the third Beaux Arts Ball to be given May 10 by the Canal Zone Art League at the Hotel Tivoli.

Proceeds from the Ball will go to increase the art scholarship fund which the Art League has established and with which the organization hopes to aid some Canal Zone student in his chosen career.

Chairman for the Ball Committee is Robert L. Dwelle. He is being assisted by the League's president, Bryan W. Vaughn, and by Mr. and Mrs. F. R. Johnson, Mr. and Mrs. Henry McKenzie, P. Rodriguez, and Melvin Menges.

Theme of this year's ball is "Dream Boat." Prizes will be awarded for unusual costumes and painting contests and door prizes will give the guests an opportunity to win a work of art donated by artist members of the League.

Tickets, at \$2 a person, may be obtained from F. R. Johnson, 2-3484; Beatrice S. Gardner, 2-1457; B. W. Vaughn, 273-3185 or H. T. McKenzie, 3-2401.

ANNIVERSARIES

Employees who observed important anniversaries during the month of April are listed alphabetically below. The number of years includes all Government service with the Canal or other agencies. Those with continuous service are indicated with (*).

42 Years

Eshon S. MacSparran, Superintendent, Terminals Division.

35 Years

Fred J. Bauman, Supervisor, Sheetmetal Shop, Maintenance Division.

Dr. Jesse L. Byrd, Medical Officer, Colon Health Office.

Walter C. Fedde, Chemist, Miraflores Filtration Plant.

30 Years

Paul F. Karst, Postmaster, Curundu.

Rexford T. Ray, Guard, Atlantic Locks.

25 Years

Joseph B. Baker, Foreman, Dredging Division.

20 Years

Thomas J. Brehency, Foreman, Dredging Division.

Elvira J. Byrne, Nurse, Gorgas Hospital.

Alcide R. Hauser, Policeman, Cristobal.

William R. Henter, Filtration Plant Operator, Maintenance Division.

Anthony G. Lynn, Plant Supervisor, Maintenance Division.

Joseph F. Shea, Chauffeur, General Operator and Craneman, Maintenance Division.

Roger C. Wright, Automobile Repair Machinist, Motor Transportation Division.

15 Years

***Thomas V. Kelly**, Locomotive Engineer, Railroad Division.

***Frank McGuinness**, Train Dispatcher, Railroad Division.

***Harvey D. Smith**, Carpenter Foreman, Maintenance Division.

George O. Tarflinger, Refrigeration and Air Conditioning Mechanic, Commissary Division.

***Winton A. Webb**, Pharmacist, Gorgas Out-patient Service.

***William H. Will**, Tilesetter, Maintenance Division.

RETIREMENTS IN APRIL

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

Anthony Fernandez, Spain; Foreman, Marine Bunkering Section; 39 years, 3 months, 1 day; address uncertain.

Floyd W. Forrest, Virginia; Chief, Aids to Navigation Division; 24 years 8 months, 8 days; Hudgins, Va.

Frank J. Gerchow, Louisiana; Lockmaster, Miraflores Locks; 39 years, 2 months 8 days; Montecoursville, Pa.

John W. Manush, Alabama; Tunnel Operator, Pedro Miguel Locks; 38 years, 9 months, 26 days; Portland, Me.

John B. McDougall, Pennsylvania; Clerk, Maintenance Division; 25 years, 11 months, 7 days; Flushing, N. Y.

Avory O. McGlade, Illinois; Planing Mill Hand, Industrial Bureau; 23 years, 1 month, 13 days; Balboa.

Dr. John D. Odom, Alabama; Quarantine Officer, Balboa; 34 years, 5 months, 22 days; Dothan, Ala.

Jerome F. Prager, Oregon; Superintendent, Storehouse Division; 37 years, 9 months, 24 days; Berkeley, Calif.

William P. Quinn, North Carolina; Assistant Chief, Aids to Navigation; 38 years, 2 months, 29 days; Salisbury, N. C.

William F. Rabiteau, Michigan; Truck Driver, Motor Transportation Division; 35 years, 11 months, 2 days; Alpena, Mich.

Marie C. Stapf, Pennsylvania; Governmental Accountant, Finance Bureau; 33 years, 10 months, 20 days; plans uncertain.

Rudolph Swan, New York; Postmaster, Corozal; 14 years, 4 months, 15 days; Fort Edward, N. Y.

Henry D. Weaver, Pennsylvania; Ad-measurer, Navigation Division; 36 years, 2 months, 16 days; Florida.

THIS MONTH'S CALENDAR

(Note.—Representatives of organizations listed below, or of others to be included in this calendar, are asked to notify the Editor, PANAMA CANAL REVIEW, by the 20th of each month of any permanent changes in meeting places, dates, or times.)

MAY

2nd—American Legion No. 6, Gamboa, 7:30 p. m.

3rd—Track Foremen No. 2741, Balboa B & B Shops.

4th—VFW No. 3857, Veterans' Club, Cristobal, 9 a. m.

5th—Postal Employees No. 23160, Balboa Lodge Hall, 7:30 p. m.

VFW No. 727, Fort Clayton, 7:30 p. m.

VFW No. 3822, Curundu Road, 7:30 p. m.

Pedro Miguel Civic Council, Union Church, 7 p. m.

Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.

American Legion No. 3, Gatun, 7:30 p. m.

6th—Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.

Teachers No. 228, Cristobal High School, 3:30 p. m.

Gamboa Civic Council, Community Center, 7:30 p. m.

Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.

7th VFW No. 40, Wirz Memorial, 7:30 p. m.

9th Blacksmiths, No. 400, with Boilermakers 463 and 471, Margarita K. of C. Hall, 7:30 p. m.

11th Pipefitters, Margarita Clubhouse, 9:30 p. m.

Sheetmetal Workers, No. 157, Balboa Clubhouse, 9:30 a. m.

Plumbers, No. 606, Margarita K. of C. Hall, 9:30 a. m.

12th Machinists, No. 699, Margarita K. of C. Hall, 7:30 p. m.

American Legion, No. 1, Balboa, 7:30 p. m.

13th—Electrical Workers, No. 397, Wirz Memorial, Balboa, 7:30 p. m.

VFW, No. 100, Old Boy Scout Building,

Cristobal, 7:30 p. m.

American Legion, No. 7, Fort Clayton, 7:30 p. m.

American Legion Auxiliary, No. 1, Balboa, 7:30 p. m.

14th—Carpenters, No. 913, Balboa Lodge Hall, 7:30 p. m.

Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.

American Legion, No. 2, Cristobal, 7:30 p. m.

18th—CLU-MTC—Margarita Clubhouse, 8:30 a. m.

19th—Truckdrivers, Balboa Lodge Hall, 7:30 p. m.

Electrical Workers, No. 677, Gatun Masonic Temple, 7:30 p. m.

20th—Machinists, No. 811, Balboa Lodge Hall, 7:30 p. m.

Operating Engineers, No. 595, Margarita K. of C. Hall, 7 p. m.

21st—AFGE, No. 14, Balboa Clubhouse, 7:30 p. m.

Teachers, No. 227, Balboa High School, 7 p. m.

American Legion Auxiliary, No. 3, Gatun, 7:30 p. m.

22nd—American Legion Auxiliary, No. 6, Gamboa, 7:30 p. m.

26th—Machinists, No. 699, Margarita K. of C. Hall, 7:30 p. m.

VFW Auxiliary, Post 3822 Post Home, 7:30 p. m.

27th—Operating Engineers, No. 595, Balboa Lodge Hall, 7 p. m.

VFW, No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.

American Legion, No. 7, Fort Clayton, 7:30 p. m.

28th—AFGE, No. 88, Margarita Clubhouse, 7:30 p. m.

American Legion Auxiliary, No. 2, Cristobal, 7:30 p. m.

29th—Governor-Employee Conference, Board Room, Administration Building, 2 p. m.

JUNE

1st—VFW, No. 3857, Cristobal Veterans' Club, 9 a. m.

2nd—American Legion, No. 3, Gatun, 7:30 p. m.

Postal Employees, No. 23160, Margarita K. of C. Hall, 7:30 p. m.

VFW, No. 727, Fort Clayton, 7:30 p. m.

VFW, No. 3822, Curundu Road, 7:30 p. m.

Pedro Miguel Civic Council, Union Church, 7 p. m.

Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.

3rd—Gamboa Civic Council, Community Center, 7:30 p. m.

Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.

Machinists, No. 811, Balboa Lodge Hall, 7:30 p. m.

Teachers, No. 228, Cristobal High School, 3:30 p. m.

4th—VFW, 40, Wirz Memorial, 7:30 p. m.

5th—Carpenters, No. 667, Margarita Clubhouse, 7:30 p. m.

May Sailings

From Cristobal

<i>Panama</i>	May 2
<i>Cristobal</i>	May 9
<i>Ancon</i>	May 16
<i>Panama</i>	May 23
<i>Cristobal</i>	May 30

From New York

<i>Ancon</i>	May 7
<i>Panama</i>	May 14
<i>Cristobal</i>	May 21
<i>Ancon</i>	May 28

PROMOTIONS AND TRANSFERS

March 15 Through April 15

The following list contains the names of those U. S.-rate employees who were transferred from one division to another (unless the change is administrative) or from one type of work to another. It does not contain within-grade promotions and regradings:

CIVIL AFFAIRS BUREAU

Mrs. Melba L. Young, Clerk-stenographer, Wage and Classification Division, to Clerk-stenographer, Schools Division.

Mrs. Edith M. Davis, **Mrs. Sophia M. Von Pohle**, from Substitute Teacher to Elementary School Teacher, Schools Division.

Ralph E. Shuey, from Postmaster, Howard AFB, to Special Postal Clerk, Postal Service.

Mrs. Irene S. Walling, from Clerk-stenographer, Finance Bureau, to Clerk-stenographer, Police Division.

Louis F. Dedeaux, from Commissary Assistant, Commissary Division, to Postal Clerk, Postal Service.

Sam A. Foreman, from Guard, Atlantic Locks, to Fireman, Fire Division.

ENGINEERING AND CONSTRUCTION BUREAU

James J. McDade, from Construction Supervisor, Maintenance Division, to Construction Inspector, Contract and Inspection Division.

George W. Wertz, from Wireman and Wireman Leader to Foreman, Electrical Division.

Mortimer J. Brennan, **George W. Cunningham**, from Wireman to Wireman and Leader, Electrical Division.

Keith J. Lane, **Julius J. Hentschel**, from Wireman to Distribution Foreman, Electrical Division.

Wilfred Morris, from Carpenter Foreman, Maintenance Division, to General Construction Inspector, Contract and Inspection Division. (See page 15)

PROMOTIONS AND TRANSFERS

(Continued from page 14)

Francis E. Conover, from Commissary Assistant to Supply Distribution Assistant, Contract and Inspection Division.

Constant W. Chase, Jr., from Electrical Engineer to Chief, Construction and Maintenance Branch, Electrical Division.

W. Houlton Esslinger, from Assistant Chief Hydrographer to Chief Hydrographer, Engineering Division.

Alvaro Cabal, from Cartographic Survey Aid, Surveys Branch, to Civil Engineering Draftsman, Engineering Division.

Zane Z. Zizz, from Powerhouse Operator to Powerhouse Operator-Dispatcher, Electrical Division.

HEALTH BUREAU

Marie V. Weber, from Nurse, Gorgas Hospital, to Chief Nurse, Palo Seco.

MARINE BUREAU

Victor L. Sanger, Victor C. Melant, from Junior Foreman, Ferry Service, to Drill Runner, Dredging Division.

Arthur J. McLean, Arthur J. Logan, Clive W. Lewis, from pilot-in-training to probationary pilot, Navigation Division.

Leonard S. Hart, Julius F. Dietz, Andrew Stohrer, from probationary pilot to pilot, Navigation Division.

John P. Sterritt, from Stevedore Foreman, Terminals Division, to Towboat Master, Navigation Division.

Glenn R. McNall, from Guard, Pacific Locks, to Junior Foreman, Ferry Service.

David W. Ellis, from Tractor-bulldozer Operator to General Operator, Dredging Division.

Claud M. Kreger, from Junior Foreman to Drill Runner, Dredging Division.

John H. Droste, from Guard, Atlantic Locks, to Pump Operator, Dredging Division.

Slaughter S. Sharpsteen, Edward O. Pike, from drill runner to blaster, Dredging Division.

Charles S. Joyner, Charles J. Connor, from Drill Barge Blaster to Drill Barge Mate, Dredging Division.

Edward H. Halsall, from Clerk, Housing Division, to Chief, Locks Security Branch, Locks Division.

Marion S. Herring, from Dipper Dredge Engineer to Chief Towboat Engineer, Dredging Division.

Roy J. Wiley, from Wireman, Electrical Division, to Lock Operator Wireman, Pacific Locks.

William H. Walston, from Foreman to Mate, Pipeline Suction Dredge, Dredging Division.

PERSONNEL BUREAU

Mrs. June B. Young, from Clerk-stenographer, Employment and Utilization Division, to Secretary, Director's Office.

Mrs. Lois B. Grant, from Clerk-typist, Personnel Records Division, to Clerk-typist, Employment and Utilization Division.

Mrs. Zelda B. Glassburn, from Clerk-typist to Personnel Clerk, Employment and Utilization Division.

Billy Gene Mauly, from Recreation Supervisor, Schools Division, to Personnel Assistant, Personnel Bureau.

RAILROAD AND TERMINALS BUREAU

Mrs. Robin L. Comer, from Accounting Clerk to Transportation Rate Audit Clerk, Terminals Division.

Hugh A. Turner, from Gauger, Storehouse Division, to Cribtender and Gauger Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Francis J. Sweek, from Wireman, Electrical Division, to Plant Electrician, Commissary Division.

Henry E. May, Jr., from Pump Operator Dredging Division, to Gauger, Storehouses Division.

Cecil Koyel, from Meatcutter, Commissary Division, to General Storekeeper, Storehouses Division.

Herbert A. Taake, from Lock Operator, wireman, Pacific Locks, to Electrician, Commissary Division.

Eulie M. Bennett, from Accounting Clerk to Storekeeper, Motor Transportation Division.

Frank N. Light, from Truck Driver and Craneman, Motor Transportation Division, to Hoisting and Portable Engineman, Storehouses Division.

Harry J. Ailant, James M. Purdy, from Heavy Truck Driver to Heavy Truck Driver and Tire Rebuilder, Motor Transportation Division.

Canal Review 3rd Birthday Observed With This Issue

THE PANAMA CANAL REVIEW is blowing out a birthday candle.

It is now 14 issues and 2 years old and this is its birthday edition.

With two years of publishing under its belt, THE REVIEW has these words for its widening public about the other parts of its public and a review of its own facts of life.

THE REVIEW was born May 5, 1950, coming into an organization which was then without journalistic chick or child.

THE REVIEW's older sister, the old CANAL RECORD, had dwindled away to shipping statistics, then died early in World War II, choked by the ban on publication of such facts and figures.

When THE REVIEW arrived, after about a year aborning, it was dedicated by Governor Newcomer, in the first of his REVIEW messages to employees, to "a better understanding of our common (Canal) problems."

And from that time on, THE REVIEW has been telling its readers about people, places, plans, and interests that touch the Canal and its employees.

Then in August, 1951, there was a change, and THE REVIEW became a monthly instead of a quarterly publication

Now 760 Subscribers

When the stories and pictures started coming out by the month instead of by quarters, the number of subscriptions was only about 100.

By April 1952, the number of subscribers had climbed to 760 people who were scattered through 43 of the 48 States in the United States, Canada, Costa Rica, Ecuador, Salvador, Jamaica, Honduras, Puerto Rico, Bolivia, the Canal Zone, and Panama.

Retail sales at Commissaries, Clubhouses and Hotels average over 5,000 monthly.

THE REVIEW also goes to many libraries; colleges, industrial organizations; newspaper and magazine representatives; government agencies in Washington and elsewhere; Congressmen; shipping companies and their representatives on the Isthmus, in the United States and other countries; the Suez Canal; shipping publications; port authorities; banking concerns; airlines; branches of the Armed Services; and various embassies and consulates.

THE REVIEW's continuing invitation to readers to write to the editor opinions and suggestions has provided ideas which later turned into stories and features in the publication.

Many other opinions and comments come to the editor in letters which accompany requests for subscriptions. Most subscription letters contain only favorable comment, coming, as they do from people who express with their dollars their general approval and desire for more of the same.

Operation With Two Panama Line Ships To Be Considered By Board

(Continued from page 1) consulting services for a general study of the Panama Line operations.

The bids were not accepted and at the Board's meeting here in January a committee composed of W. R. Pfizer, Vice-President of the Company, and Daniel E. Taylor, Board member and President of the West India Fruit and Steamship Company, was appointed to make a study of the Line's operation.

Report Is Submitted

Their report was submitted at the April meeting at which time the Board voted to defer all action until data could be obtained on possible economies which might be effected by the removal of one ship from service as well as the possible effect such action would have on the passenger and freight service for the Company. This study is now in progress and the report will be submitted to the Board for consideration at the coming meeting.

The Panama Line, then named the Panama Railroad Steamship Line, used only two ships for many years before the three new liners were built and put in service during the late 1930's. During that period, the two vessels, the SS *Ancon* and SS *Cristobal*, maintained a ten-day round-trip service between Cristobal and New York with Port-au-Prince, Haiti, as a port of call both on the northbound and southbound sailings. The

Retires Soon



WILLIAM H. DUNLOP, Director of Finance plans to retire from the Canal service at the end of this month after 26 years of service. A native of Beardstown, Ill., Mr. Dunlop joined the Canal organization in January 1926 as an employee in the Engineering Division.

He had served as Chief of the Management Division before his transfer to the Finance Bureau in June 1951 after the retirement of Arnold Bruckner as Director of the Bureau. Mr. Dunlop served several months as Acting Director and was elected to the position by the Board of Directors at the January meeting in the Canal Zone. The Finance Director is a general officer of the Company and the by-laws require his election by the Board of Directors.

Port-au-Prince calls were eliminated when the Panama Line's service was renewed after the close of the war.

Work In Corozal Area Will Be Rushed; About 250 Family Apartments Planned

(Continued from page 12)

in Otis' *History of the Panama Railroad*, printed in 1867, shows that the first stop made by the two daily trains on the northbound run from Panama to Aspinwall (now Colon) was at Summit, 10½ miles from Panama City.

An old French map, dated 1886, shows "Canal buildings" and an old powder-house at Corozal. Another map, dated November 17, 1899, shows 24 houses and a railroad station in the "Village of Corozal."

Once Was Schuber Land

Much of the land in the Corozal area was once owned by Henry Schuber, grandfather of Lewis B. Moore, Supply and Service Director. He recalls hearing his family say that the Schuber estate extended from about the present location of the Panama stadium to the general vicinity of the Cardenas River north of Corozal. Mr. Schuber, who built the Hotel Central in Panama City about 1880, had cattle and dairy farms on the land. Some of the rest was devoted to agriculture alone.

When this area became part of the Canal Zone, the Schuber estate was eventually purchased by a land commission, although the final adjudication of the family's claim was not made until 1913 or 1914.

After the United States took over the French Canal Company in 1904, Corozal became a residence for many of the men who worked at the Canal's headquarters in Panama City. The first ICC "hotel," really a large bachelor quarters, was built at Corozal and the men working in Panama City went back and forth to their jobs by train.

As rapidly as quarters could be built—oldtimers recall that some of them were converted boxcars—bachelors and families were moved from Panama City to Corozal. On January 1, 1908, 13 married quarters at Corozal were occupied; by July 1 the number had increased to 29. Ninety-eight American men were in bachelor quarters and 470 laborers in the European and West Indian messes.

Where Did He Get That Hat? Old-time Canal Employee's Had 'Em For Years

Ernest Alphonso Blades, who has been an Isthmian for almost 47 years, does not remember just when he got his first Army campaign hat.

The hat was a gift from his old boss, J. H. K. Humphrey, former Assistant Chief Quartermaster who retired in June 1941, and it was a good many years before 1941 that the hat changed hands, or heads.

Ernest, as all the youngsters and most of the oldsters of Pedro Miguel, Red Tank and Paraiso know him, is wearing his third Army Stetson now. It was a gift of Fred DeV. Sill who wore the hat himself during the 1920's when, as a reserve officer, he was on active duty with the Engineers here.

Ernest's headgear is as much a part of him as his job of care-of-groundsman, in the three communities, a job he has held in this same area since 1918. And very



ERNEST A. BLADES

An ICC garden of some two-and-a-half acres supplied the hotel and the townspeople with fresh vegetables. Fifty street lights were installed and Corozal had a volunteer fire company.

First School In 1909

Late that year plans were made for the first school, a two-room wooden building. The following year the total population had increased to 1,116—815 of these in the labor camps.

A census taken in 1914 showed that the population of Corozal had more than doubled in five years, and also disclosed the presence there of troops. In 1914 there were 120 soldiers at Corozal, 1,127 American employees or their families, 1,071 men living in labor camps, and 374 others in what was described as "rural areas." Quarters for some of the families had been moved in from Culebra and Gorgona.

Between 1914 and 1920 when, by Executive Order, Corozal became part of a military reservation, detachments of Engineers, Signal Corps, Quartermaster Corps, Field Artillery, and Cavalry were stationed at Corozal at some time or another.

successfully too, his Pedro Miguel friends say.

Ernest was born in St. Phillips, Barbados, 70 years ago last November 18. He worked on the island as a blacksmith's helper. Along about 1905 business was poor and work was scarce. A recruiting team from the Panama Canal organization visited Barbados and Ernest signed up, with several hundred other men, to come to the Canal Zone.

The voyage from Barbados, he recalls, was made in a big transport which carried between 500 and 600 other West Indians who had been recruited for the Canal work. The trip, because of stops at other islands, took 10 days.

Worked On Hotel Tivoli

Ernest's first job, when he landed here on September 21, 1905, was on the foundations of the Hotel Tivoli. After that came work in the lumber yard and machine shop of the Building Division and then a short stint as a blacksmith's helper in the Central Division at Empire.

In 1909 he was transferred to the Quartermaster's Department and moved back to Ancon. For four years he worked as a gardener around the big official quarters near what is now the Ancon Courthouse. Then he went to Corozal where he worked again as a gardener, until Corozal became a military post. In 1918 he was moved to Pedro Miguel where, along with Red Tank and Paraiso, he has worked ever since.

He enjoys some prowess as a snake hunter, but he dismisses this lightly. "Hundreds of snakes pass my path and I kill them," is all he has to say, except to add that he has never killed a bushmaster. Matter of fact, he cannot remember ever having seen one.

Ernest lives with his wife in Paraiso. They have four sons and 23 grandchildren. No great-grandchildren yet, though. Norman, one of the sons, works for the Maintenance Division, as does Amos. Leo is a policeman and Charles an attendant at the Pedro Miguel gasoline station. They all live in Paraiso.

At 70, most people are thinking of taking things a little easier, but not Ernest. He isn't ready to stop working just yet. He feels sure he has another couple of years work in him, he says. And few men 20 years younger look as well as he does, Army Stetson and all.



BACHELORS of the early construction days lived in this "hotel" at Corozal. The first of its kind to be built in the Canal Zone, the hotel provided room and board for its guests at the rate of 90 cents a day. This photograph, taken in 1906, is one of the oldest in the Canal files.

STATISTICS ON CANAL TRAFFIC

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

PACIFIC STEAM NAVIGATION COMPANY IS OLDEST HERE

Honors as the oldest steamship company on the Isthmus of Panama go to the Pacific Steam Navigation Company.

The company received its Royal charter on February 17, 1840, only three years after the young Victoria became Queen of England, and the long era of British steamship enterprise began.

Its first charter granted it the right to work concessions obtained from the various Republics of the west coast of South America, with Panama as its northern terminal port.

Together with the Royal Mail Steam Packet Company, PSNC has been intimately connected with the narrow neck of land which unites the Americas since the company's beginning as a steamship enterprise.

Passengers were taken to the Chagres River by steamers of the Royal Mail line, which was the Atlantic carrier. Then they continued up the Chagres by small boats and across the remainder of the Isthmus by pack mule. The trans-Isthmian trip took four days and nights and cost \$18, without taking into account meals and other incidental expenses—a far cry from the one and one-half hour, \$1.25 (by train) journey of today.

Panama soon developed into a highly important section of the Pacific Steam Navigation Company's sphere of operations. The company purchased Morro Island, which is separated from Taboga Island at high water and is connected by a narrow strip of land at low tide.

Here PSNC established workshops, houses, drydocks, hospitals, and the famous "grid-iron" where ships were drydocked and repaired. There are still remnants of the old buildings, paddle steamers, and other machinery on the island.

In 1866, in order to get a supply of fresh water for its vessels, PSNC purchased a small area on Taboga Island. The company was unique in being the only steamship concern to have possession of island territory with monarchical rights.

Both PSNC and the Royal Mail Company subscribed capital to the Panama Railroad Company in the mid 1850's. Traffic rapidly increased but the harmony between railroad and shippers was not to last.

Argument with Railroad

In 1869 the Pacific Steam Navigation Company complained to the Railroad that the division of through rates was excessive on traffic to and from Europe over the



A. F. HOWARD, whose 29 years of service with the Pacific Steam Navigation Company include 23 years on the Atlantic side of the Isthmus, was interrupted by the camera in a business talk with Michael MacDonald, standing, head of the PSNC passenger department. Mr. Howard is manager for PSNC on the Isthmus. Mr. MacDonald, a comparative newcomer to the Isthmus—he has been here for only a couple of years—compiled the material for the accompanying history of PSNC activities on the Isthmus.

railroad.

The Railroad's Superintendent at Panama, Colonel A. J. Center, went to Callao to discuss the question with George Petrie, PSNC's west coast manager. They reached an agreement whereby the through rates were divided on a basis of one-third for the Atlantic carrier, one-third for the Railroad, and one-third for the Pacific carrier.

Directors of the Railroad Company, however, rejected this agreement and the Pacific Steam Navigation Company removed its shops and dockyards from Morro Island to Callao and established a fast, direct line to Europe via the Straits of Magellan.

Although the new direct service inaugurated by PSNC did not diminish, but rather increased, the coastal services on the west coast of South America, it did affect the trans-Isthmian route and the demand for coastal traffic to and from Panama fell away

considerably as the direct service from Europe improved.

Income from the railroad activities dropped appreciably. PSNC, however, with inauguration of the new service increased its business to such an extent that in 1874 it had become the largest shipping company in the world, with a total of 57 steamers, aggregating 127,700 tons. This tonnage was equal to that of the entire United States Navy at that time.

In 1877 PSNC expanded further, establishing the Orient Line from the United Kingdom to Australia.

Half a century later the Panama Canal was opened to commerce and PSNC was among the first shipping companies to utilize the waterway.

Move to Cristobal

In 1913 the Company's local offices were transferred from Panama City to Cristobal and later occupied the new Royal Mail Line Building (now known as the Pacific Steam Navigation Building) in the heart of Cristobal's "Steamship Row."

Between World Wars I and II, PSNC became one of the Panama Canal's best customers. Many of those living here will recall the familiar buff funnels of the popular "O" class mail steamers, like the *Orduña* and the *Orbita* which transited the Canal every two weeks, and the small coastal vessels in the Central American and Caletero service which arrived in Cristobal with loads of coffee, cocoa, and cotton for trans-shipment to Europe and the United States.

The coastal service lasted from 1915 to 1945 when the coastal steamers, *Acajulla* and *Salvador*, were sold. During their 30 year's of service the two vessels each transited the Canal about twice a month, undoubtedly setting a record for those days for transits by any single craft.

In the meantime PSNC had entered the agency business and had become representatives for such lines as Cunard Steamship Company, Holland-America Line, Port Line, Furness-Withy Line, and many others. More than 75 percent of the cruise liners which visit the Canal Zone are handled by PSNC. Among these are such famous trans-Atlantic liners as the *Caronia*, *Mauretania*, *Ryndam*, *Nieuw Amsterdam*, and the new *Ocean Monarch*.

Losses in World War II

With the outbreak of World War II, PSNC became joint agents for the Ministry of War Transport and local agents for Timber Control. A few familiar PSNC hulls disappeared: the 15,000-ton *Oropesa* was torpedoed and sunk off northern Ireland, the cargo vessel *La Paz* was torpedoed off Florida, and the *MV Laguna* was also torpedoed but managed to limp from the Caribbean into Guantanamo Bay, Cuba. She was later repaired and returned to service.

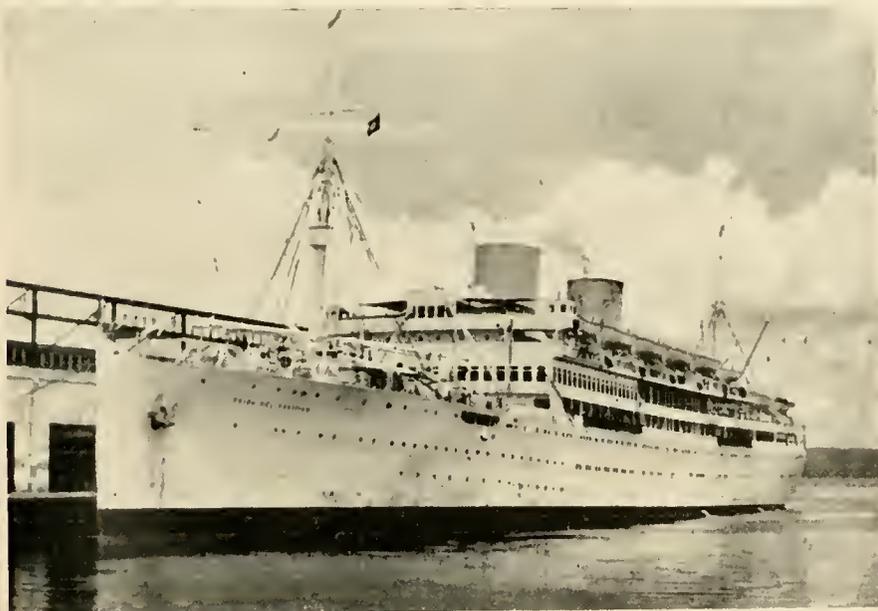
The company's largest liner, the *Reina del Pacifico*, was stripped of all her luxurious fittings. As a troop transport she saw service in many parts of the world. She was in Norway for evacuation of Allied troops; she took part in the North African landings.

The liners *Orbita* and *Orduña* also saw war service but did not return to the Company's fleet at the cessation of hostilities. They continued as transports until recently when they were sold for scrap. The coastal steamer *Acajulla* was taken over by the United States Navy early in 1941 and was used to carry supplies and materials for the construction of airbases in the Pacific and Central American countries and in the Caribbean.

During World War II the staff of PSNC's Cristobal office took part in many wartime activities, raising funds for "Spitfires," and collecting clothing for air raid victims in the United Kingdom.

More Ships Ordered

After the war the company began to rebuild. Its present fleet consists mostly of post-war vessels. Among these are the fast cargo-passenger ships *Kenuta*, *Flamenco*, and *Cucco*, which have inaugurated a fast, direct service from Liverpool (See page 19)



BEST KNOWN of any of the PSNC vessels which ply back and forth through the Canal is the *Reina del Pacifico*. This 17,872-ton, four-screw motor vessel, 551 feet long, averages eight trips a year through the Canal between England and the west coast of South America. She has accommodations for 780 passengers, and has been the repatriation craft for many West Indian oldtimers of Canal construction days who are going back home to the Islands.

U. S. Registry Ships Hold Top Position For Third Quarter

Vessels of United States registry continued to have the largest number of transits during the third quarter of the fiscal year. Figures on the three months traffic have just been released.

The three next places, in frequency of transits, remained unchanged from the two previous quarters: British, Norwegian and Honduran registries, in that order.

Although United States ships remained in first place, in both transits and cargo carried, both figures for U. S.-flag ships were less in the third quarter than in the two previous quarters of this fiscal year.

During the three months of January, February and March, 494 U. S.-registered ships, carrying 3,144,490 tons of cargo, transited the Canal.

During the second quarter there were 535 U. S.-registered vessels, with 3,400,570 tons of cargo and in the first quarter 534 U. S. ships with 3,699,405 tons of cargo.

British shipping, which carried 2,096,489 tons during the past quarter in 340 vessels, was up. In the second quarter there were 297 British vessels and in the first 286.

Norwegian shipping, in third place throughout this fiscal year, had 222 ships in the third quarter, 210 in the second and 175 in the first. Honduran vessels numbered 107 in the third quarter, 115 in the second and 101 in the first.

The first Iranian ship this year carrying 9,220 tons of cargo, transited during the past quarter. This was the sole Iranian transit. Mexico was second lowest with two and Costa Rica, Germany, Peru, Switzerland and Venezuela were tied with three apiece.

Councils To Report Civil Defense Plans

The progress which has been made in civil defense plans for the Canal Zone's civilian communities will be reported within the near future at a meeting of the General Committee of Civic Councils.

Charles W. Hammond, General Committee President, said that the meeting would be called before the middle of May.

The Civic Council became active in the civil defense picture following an air raid alert the night of Sunday, March 30. At a meeting the following Friday at Balboa Heights the Council leaders agreed to begin a survey of volunteer strength in each community as well as to study other civil defense measures.

Primary stress was to be laid on telling civilian residents what to do and where to take shelter in case of a raid alert, Mr. Hammond said.

Arrangements have been made in Pedro Miguel for first-aid classes and a survey has been made of the town's four World War II air raid shelters. The area around these shelters has been cleared with cooperation of the police.

First-aid classes are also to be held in Gamboa and other towns are expected to make similar arrangements. The classes will include some instruction in biological, chemical and atomic warfare, as well as in routine first aid procedure.

After the meeting this month, Mr. Hammond said he will present to the administration at Balboa Heights a summary of the council activities. He said that possibly a little later a Canal Zone-wide simulated alert may be held to test and coordinate the activities of the various communities.

Governor Newcomer Appears At His Last Employee Conference

(Continued from page 3) of failure to increase rentals was directed at the military services.

In answer to two questions from Walter Wagner, CLU-MTC president, Governor Newcomer said that, 1) the cost of work already done at Summit was charged against Government funds, as is all site preparation, and 2) that grading at the new Corozal housing site will be held to a minimum.

Attending the conference were: the

Governor, Lieutenant Governor Herbert D. Vogel, Edward A. Doolan, Personnel Director, and Forrest G. Dunsmoor, Executive Assistant to the Governor, for the Administration.

Walter Wagner, E. W. Hatchett, J. J. Tobin, Carl J. Hoffmeyer, and Owen J. Corrigan, CLU-MTC; Pat Coakley, a visitor; Margaret Rennie, Russell Hileman, M. J. Goodin, and Raymond Ralph, Civic Councils; Daniel P. Kiley, Pacific Locks; H. J. Chase and Rufus Lovelady, AFGE; Robert C. Daniel, Railway Conductors; Andrew Lieberman, Marine Engineers; James Ahearn, Plumbers; and William S. McKee, Machinists.

CANAL TRANSITS COMMERCIAL AND U. S. GOVERNMENT

	Third Quarter—Fiscal Year				
	1952			1951	1938
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Ocean-going	809	833	1,642	1,370	1,386
*Small	208	197	405	264	219
Total, commercial	1,017	1,030	2,047	1,634	1,605
**U. S. Government vessels:					
Ocean-going	126	96	222		
*Small	71	41	112		
Total commercial and U. S. Government	1,214	1,167	2,381		

* Vessels under 300 net tons or 500 displacement tons.

** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Third Quarter, Fiscal Year		
	1952	1951	1938
United States Intercoastal	130	126	264
East Coast of U. S. and South America	434	305	145
East Coast of U. S. and Central America	131	101	30
East Coast of U. S. and Far East	219	196	142
U. S./Canada East Coast and Australasia	51	27	39
Europe and West Coast of U. S./Canada	189	192	271
Europe and South America	104	79	134
Europe and Australasia	107	70	65
All other routes	277	274	296
Total Traffic	1,642	1,370	1,386

CARGO HANDLED OVER PIERS

(In short tons)

	Third Quarter Fiscal Year 1952			Average quarter, 1951	Average quarter, 1938
	Cristobal	Balboa	Total	All piers	All piers
Local cargo received	67,437	38,322	105,759	96,005	87,968
Local cargo forwarded	16,513	23,035	39,548	25,810	9,388
Transfer cargo received	102,353	1,946	104,299	105,137	138,386
Total incoming cargo handled	186,303	63,303	249,606	226,952	235,742
Rehandled cargo	3,603	138	3,741	3,552	1,584
Transfer cargo forwarded	95,933	2,027	97,960	102,562	136,127
Total cargo handled and transferred	285,839	65,468	351,307	333,066	373,453

Traffic And Tolls Reach All-time Peak

The increase in commercial shipping through the Panama Canal, which began last September, climaxed during the end of the last quarter with a new all-time record for the number of transits, cargo and Panama Canal net tonnage and the amount of tolls collected.

The new record was 613 commercial vessels of over 300 tons, set in March. Cargo tonnage totaled 3,114,989 tons, Panama Canal net tonnage was 2,872,628 tons and tolls collected were \$2,512,008.70 for the month.

The previous high of 597 commercial ships of more than 300 tons was set in January 1929. During that same month the previous tolls record—\$2,501,949.64—was set.

The past quarter began with a slight drop in shipping from the end of the previous quarter. In December, 550 commercial vessels were put through the Canal.

At the beginning of the quarter, January, this figure dropped to 522 and declined still farther to 507 in February. Tolls were also lower in January and February than they had been in December.

But the figure of 613 set in March and the record amount of tolls, pulled the entire quarter up so that the average monthly was 547 and the average monthly amount of tolls was over \$2,234,000.

The number of commercial transits has been over 500 each month since last September but went over 600, for the first time, in March.

Grand Totals Is 2,381

In addition to the 1,642 large commercial vessels which transited during the quarter, there were 405 craft of less than 300 tons, and 334 U. S. Government vessels, to make a grand total for the quarter of 2,381.

There was a marked increase in the amount of oil carried through the Canal by tankers in the Atlantic-Pacific trade, the figure this past quarter for this commodity being 838,471 tons as compared to 501,657 tons for the third quarter of the past fiscal year. Coal and coke shipments from the Atlantic to Pacific Ports were up. This commodity took the number two spot in the quarter just concluded with a total of 587,976 tons, as against 410,689 for the previous quarter and 377,347 for the corresponding quarter of the past fiscal year.

Another increase, but this for trade in the opposite direction, was shown in banana shipments. These totaled 183,901 tons for the quarter just concluded, as compared with 182,532 for the previous quarter and 126,064 tons for the third quarter of fiscal year 1951.

Newcomer's In Top Cargo

Three commodities moved into the 15 most frequently carried cargoes, for the first time this fiscal year. One of these was soybeans and soybean products, 72,195 tons, although this figure was well below that of the previous fiscal year when this commodity, with 120,564 tons for the corresponding quarter, was eighth on the Atlantic-Pacific commodity flow.

Chemicals, unclassified, are in the top 15, with 49,960 tons carried during the past quarter, as compared with 31,898 for the corresponding quarter in 1951. The other newcomer this year to the top 15 was manufactures of iron and steel, from Pacific to Atlantic. During the



HEADQUARTERS of the Pacific Steam Navigation Company are in this handsome three-story building, with penthouse apartment, directly opposite the Cristobal postoffice. Although the building's original name, Royal Mail, still appears on the facade, it is officially known as the Pacific Steam Navigation building.

three months of the third quarter shipments of this commodity totaled 91,682 tons, as against 78,652 tons for the third quarter of 1951.

As it has been for some time, mostly because of banana shipments, the largest number of ships using the canal were on the trade route between the east coast of the United States and the west coast of South America. This number, 434 for the past quarter, was up appreciably from the two previous quarters this year. The next most frequently used trade route was that between Europe and the U. S. Canadian west coast. Intercoastal traffic, 130 ships for the quarter just ended, remained close to the figure for the previous two quarters this year. This trade, however, is considerably lower than for 1938.

Pacific Steam Navigation is Oldest Here

(Continued from page 17) to the Canal Zone. They make the run in 12 days.

These three ships have been so popular that PSNC has placed orders for three more vessels of the same type. The additional three will soon be in service.

The *Reina del Pacifico*, completely refitted, rejoined the service in 1949 and is now a link between the United Kingdom, France, Spain, Bermuda, the Bahamas, Havana, Jamaica, the Canal Zone and ports on the South American west coast.

The present local business activities of PSNC are handled by Arthur F. Howard, who has been in the Canal Zone for over 23 years. He became manager January 1, 1951, after the retirement of Alan N. Dodd.

He is assisted by a group of young Englishmen, all of whom have served with some branch of the British military service, and by a local staff of Panamanian and West Indian employees. Some of these have been with PSNC for over 40 years.

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over

By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1952	1951	1938	1952	1951	1938
July-----	463	513	457	\$1,981	\$2,373	\$2,030
August-----	490	453	505	2,103	2,093	2,195
September-----	516	446	444	2,189	1,982	1,936
October-----	544	480	461	2,230	2,068	1,981
November-----	502	446	435	2,053	1,844	1,893
December-----	550	452	439	2,347	1,886	1,845
January-----	522	452	444	2,121	1,854	1,838
February-----	507	444	436	2,082	1,853	1,787
March-----	613	474	506	2,512	1,943	2,016
April-----		470	487		2,007	1,961
May-----		485	465		2,020	1,887
June-----		478	445		1,982	1,801
Totals for first nine months of fiscal year-----	4,707	4,160	4,127	\$19,618	\$17,896	\$17,521
Totals for fiscal year-----						

NEW SUPERINTENDENT



EDWARD R. JAPS became Superintendent of Storehouses April 27, succeeding J. F. Prager, who retired during the month and is now en route to his new home in California. Mr. Japs has been with the Panama Canal organization since 1917 when he went to work as a foreman in the Building Division. He has been with the Division of Storehouses since 1925.

Governor Newcomer's Four-Year Term Notable For Far-Reaching Changes

(Continued from page 11) a few ranking officials occupy the same positions in 1952 as in 1948. Retirements and reassignments were responsible for the change and the creation of new bureaus brought new officials into office.

Employee Relations Improved

To better employee relations, Governor Newcomer began monthly "shirtsleeve conferences" which are just as informal as their nickname—they are known, officially, as Governor-Employee Conferences. At these meetings representatives of labor groups and Civic Councils discuss matters of overall interest.

The Governor has held frequent round table discussions with labor groups, in addition to the monthly meetings. In May 1950 he conferred for several days with national and local leaders of the American Federation of Labor.

Another step toward betterment of employee relations was the institution of THE PANAMA CANAL REVIEW. Its first issue two years ago announced that its primary objective was "giving all employees a better understanding of problems affecting any considerable number."

During his term of office, his associates believe, Governor Newcomer has been required to devote more time to official visitors than any preceding chief executive. These visitors have included the Secretary and Assistant Secretary of the Army, a large number of Congressmen, members of the Board of Directors, representatives of the Bureau of the Budget, and a number of special consultants on various projects such as incorporation changes and the housing program.

Despite a busy official life, Governor Newcomer has found time for a few outside activities. He is a member of the Chapter of St. Luke's Cathedral. He is interested in watching baseball. And he is an ardent—if not very good—golfer.

All in all, the four years between May 20, 1948 and May 19, 1952, have been, for the Canal Zone as well as for Governor and Mrs. Newcomer, busy, important, significant, and interesting.

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

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

ATLANTIC TO PACIFIC

Commodity	Third Quarter, Fiscal Year		
	1952	1951	1938
Mineral oils.....	838,471	501,657 (1)	236,664 (2)
Coal and coke.....	587,976	377,347 (3)	27,867 (13)
Manufactures of iron and steel.....	448,629	388,345 (2)	362,008 (1)
Phosphates.....	201,966	128,577 (4)	67,518 (6)
Paper and paper products.....	116,138	79,796 (5)	90,274 (4)
Machinery.....	86,562	61,629 (11)	40,735 (10)
Automobiles and accessories.....	85,664	73,920 (10)	76,102 (5)
Cement.....	79,497	67,196 (15)	26,719 (14)
Tinplate.....	73,452	44,723 (13)	56,451 (7)
Soybeans and products.....	72,195	120,564 (8)	493 (—)
Sulphur.....	70,642	49,543 (9)	44,830 (9)
Raw Cotton.....	62,507	87,922 (6)	56,323 (8)
Sugar.....	58,836	43,521 (7)	32,587 (11)
Chemicals, unclassified.....	49,960	31,898 (16)	25,179 (17)
Ammonium compounds.....	39,412	23,168 (14)	10,409 (22)
All others.....	925,564	828,909	895,495
Total.....	3,797,471	2,908,715	2,049,654

PACIFIC TO ATLANTIC

Commodity	Third Quarter, Fiscal Year		
	1952	1951	1938
Ores, various.....	825,352	970,117 (1)	542,936 (2)
Lumber.....	733,110	870,197 (2)	632,901 (1)
Wheat.....	583,416	407,556 (4)	267,904 (6)
Nitrate.....	358,579	391,256 (5)	530,861 (3)
Canned food products.....	312,537	308,294 (6)	220,124 (7)
Bananas.....	183,901	126,064 (9)	20,076 (17)
Sugar.....	181,890	240,622 (7)	299,404 (5)
Metals, various.....	158,633	140,269 (8)	165,473 (8)
Refrigerated food products (except fresh fruit).....	156,751	128,626 (10)	106,820 (10)
Mineral oils.....	110,043	95,729 (3)	498,282 (4)
Iron and steel manufactures.....	91,682	78,652 (14)	2,263 (—)
Wool.....	78,839	63,299 (13)	37,915 (15)
Coffee.....	77,565	63,838 (12)	53,179 (13)
Copra.....	63,830	45,670 (11)	51,926 (18)
Dried fruit.....	61,847	22,124 (19)	62,570 (12)
All others.....	660,538	679,069	726,406
Total.....	4,573,793	4,575,266	4,313,123

Canal commercial traffic by nationality of vessels

Nationality	Third Quarter—Fiscal Year					
	1952		1951		1938	
	Number of transits	Tons of cargo	Number of transits	Tons of cargo	Number of transits	Tons of cargo
Brazilian.....						
British.....	340	2,096,489	264	1,682,785	348	1,626,625
Chilean.....	15	62,259	15	72,161	3	10,012
Chinese.....	9	77,789	2	18,490		
Colombian.....	30	31,021	17	15,927		
Costa Rican.....	3	9,217	1	9,400		
Cuban.....					2	
Danish.....	48	234,802	49	177,813	56	161,735
Ecuadorian.....	34	28,008	69	29,075		
Egyptian.....						
Finnish.....					1	4,021
French.....	40	171,393	28	153,543	26	138,303
German.....	3	7,416	2	2,391	86	312,330
Greek.....	29	272,616	26	237,518	19	96,467
Honduran.....	107	130,462	84	173,751	10	3,839
Iranian.....	1	9,220				
Irish.....	8	5,540				
Italian.....	20	110,637	20	126,475	12	31,762
Japanese.....	26	188,743	17	133,030	77	495,136
Latvian.....					1	
Liberian.....	25	74,022	10	38,780		
Mexican.....	2	2,000	2	1,250		
Netherlands.....	27	148,289	23	112,587	77	179,917
Nicaraguan.....			4	1,250		
Norwegian.....	222	782,748	140	578,622	174	848,325
Panamanian.....	100	506,624	53	344,051	44	56,087
Peruvian.....	3	7,710	2	6,975	3	4,008
Philippine.....	6	37,674	6	37,501	2	
Portuguese.....			2	8,860		
Soviet.....					2	4,375
Spanish.....	6	47,086				
Swedish.....	40	168,851	32	145,537	28	187,191
Swiss.....	3	11,612				
Turkish.....						
United States.....	492	3,144,490	498	3,373,214	413	2,195,344
Venezuelan.....	3	4,546	4	3,615		
Yugoslavian.....					2	7,300
Total.....	1,642	8,371,264	1,370	7,483,981	1,386	6,362,777