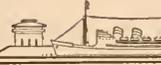


PANAMA CANAL



REVIEW

Vol. 3, No. 5

BALBOA HEIGHTS, CANAL ZONE, DECEMBER 5, 1952

5 cents

DECISION BY BOARD OF DIRECTORS ON RENT INCREASES IS EXPECTED EARLY NEXT WEEK

Future President And First Lady



FOR THE FIRST TIME in its history the Canal Zone will have one of its former residents in the White House when President-elect Dwight D. Eisenhower takes office next month. He and Mrs. Eisenhower lived at Camp Gaillard on the west side of the Canal from January 1922 to September 1924 while he was a Major in the Infantry.

The picture above was taken in front of the Administration Building in August 1946 when they revisited the Isthmus soon after his triumphant return from the battlefields of Europe.

During his residence in the Canal Zone the President-elect was an ardent canoeist and the old Canal files contain a request for permission to paddle a canoe from Gamboa to Gatun. A duplicate of the canoe license to operate in Canal waters was presented during his 1946 visit by Commodore Stewart A. Manahan, then Marine Superintendent.

The following is a hitherto unpublished incident of the 1946 visit:

An informal invitation to make "another canoe trip through the Canal" was extended to General Eisenhower by the late George W. Green, Municipal Engineer. Mr. Green was in New York at the time and encountered the Eisenhowers as they were leaving a theater. The General immediately recalled his canoe trip and his association with Mr. Green in the construction of a road to Camp Gaillard.

During his visit to the Isthmus Mr. Green presented General Eisenhower with a swagger stick made from an original Panama Railroad cross-tie "in recognition of his services as Personnel Officer, 20th Infantry Division of Puerto Rico, for assistance rendered in the construction of the Fox Connor Road serving Camp Gaillard, C. Z."

Serious Operating Problems Are Faced With Locks Overhaul And High Traffic

One of the most serious operating problems in the Canal's history will be faced during the first five months of next year while the overhaul of the Pacific Locks is in progress if the volume of ship traffic continues at the high level of the past few months.

The Canal's capacity is limited by the number of lockages possible within a 24-hour period and this number is reduced by more than one half during overhaul periods when one traffic lane is out of service.

Under normal operating conditions a total of about 24 lockages is possible at

Pedro Miguel with one chamber not in service. Based on past experience the 24-hour capacity at Miraflores is about 21 lockages with one lane out of service, but Marine Bureau officials hope to increase this number to an ultimate limit of 24 during the coming overhaul period by adopting special operating procedures and the careful scheduling of transits.

Daily Averages High

During the past several weeks the daily number of lockages have averaged almost the maximum capacity of both locks during overhaul. In the

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Governor Will Attend Sessions Which Open Monday In Washington

Definitive action on the proposed increase of rents on U. S.-rate employee quarters will be taken early next week at the quarterly meeting of the Board of Directors of the Canal Company.

The Board sessions are scheduled to open Monday in Washington and Governor Seybold left by plane this week to attend the meeting. Before his departure, the Governor said that he expects to make an announcement as soon as the board reaches a decision.

For the employees, the rent question will be the most important item on the agenda of the Board meeting, since nothing of its nature has aroused such widespread interest and debate in the Canal Zone in many years.

Members of the Board of Directors will have ample reading material on the subject on which to base their decision. Recommendations of the Rent Panel have been furnished each member in addition to a complete transcript of the Panel proceedings, consisting of more than 200 typewritten pages of verbatim testimony.

Create Better Understanding

Regardless of the final disposition of the rent question the public hearings by a panel of three impartial members served greatly to create a better understanding of the problem among employees. Because of the complete and accurate coverage given the hearings by the local daily newspapers, THE REVIEW presents below a list of the principal participants and a brief summary of the four-day Panel sessions.

The public hearings were the first of this nature ever to be held in the Canal Zone and both Canal representatives and officials of labor and employee groups expressed their appreciation for the manner in which Panel members conducted the hearings. The consensus was aptly expressed by Governor Seybold at the November "shirt-sleeve" conference when he said it was the "best conducted" hearing of that kind of which he had personal knowledge.

Chairman of the Panel was Professor Benjamin Kaplan, of the Harvard Law School, who was the public member. He was assisted by Dr. Herbert Ashton, Director of the Transportation, (See page 2)

Study Resumed On Plans For Converting Electrical System To 60-Cycle Current

Decision By Board On Rent Increases Due Early Next Week



DEEPLY ENGROSSED in rent schedules are members of the Rent Panel shown above during their visit to the Atlantic side to inspect employee quarters. Left to right are: Dr. Ashton, Mr. Lovelady, Professor Kaplan, Mr. Haskins, Mr. Randall, Mr. Burrows,

and Mr. Wagner. Also a member of the group but not shown in the picture above was Jack Rice, of the Cristobal-Margarita Civic Council. This picture was taken during the inspection of quarters in New Cristobal.

(Continued from page 1)

Communications, and Utilities Division, of the Department of Commerce, and Orrin A. Burrows, Assistant to the President of the International Brotherhood of Electrical Workers.

Public Hearing Arranged

The Panel hearings were decided upon the latter part of October during a visit to Washington by Governor Seybold. Also in Washington at the time was Howard E. Munro, Legislative Representative of the Central Labor Union-Metal Trades Council. The final plans were made after various conferences of labor representatives with the Governor and the Secretary of the Army.

The hearings, held in the Fern Room of the Tivoli Guest House, opened Monday, November 17, and daily sessions were held through the following Thursday. Governor Seybold made a brief statement at the opening session in which he expressed the desire for a complete and unbiased hearing.

The principal part of the testimony entered by the Canal administration was presented by Lindsley H. Noble, Comptroller, and H. L. Donovan, Community Services Director. They were assisted by Charles Haskins, member of the legal staff of the Secretary of the Army; E. A. Doolan, Personnel Director; Paul M. Runnestrand, Acting General Counsel; John F. Lewis, Chief Accountant; and Edward M. Browder, Acting Engineering and Construction Director.

Presentation Of Testimony

The bulk of testimony and exhibits presented in behalf of employees was

given by Mr. Munro and Rufus M. Lovelady, National Vice President of the American Federation of Government Employees and Chairman of the Canal Zone Emergency Legislative and Finance Committee. Both Mr. Munro and Mr. Lovelady read prepared statements and otherwise participated actively throughout the hearings.

Assisting in the preparation of the case presented by the American Federation of Labor was W. C. Hushing, former Panama Canal employee and for many years Legislative Representative of the A. F. L. in Washington. Mr. Hushing spoke briefly at the closing session and expressed appreciation on the part of the union membership for the impartial manner in which the hearings were conducted.

Various representatives of employee groups attended most of the sessions although only Mrs. Margaret Rennie, President of the Ancon-Balboa Civic Council; the Rev. Philip H. Havener, of the Cristobal-Margarita Civic Council; and Charles W. Hammond, Chairman of the General Committee of Canal Zone Civic Councils, took an active part.

John B. Kennedy, President of Local 595, National Federation of Federal Employees, presented a prepared statement at the closing session in behalf of civilian employees of the various defense establishments in the Canal Zone.

Chairman Invites Testimony

Although Professor Kaplan stated on several occasions that the Panel would be glad to hear testimony from employees or others interested, only Mrs. William Choate, wife of an Industrial Bureau

Studies are being resumed on plans for converting the Canal Zone electrical system to 60-cycle current, an allotment of \$30,000 having been made available for this fiscal year.

The conversion project will require several years for completion and it is expected that it will be in the planning stage for at least another 18 months. Engineers familiar with the plans and work required estimate that it will be at least six years before the change from 25-cycle current can be completed.

During the preparatory period, plans and specifications will be made with a view to placing orders for the necessary equipment by the beginning of the fiscal year 1955, providing the necessary funds are made available.

Several months of study on the conversion were made on the proposal two years ago but the project was abandoned because of the expected scarcity of vital materials.

The conversion project will involve the replacement or rewinding of all generators in the hydroelectric plants, replacement of large transformers, and conversion or replacement of both Government-owned and private electrical equipment. It is not presently planned to convert the operating machinery of the Canal Locks since this type of equipment operates more efficiently with 25-cycle current, and the locks' operation requires only about four percent of the total power output.

Conversion Often Studied

Consideration of converting the electrical system to 60-cycle current is an old and often-discussed subject. Serious consideration was given to the proposal in the early 1930's during the construction of Madden Dam and hydroelectric station.

The urgency of the problem lately has been largely influenced by the increasing difficulty of obtaining

(See page 14)

employee in Balboa, volunteered a statement as an individual. Mrs. Choate appeared at the closing session and read a statement on the rent and general living conditions in the twelve-family apartment buildings.

In addition to the formal testimony presented, a considerable amount of information on the background of the proposed rent increase was developed through questions of Panel members as well as representatives of the Canal and employee groups.

Members of the Panel were given ample opportunity to make personal inspections of quarters during their visit to the Zone. No formal session was held Wednesday afternoon while Panel members visited a number of houses on the Atlantic side, including quarters in New Cristobal. They were accompanied on this trip by Walter Wagner, President of the Central Labor Union-Metal Trades Council, who reported briefly on the trip at the final Panel hearing Thursday morning, and Mr. Lovelady.

The party was met on the Atlantic side by J. C. Randall, Cristobal Housing Manager, and Jack Rice, of the Cristobal-Margarita Civic Council, who accompanied them throughout the tour.

Lower Fire Insurance Rates Are Announced At November Meeting

A substantial reduction in fire-insurance rates on personal property in the Canal Zone has been made by one insurance firm as a result of conferences with Canal officials, Governor Seybold announced at the November Governor-Employee Conference.

The Governor expressed the hope that other firms will follow the lead in reducing rates. The reduction was made in view of the exceptionally low fire losses reported in the Canal Zone.

The November meeting was one of the shortest since the conferences between Canal administration officials and representatives of employee groups were instituted more than two years ago.

For the first time in several months there was no question or discussion on rents although Governor Seybold took the occasion to express his satisfaction at the manner in which the rent hearings were conducted.

Panel Hearings Praised

"I thought it was the best conducted panel hearing of which I have ever had any personal knowledge," Governor Seybold stated. He said he thought the hearings were conducted in an eminently fair manner and he complimented both Government and employee representatives on their presentation of material for the panel's consideration. His statement was made after Rufus Lovelady, of the American Federation of Government Employees, asked and was given permission to reproduce the transcript and exhibits of the rent hearings for the various organizations of the Canal Zone Emergency Legislative and Finance Committee, of which he is Chairman.

Most of the subjects discussed at the November conference were of a continuing nature and the Governor reported what has been done on about ten problems which had been under consideration at previous meetings.

Group health insurance, furloughs, increased hospital and medical services, quarters' assignments, the problem of cashing Canal Company checks in the United States, the status of houses in New Cristobal, Mindi Dairy, and the possible consolidation of various Government services were among the many topics briefly discussed.

Walter Wagner, Central Labor Union representative, asked the status of possible consolidation of various services. Governor Seybold said the Joint Committee of the Canal organization and the Armed Services is continuing studies of various consolidations but that no "proved combinations" have resulted.

Henry R. Chenevert, of the Marine Engineers' Beneficial Association, called attention to a proposal to charge higher automobile license fees for residents of New Cristobal. The Governor said that a report to this effect had been received and the matter was being investigated.

Auto Insurance Discussed

This led to a discussion of compulsory automobile liability insurance in the Canal Zone. Representatives of two organizations reported that

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Local Traditions Reappear During Christmas Season



UNCONVENTIONAL as the choice may be, this offshoot of a South Pacific tree family is scheduled to appear again this year in the role of "official" Canal Christmas tree. Local tradition has proven

Christmas catches the Canal Zone every year about this time.

Little musicians in the schools and adults in other circles start tuning their instruments and trying their vocal cords on the "Messiah" and other Christmas music that will be shared with audiences at choral and instrumental programs during the holiday season.

Plays and pageants will be the thing at other Christmas performances.

Budding young artists in the schools are pondering art and craft principles involved in making Christmas cards and gifts to be given to their elders. The youngsters are also viewing Nativity scenes painted by the Old Masters, shown this year on colored slides in the elementary schools.

Tinsel and stars and strings of lights soon will be dug out of dry closets to fashion indoor and outdoor displays to heighten the Christmas spirit.

Poinsettias Are Naturals

Poinsettias, which are "naturals" among local Christmas decorations, are already at their blooming best. They start showing off for the big event more than a month before it arrives and continue to redden the local outdoors long after the holiday season.

An odd quirk in local Christmas tradition has elevated to the accepted position as the Canal's "official" Christmas tree no proper northern fir or spruce but an import from the South Pacific.

The spiral-leaved pandanus tree at the Balboa railroad station probably became the Canal's foremost Christmas tree because of its position.

It is close to the heart of Canal activi-

ties, open to view from several directions, not too big and not too little, and dark green in color and properly cone-shaped like more conventional Christmas trees.

While it is decked out by the Electrical Division with colored lights for its holiday role, other branches of the pandanus tree family back home in the South Pacific will be bearing another kind of fruit far removed from Christmas baubles.

Newcomers' Pineapple

Some of its cousins in the South Pacific islands have a nutty tasting fruit that looks like a pineapple minus its green top. The islanders call the tree "newcomers' pineapple" because of the tourists who ask to see some of the pineapple "trees."

The leaves of closer relatives of the Canal's pandanus tree are woven into mats and baskets by people in the South Pacific. The South Pacific pandanus tree is called the lauhalu.

Another local Christmas tree that has developed into a tradition is the one set up each year at Gatun Locks, where the employees make Christmas in the Canal Zone an international institution.

The ships that go through Atlantic Locks during the Christmas season receive a greeting card designed, printed, and paid for by employees of the Locks. The cards are also sent each year to present and retired personnel of Atlantic Locks and people scattered through many other Panama Canal units.

The big Christmas tree set up in the Locks area for the benefit of ships in the Canal share the Christmas scene with a Santa Claus and his reindeer and other Christmas decorations,

(See page 4)

Tourist Season Will Begin December 29 With Arrival Of New Cruise Ship "Maasdam"



ONE OF THIS YEAR'S cruise ships to transit the Canal will be the SS *Coronia* of the Cunard Line. The 715-foot liner, distinctive with her hull painted in various shades of green and her bright-red funnel, has made six previous trips to Canal ports. In 1949, her first season, she called at Cristobal four times on

Caribbean cruises. In 1950, she was again on a Caribbean cruise, and in 1951 she was southbound through the Canal, carrying 214 passengers on an around-the-world cruise. This year she is to cruise around South America. She has a registered gross tonnage of 34,183.

Men who like to look at ships and women who like to see what well-dressed tourists are wearing will have ample opportunity to satisfy their desires this coming dry season.

The tourist season begins on December 29 with the arrival of the new *Maasdam*, sister ship of the Holland Line's *Ryndam* which opened last year's tourist season.

Between December 29 and March 18, when the Canadian Pacific's 26,000-ton *Empress of Scotland* winds up the cruise season, 18 shiploads of tourists will have visited the Canal Zone. In addition, there will be the regular passenger runs of the Pacific Steam Navigation's *Reina del Pacifico*, the United Fruit Company ships, the Grace Line's vessels, and the ships which run regularly through the Canal back and forth to New Zealand.

Several new ships will visit the Canal Zone this year and others will be making their first call at local ports.

New Visitors

New visitors will be the *Maasdam*, the Furness Bermuda Line's *Queen of Bermuda* and the 30,000-gross ton *Andrea Doria*, new flagship of the Italian Line. In addition, the Persons Travel Bureau has been advised of the expected arrival of the Arnold Bernstein Shipping Company's *Silver Star*, out of Florida with a cruise party of 300.

The Persons Bureau and Panama Tours, two local tourist agencies which handle most of the shore excursions while the cruise ships are in port, have made reservations with the Dredging Division for trips through Gaillard Cut for most of the tourist parties.

For large tourist groups, the ferry *Presidente Parras* is usually used. Smaller parties make the partial Canal transit on the craneboat *Atlas* or on one of the Dredging Division's tugs.

Italian Liner Due

Outstanding among this year's visitors will be the new Italian liner which sails from New York January 20, stopping at St. Thomas, San Juan, Martinique, Curacao, and Cartagena before arriving

in Cristobal at 8:30 o'clock the morning of February 8. She will sail at midnight the same day.

She has a normal service speed of 23 knots and accommodations for 1,250 passengers in three classes. The ship is air conditioned throughout. Each class has its own public rooms, a movie and swimming pool, covered promenades, and open spaces for games and sports.

The *Maasdam*, "identical twin of the *Ryndam*," has a registered gross tonnage of 15,014.19. Built for the tourist trade, she is 503 feet overall, has eight decks and, with the exception of a limited number of first class accommodations, she is tourist class, with a tourist capacity of 842 of which 60 percent will be in two-berth rooms. She is completely air conditioned. Like her sister ship, the *Maasdam* has a specially designed funnel which keeps soot and ashes from being deposited on the decks.

"Queen Of Bermuda" Coming

The *Queen of Bermuda*, grossing 22,550 tons, will be another first-time visitor here. She is well-known on the run between New York and Bermuda.

Only one of the cruise ships, the *Coronia*, is scheduled for transit. Due in Cristobal February 14, this 34,000-ton Cunard Liner is the third largest of this season's cruise ships, being exceeded in size only by the *Nieuw Amsterdam* and the *Mauertania*. She is scheduled to transit southbound February 15 and sail from Balboa February 16 on a cruise around South America.

The smallest of the cruise ships, the clipper-bowed *Stella Polaris*, has added a new attraction to her three Caribbean cruises this year. She is stopping briefly at the San Blas Islands and at Portobelo before docking in Cristobal.

Chronologically this season's tourist cruises, together with line and local agents, are scheduled at present as follows: December 29: *Maasdam*, Holland America Line, Pacific Steam Navigation Company.

January 8: *Silver Star*, Arnold Bernstein

LOCAL TRADITIONS REAPPEAR DURING CHRISTMAS SEASON

(Continued from page 3) which are flood-lighted at night.

The employee committee which is in charge of all these Christmas activities is headed this year by Richard L. Pennington, an operator at the Locks.

Santa Claus Lane

Oleander Place, a short street in Balboa, will play this year the traditional role that has given it the name "Santa Claus Lane." Residents there get together each year to work out large outdoor displays that have made their street the place to go to see Christmas decorations.

The Canal will not want for other Christmas trees. The Commissaries will have about 14,000 that are expected on the Panama Line ship that arrives December 15. They will be balsam firs from northern New York, where they are planted and grown solely as a Christmas industry.

The trees will be stacked at the Atlantic and Pacific side toy centers where purchasers can take their choice. Or, if the trees are ordered in advance, they will be delivered to homes as in former years.

"Messiah" Planned

Musical programs that go into the making of the Canal Zone Christmas tradition will include the second annual presentation of the Canal Zone Community Chorus. This choral group of students and adults will present Handel's "Messiah" in the Balboa High School Library.

Balboa High School will have its annual program of choral and instrumental music on the steps of the high school building and the Balboa Junior High School also will present a Christmas music program.

On the Atlantic side, the Cristobal Junior and Senior High Schools will have a joint program of Christmas music.

La Boca and Rainbow City Occupational High Schools will have musical programs and pageants.

The elementary schools also will have various types of Christmas programs.

Other practical or ever-present aspects of the local Christmas tradition include the expected Commissary and Clubhouse crush of late and last-minute Christmas business; the booming business in cards and packages that go through Canal Zone postoffices; housewives' concern with turkey and trimmings and other details of holiday feasts; and the children's usual uncluttered concentration on nothing but Santa Claus business.

Shipping Company.

January 13: *Nieuw Amsterdam*, Holland America Line, PSNC.

January 30: *Maasdam*.
February 1: *Oslofford*, Norwegian American Line, PSNC.

February 2: *Nieuw Amsterdam*.
February 8: *Andrea Doria*, Italian Line.
February 9: *Mauertania*, Cunard Line, PSNC.

February 10: *Empress of Scotland*, Canadian-Pacific, W. Andrews & Co.
February 12: *Queen of Bermuda*, Furness Bermuda Line, PSNC.

February 14-16: *Coronia*, Cunard Line, PSNC, transiting.

February 14-16: *Stella Polaris*.
February 27: *Empress of Scotland*.

March 3: *Maasdam*.
March 3: *Mauertania*.
March 15-17: *Stella Polaris*.
March 18: *Empress of Scotland*.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Management, Supervision, And Safety

In a previous issue, the SAFETY ZONE gave a condensed version of an article by the National Safety Council on the characteristics of an "accident-prone worker." Now we give a version of what they have to say about the boss.

In the Canal Zone Government-Panama Canal Company organization, most U. S.-rate employees are usually some kind of boss. They may not be in charge of a bureau or division, but many are in charge of a shop or gang, or only have an assistant.

Since each boss has a boss over him, then he becomes a worker in turn, and could also have the characteristics of the "accident-prone individual" described previously. There are also local-rate bosses among the

local-rate employees, so what the National Safety Council has to say about bosses applies to all these people.

The extent to which an individual is influenced by others depends upon how important they are to him. It has been found that the average worker spends about one half of his waking hours on the job and it means more to him than just earning his bread and butter. Since his job is then a very important and vital part of his life, the boss becomes one of the most important people in his life. How the boss thinks, feels, and acts determines in a large degree how the employees under him think, feel, and act.

The boss, as the immediate supervisor of the workers, is the medium through which management carries out its policies and production. If top management selects a typical straw boss, loud, cursing, bawling out his workers for the least little thing, belittling their work and persons in front of others, trying to establish by force that he is the boss, then he is sure to have trouble. His workers will do nothing on their own, and eventually his best workers will resign, leaving only the "apple polishers" and such workers as the "accident-prone individuals." Some workers often appear indifferent to the point of having an accident just to spite the boss, somewhat as little children think when their parents have scolded them.

If any part of management impulsively institutes new policies without explaining the whys and wherefores, and procrastinates in attending to those things which make for efficiency and safety, then the workers become resentful, frustrated, and develop a tendency to worry about their jobs and security.

Because of the resulting emotional upset, they become less skillful and mindful in performing their jobs, with injuries as the possible result. It is evident that such a one-sided viewpoint of pushing only the wishes of management at the expense of neglecting the human element will result in management having a labor problem with a definite increase in their accident rate.

If we are to expect safety consciousness and safe operation among our workers, their management and supervision must do their part. Experience has taught the im-

portant fact that safety and supervision are inseparable. A good safety record is not possible without good supervision.

The National Safety Council says it is rather a common practice for the managers and bosses to delegate the responsibility for safety into the laps of its safety engineers. Responsibility for safety cannot be delegated in such a manner, any more than management would delegate production also to the Safety Engineer.

Safety engineers are important in carrying out the wishes of management as to ways and means to promote safety, but they cannot assume all the essential functions of management. The National Safety Council found the accident rate to be in direct proportion to management's interest in the total problem of working with people. You as a boss, no matter where you are on the ladder of management, are the key person to the success of any accident prevention program.

It is then to the best interest of management to see that the workers have the right kind of bosses with the following characteristics:

1. He must be interested personally in every worker.
2. He must be willing to take the time to be a teacher.
3. He aims to build good workers, not his ego.
4. He must know his job, but not know it all.
5. He may be tough, but he is fair.
6. He never fails to keep a promise.
7. He must not only have his door open, but have the welcome mat out at all times.
8. He must be willing to do everything possible to settle every grievance as soon as possible.
9. He must be ready as a leader to assume personal responsibility when one of his workers pulls a boner.
10. He must assume personal responsibility for his own boners.

From this, it is evident that the boss, who has the good points described above, also will have a well-run and efficient group of workmen with a good safety record and very few lost-time injuries among the employees under his supervision.

HONOR ROLL

Bureau Award For
BEST RECORD

October

ENGINEERING AND CONSTRUCTION BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	5
Civil Affairs.....	3
Engineering and Construction.....	3
Industrial.....	3
Health.....	1
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Awards For NO DISABLING INJURIES

October

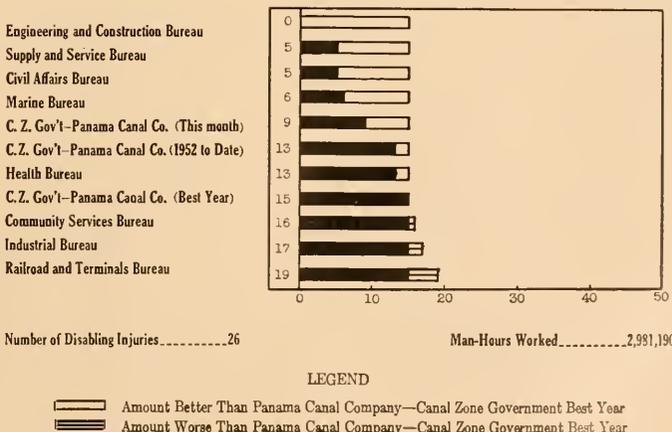
- MAINTENANCE DIVISION
- DREDGING DIVISION
- ELECTRICAL DIVISION
- MOTOR TRANSPORTATION DIVISION
- DIVISION OF SANITATION

AWARDS THIS CALENDAR YEAR

Grounds Maintenance.....	7
Clubhouses.....	6
Motor Transportation.....	6
Electrical.....	5
Dredging.....	4
Hospitalization and Clinics.....	3
Maintenance.....	3
Sanitation.....	3
Storehouses.....	3
Railroad.....	2
Navigation.....	1
Commissary.....	0
Locks.....	0
Terminals.....	0

OCTOBER 1952

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



New Coded Track Circuit Developed By Railroad Supervisor Of Signals

The seven-mile stretch of Panama Railroad tracks between Frijoles and Monte Lirio will be equipped early next year with an automatic signal system which will represent a savings of many thousands of dollars by the elimination of the use of costly cables.

Heart of the new system is a vest-pocket contraption consisting of an intricate system of relays powered by storage batteries and rectifiers which will control all signals on that section of track. The rails themselves are used as the conductor for the electrical impulses controlling the signals. Formerly both cables and rails were used.

The new system has been devised by the Railroad's Supervisor of Signals, Robert S. Wood, who spent two months of about as intensive study and work as would be possible on a project. During that time he gave up practically everything except his meals to fit the jigsaw pieces of electrical equipment together in workable fashion. Among other things he gave up his hobby of a small weekly poker game with a few intimate friends.

Often Awakened At Night

While he was at work on the new system he would often wake up during the night when some idea as to an arrangement or rearrangement of the relay circuits would occur to him. On such occasions he would not take the chance of forgetting the idea during a few more hours of sleep but would put the idea down on paper and test it out the following day.

On two or three occasions he had the circuits where they would work but not in a manner satisfactory to him nor in a manner which he thought would provide the utmost in flexibility.

The average person would call the new automatic signal system an invention but Mr. Wood modestly says it is only an adaption of principles and equipment already in use. The system itself is known as a coded track system, which means that the electrical impulses controlling the railroad signals are transmitted by the rails.

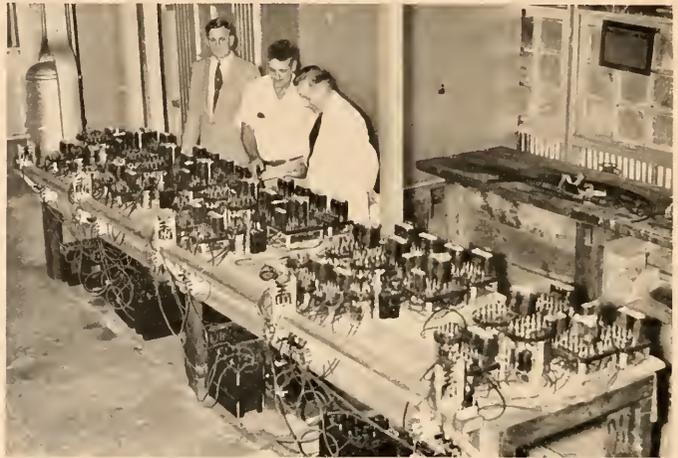
Actually the Panama Railroad is already using two short coded-track sections, the first of which was installed in the Quebrancha section north of Gamboa in 1950. This was a kind of experiment to see if the equipment would withstand the tropical climate.

First System Not Flexible

Safe in operation in that section was improved but the equipment did not provide as much flexibility as line wire control. More equipment was installed the following year in a section of track between Gamboa and Summit.

Both of these were single-track circuits and provided controls only on two signals between two sidings.

The principal difference between these and the system devised by Mr. Wood is that four coded-track circuits have now been joined to provide the same flexibility of control for the end and intermediate signals between two sidings as could be obtained by cable circuits. The system also provides added safety in operation



THIS COMPLICATED SYSTEM of relays and batteries will control the signal system on the seven-mile stretch of Panama Railroad tracks between Frijoles and Monte Lirio when it is installed next month. It is known as a coded track system and its

operations are being explained to Governor Seybold and A. C. Medinger, Railroad and Terminals Director, (left) by its designer, Robert S. Wood, Supervisor of Signals, (center). Mr. Wood worked day and night for two months to develop the system.

for trains meeting or following each other within the same block.

The latest circuit arrangement is complicated by the functions it must perform and an explanation of what it does or how it works is more complicated than the maze of relays and wiring used to make it work.

Explanation Of Functions

The following briefly summarizes, in Mr. Wood's own words, what the new system is and how it will work when installed:

"The Panama Railroad has eight sidings between Colon and Panama where trains may meet or pass each other. At each end of these sidings are two signals. One of the signals at each end protects the limits of the sidings, and the other two signals protect the track between adjacent sidings. About a mile away from the sidings there is another set of signals, one of which indicates an approaching train, the condition of siding limits ahead, and the condition of the track between that signal and the siding. The other signal protects the train against opposing or following moves. These are called intermediate signals and if they are placed much more than three miles apart another set of intermediates divides the distance so that a train may not have to travel too great a distance without the engineer knowing of conditions ahead.

"The new four-coded-track-circuit development can take care of signal control needs on the railroad between any two of the adjacent sidings. Where distances between sidings only require two sets of intermediate signals three of these track sections can be used, and where the distance is greater and three sets of intermediate signals are used, four track sections are required.

"If there are no trains within the area of the two adjacent sidings and track conditions are safe, all signals are clear. Under this condition, the coding equipment will be continuously sending impulses from one signal location to another

throughout the distance between sidings."

Current Is Short Circuited

When a train enters a section of clear track controlled by the coding apparatus, its wheels and axles short circuit the rails. This automatically prevents the electrical impulses from returning from the coded track section. The latter causes the automatic signals to display stop indicators to trains approaching in the opposite direction.

Protection against following trains is provided by shorting out the "leaving" impulses through the rear wheels and axles. Under the new system, this will provide for a stop indicator to appear on the signal immediately back of the train and a caution signal to be displayed only after the train has passed the second signal entering the section or block.

Thus, the train is protected with stop signals throughout the block in front and two red signals immediately back of the train. When the caution signal is displayed back of the train it permits another train following to enter the block with ample distance between for safety. This feature saves considerable time for following moves and is called "Absolute Permissive Block Signaling."

Block Signals Not New

The automatic block signal system is no new thing for railroads. It has been used by the Panama Railroad since 1915 when the 48 miles of main track were provided with automatic signals. At the present time the system consists of 25 blocks protected by a total of 42 semaphore signals in each direction. These signals are located less than a mile apart in yard limits to as much as seven miles apart on the main line.

Until the coded track equipment was first installed in the short Quebrancha section two years ago, all of the signals were controlled by cables. Some idea of the saving which can be effected by the new system can be obtained from the cost of cable used. The

(See page 14)



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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.

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OF CURRENT INTEREST

Six United States Representatives and a delegate to Congress from Alaska are scheduled to visit the Canal Zone this month.

Rep. H. R. Gross, Republican of Iowa, with his wife and son will be the first of the visitors, arriving December 8 on the S. S. Ancon.

The following week, Rep. Frank E. Smith, Democrat of Mississippi, and Mrs. Smith will visit, arriving December 15 on the S. S. Panama.

The remainder of the visitors are scheduled to sail on the S. S. Cristobal, arriving December 22. They are: E. L. Bartlett, Delegate to Congress from Alaska, Mrs. Bartlett, and their two daughters; Rep. Clyde Boyle, Democrat of California, and Mrs. Boyle; Rep. Harold C. Hagen, Republican of Minnesota, and Mrs. Hagen; Rep. Carroll D. Kearns, Republican of Pennsylvania, and Mrs. Kearns; and Rep. H. O. Talle, Republican of Iowa, Mrs. Talle, and their daughter.

More than 1,500 names were put in the spinning cage which was used for the drawing for low automobile license numbers for 1953 which was held November 24 and 25 at the Civil Affairs Building in Ancon.

License applications made by several score of others were ineligible for the drawing and were returned to the applicants because the forms were not filled out properly or were incomplete.

The license plates issued as a result of the drawing are numbered from 21 through 1527.

Low numbered licenses formerly were acquired on a first-come, first-served basis, with early bird applicants sometimes waiting at the License Section as long as 48 hours before the doors were opened on the first day the new

plates were issued.

The drawing for low numbers was proposed by and was conducted with the assistance of the Civic Councils.

Thomas Lutro, an employee of the Locks Division, received License No. 21 for the coming year. The winners of numbers 22, 23, 24, and 25 were: William P. Pfeiffer, John F. Voss, Benjamin S. Chisholm, and Warren A. Gramly.

The former Ancon Police Station, vacated early in September when police activities there were transferred to the Balboa Station, has now been occupied by the Ancon Kindergarten.

The second floor of the building will serve as a girls' dormitory for the Canal Zone Junior College.

The move provided greatly needed additional space for the kindergarten which now has about 65 students, about double the number enrolled last year.

The second floor will provide living quarters for about six girls and their house-mother. There has been no regular girls' dormitory for the College since the old Balboa Police Station was demolished in August 1951, the upper story of which had served as dormitory space. Since that time non-resident girls attending the College have been provided accommodations on a special student basis at the Tivoli Guest House.

The semiannual review of rates of pay for the Craft and Craft Supervisory Sub Group based on average wages in the nine United States Naval Shipyard area wage schedules resulted in pay increases ranging from two to eight cents an hour for craft employees.

The semiannual review also resulted in increases of 22, 27, and 32 cents an hour, respectively, for craft supervisory employees who are Leadingman, Quartermaster, and Chief Quartermaster.

The adjustments in the supervisory rates provide for three within-step rates in each designation allowing for promotion to the next higher step on the basis of certain time requirements in each step and the recommendation of the bureau director or division head.

In applying the new supervisory rates and promotional requirements, all supervisors who have completed 26 weeks in their supervisory rating, have been placed in the third step and for promotion to the fourth, or merit step, supervisors will have had to complete a minimum of 78 weeks in their present supervisory rating and by recommendation by the bureau director as having demonstrated superiority in their work.

The pay adjustments became effective November 9.

The Governor's nominations of one principal and three alternate candidates from the Canal Zone for admittance to the United States Military Academy at West Point will be made some time this month.

The Committee on Admissions to the Military and Naval Academies met last week to interview the eligible candidates who had passed the qualifying mental and physical examinations.

The Governor's nominations will be made on the basis of recommendations made by the Committee.

There were nine eligible candidates, three from Cristobal High School, four from Balboa High School, one who is attending the Canal Zone Junior College, and one who is in school in the United States.

The West Point entrance examinations will be given to the four Canal Zone nominees on March 2 and the successful candidate will enter the Academy July 7, 1953.

The Committee on Admissions to the Military and Naval Academies is composed of the Marine Director, who is Chairman, the Engineering and Construction Director, the Executive Secretary, and the Superintendent of Schools. The Director of Secondary Education serves as ex officio Secretary.

Send



CHRISTMAS GIFT SUBSCRIPTIONS TO FRIENDS AND RELATIVES

More than 1,000 former Canal employees now receive the CANAL REVIEW regularly. There are several thousand others who would welcome it as a Christmas Gift. An attractive gift card will be mailed to any subscriber you name. Gift subscriptions should be received no later than December 12 if the gift card with your name is to be received in the States by Christmas Day.

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Determination Of Amateur Astronomers Is Reason For Miraflores Observatory

The Canal Zone has a Miraflores Observatory for astronomical observations because James A. Hess was an amateur astronomer and a very determined man.

He wangled the telescope that started it all, then, with other equally earnest amateurs, endowed the Observatory into which it grew with a unique public service tradition.

The Observatory will be open to the public on Friday and Sunday nights during the dry season, starting about January 1 and continuing to the first of May.

Those who take advantage of the lectures and equipment to learn about the heavens can thank their stars and dedicated local astronomers for the celestial sights and information they receive.

The telescope through which visitors look was maneuvered from the Navy with the sometimes unknowing and probably surprised assistance of former Governor Burgess.

The building and equipment and periodic repairs come to present day visitors courtesy of ordinarily reluctant Canal units from which they were formerly wangled.

Dailey And True

The astronomical information visitors now receive is provided by Earl O. Dailey, Supervisory Construction Electrical Engineer, or Clarence H. True, Valuation Engineer of the Plant Inventory and Appraisal Staff.

Although the lecturers now receive a nominal sum as fee teachers for the Junior College, their work in keeping the Observatory open is primarily a labor of love, performed in the public service tradition established by the Observatory's early backers.

The former anomalous status of Miraflores Observatory as a privately promoted public institution has now given place to a more secure position as a unit within the Schools Division, but it remains a monument to the tenacity and purpose of earnest local astronomers.

The telescope was acquired in a single-handed coup maneuvered by Mr. Hess, who retired in 1938 as a towing locomotive operator at Pedro Miguel Locks and now lives in Callao, Va.

Oliver Bullock made all the calculations for the proper orientation of the telescope. He retired in 1946 as Electrical Supervisor at Pacific Locks and now lives in San Diego, Calif.

Studies Led To Maps

Mr. Bullock also drew a series of star maps for this hemisphere that eventually were incorporated, as a result of many requests, into a booklet, "Panama Evening Skies." Copies of his maps have been used for most astronomical observations made on the Isthmus.

Mr. Dailey and Mr. True worked with Mr. Hess and Mr. Bullock from 1934 until the latter retired and left the Isthmus and since that time have taken

weekly turns to keep the Observatory open to the public. They were all moving spirits in the former Canal Zone Astronomical Society which flourished from 1929, when it was founded by Mr. Hess, to the beginning of World War II in December 1941.

Mr. True's knowledge of astronomy grew from an original interest in navigation, a unique theory of which he expounded in a book, *Navigation and Astronomical Data*, published in 1943.

Mr. Dailey became interested in astronomy through the activities of the former astronomical society and went on from there to study for himself to gain his present knowledge of the subject.

Worries Of Wartime

A bright spot that continued to appear in the sky within range of observers at a wartime United States base in Costa Rica caused enough worry that Mr. Bullock, Mr. Dailey and Mr. True were called on to help explain the phenomenon. The uneasiness about the strange object had increased considerably when someone thought he saw a basket hanging from it.

The local astronomers went to Costa Rica—a nice junket as they describe it—and identified immediately the cause of alarm as the harmless planet Venus, which shows up in the daytime as well as at night as a bright spot in the sky.

The acquisition of the equipment and building that is now Miraflores Observatory is a sly little tale as it unfolds in official correspondence in yellowing Panama Canal files.

It started in March 1928 with an unrecorded conversation between Mr. Hess and former Governor Burgess, to which the Governor referred in a letter of some urgency sent to Mr. Hess at shipside. The Governor pronounced an official blessing on the establishment of a local astronomical society and said "such assistance as may be practicable" would be rendered the organization.

Telescope Wanted

Next in the files is a cable from Mr. Hess, apparently on vacation in Washington, asking Governor Burgess to request the Naval Observatory there to lend The Panama Canal a telescope which, Mr. Hess had been told, could not be lent to the Canal Zone Astronomical Society. (Mr. Hess called the first organizational meeting of that group at his home more than a year later).

The Governor at that time declined to request the loan of the five-inch equatorial, one of six telescopes built originally for the Navy to observe the transit of Venus across the face of the sun, which occurred in 1874 (when the telescope was built) and again in 1882.

The Governor also told Mr. Hess he would talk to him when he came home.

Instrument Available

About a year later the Governor received another letter on the same subject, this time from the Chief of the Washington Office of The Panama Canal, who had been visited by Mr. Hess, again on vacation in Washington and still on the telescope trail.

Before seeing the Chief of Office, Mr. Hess had been to the Naval Observatory



ASTRONOMICAL INFORMATION visitors receive at the Miraflores Observatory is provided by Clarence H. True, shown at the telescope, engineer in the Canal's new property appraisal unit, or Earl O. Dailey, Supervisory Construction Electrical En-

gineer, shown here studying star maps. During the dry season when the Observatory will be open on Friday and Sunday nights, they will take turns presiding at the Observatory and interpreting for visitors the celestial sights.



MIRAFLERES OBSERVATORY, overlooking Mirafleres Locks, is up a hill from the Mirafleres Filtration Plant. The Observatory building shown here was completed in 1930.

where he obtained a letter from the Superintendent advising that "it would be agreeable" to state in any loan request that "it was understood" that there was available for loan to the Canal Zone Government a five-inch equatorial. . .

Mr. Hess had also told the Chief of Office that he understood the Governor was willing to make such a request. So the Chief of Office had written, for the Governor's signature, a letter asking the Secretary of the Navy for the loan of the telescope.

The Secretary of the Navy granted the Governor's request for the equatorial and directed the Naval Observatory to turn the telescope over to Mr. Hess, who then authored more cables directed to the Governor requesting free transportation for the acquisition.

The telescope was first set up at Mr.

Hess's home at Pedro Miguel where it remained while officials pondered the question of a suitable "shelter."

It was finally decided that the necessary \$1,000 for a building to house the telescope should come from Clubs and Playgrounds funds since it would provide employees entertainment—a solution that apparently pleased everyone except Clubs and Playgrounds officials.

Observatory Built

The masonry building that houses the telescope, was completed in June 1930. It is located on a hill overlooking Mirafleres Locks at latitude 9 degrees and 15 seconds North and longitude 79 degrees, 35 minutes, and 51 seconds West. It is a circular building, 14 feet in diameter, equipped with a mobile dome that travels on a circular track for observations of

all points of the compass.

The hard-come-by telescope is a refractor type on an equatorial mounting which gives local hour angle readings to the nearest second and declination readings to the nearest tenth of a minute. The objective lens is five inches in diameter and the magnifying power is about 150, depending on the diameter of the eyepiece used.

Seating Forthcoming

A paragraph concerning the desirability of seating for the Observatory's growing public later was tacked on at the bottom of one of Mr. Hess's periodic reports to the Governor concerning educational activities at the Observatory. The words had their effect and the seats were forthcoming from a not-too-enthusiastic Canal unit. So it went with most of the things—usually small ones, to be sure—needed by Mirafleres Observatory.

The public enthusiasm shown for the Observatory throughout its 22 years of existence has amply justified the tenacity and purpose of those who begged aid borrowed it into existence.

In 1937 the number of visitors was estimated at about 12,000 and attendance has remained high to the present. Students, from the primary grades to junior college level, have always formed one of the largest groups of Observatory visitors.

Public attendance on the nights the Observatory is open during the dry season is usually large and can easily overtax the available accommodations.

Lecturers discourage too much advertisement of the Observatory's attractions because of its popularity. They recall a time that a small newspaper notice brought out a crowd of about 300, entirely too many for hearing or seating or a look through the telescope.

Forty Years Ago In November

Panama Canal hero Theodore Roosevelt won the Canal Zone but lost in the United States in November elections. In the real United States elections his Progressive Party split the potential Republican vote between him and William Howard Taft and elevated the Democratic candidate, Woodrow Wilson, to the Presidency.

In the Canal Zone, the mock elections in Isthmian Canal Commission clubhouses were explained by The Panama Canal Record as "manifestations of political desire for expression on the part of those temporarily disfranchised".

"The Commission hotels and commissary stores," The Record stated, "afforded material for many reform planks, nearly all of which were expressions of crude humor. . . While generalizations demanded political and social equality and industrial freedom, there were practically no protests against the so-called paternalism of the Canal Zone Government and the privileges afforded officials.

"The Panama Railroad was denounced as a 'monopolistic corporation,' apparently for the progressive ring of the words, as no practical reform in rates were suggested. . ."

Toll rates for vessels using the Panama Canal (which opened August 15, 1914) were published in a proclamation by President William Howard Taft dated November 13, 1912. The rates were: (1) Passenger or

cargo carrying merchant vessels, \$1.20 per net vessel ton—each 100 cubic feet—of actual carrying capacity; (2) Vessels in ballast without passengers or cargo, 40 percent less than the rate for passenger or cargo carrying vessels; (3) Naval vessels, other than transports, colliers, hospital ships, and supply ships, 50 cents per displacement ton; and (4) Army and Navy transports, colliers, hospital ships and supply ships, \$1.20 per net ton. The Secretary of War would prepare and prescribe the rules of measurement and regulations necessary to carry out the tolls structure, the proclamation stated.

A new lecture room for tourists was fitted out. The models of the Canal Locks and relief maps of the Canal, which had been used for tourist lectures at the Administration Building at Culebra, were moved to the new lecture room in Ancon, which had seats for 175 people.

The Isthmian Telephone Company, which operated a long distance commercial telephone business over the Panama Railroad Company's wires, acquired a line of its own and promptly changed telephone rates. Its commercial telephone business over Panama Railroad wires had formerly taken second place to official business messages. The rates, which had varied from 10 cents for calls between Panama and Empire to 50 cents for calls between Panama and Gatun, became a uniform 20 cents for calls between almost all points on the Isthmus.

NEW VALUATION ENGINEER



JOHN D. HOLLEN, Valuation Engineer, is Chief of the Plant Inventory and Appraisal Staff of the Comptroller's Office which will make an inventory of capital assets of the Panama Canal Company. He arrived in the Canal Zone November 17 to assume his new duties.

He has had several years of experience in government accounting and appraisal work including employment as Plant Records Engineer for the Tennessee Valley Authority. He recently completed a year of active duty with the Navy in which he served as Assistant to the Director of the Division of Engineering and Technical Services in the Bureau of Yards and Docks in the Navy Department in Washington.

Felix Frankfurter, law officer of the Bureau of Insular Affairs, was one of the party which accompanied Henry L. Stimson, Secretary of War, when he visited the Isthmus in November 1912. The Secretary of War inspected "all phases of Canal work."

Square Dancers Do Their Dosey-Does In Five Canal Zone Dance Groups



FOLK AND SQUARE dancing music and calls aren't paced for sissies—as proven by these Canal Zone dancers pictured at the Knights of Columbus Hall in Balboa

Folks within hollering distance—a good loud holler—of the Ancon Playshed on Friday nights or the Margarita Gymnasium on Thursday nights know that local square dancers, their pianists, and callers all go at it like thunder.

The Promenade Club on the Pacific side, which meets at the Ancon Playshed, the Dosey-Doe-ers, Atlantic side group which dances at Margarita, and the Star and Circle Club, composed of advanced dancers from both groups and both sides of the Isthmus, keep themselves and their dance places jumping with lively folk, square, and figure dancing.

The “ladies go gee” and “gents go haw” and they “swing their maw and they swing their paw—and don’t forget to swing grandma” and “Dosey-doe” and “promenade all” and schottische and polka, and do folk dances from many parts of the world.

The pace of the music and the calls aren’t set for sissies. The dancers admit it is rigorous; novices would probably call it “rugged.” The American folk dancing done in the Canal Zone is predominantly Western style, as lusty as the Old West itself compared with New England’s so-called circle dancing or the running sets that mark a more stately Southern dancing tradition.

Started In 1941

Canal Zone square dancing got its start and style from Roy E. Graham, former Cash Accounting Clerk in the Finance Bureau, who instructed the original folk dancing groups in 1941 after he came to the Isthmus from Denver, Colo. The American folk dance revival had been fostered in the part of the country from which he came by Lloyd Shaw who had demonstrated with his group of dancers the lively democratic cowboy dances done in the old “Wild West.”

Mr. and Mrs. Graham had been runners

up in a state dancing contest and had taught dancing in Denver in recreation organizations and classes.

The original square dancers on the Isthmus formed the Promenade Club in 1941 although dances had been held at individual homes several months before. Promenade Club members, dispersed to the Atlantic side in the transfer of the Mechanical Division, formed in 1950 the group that calls themselves the “Dosey-Doe-ers.”

Both groups are as friendly and democratic as the Old West in which their dancing developed. Any newcomer who wants to join their weekly dancing sessions is taught or pulled through in a friendly fashion as many dances as he chooses to take part in.

Two girls, originally German refugees who had learned Spanish but could speak no English, presented themselves at the Friday night Promenade Club gathering several years ago. Members taught them the steps and they danced very well and apparently understood the calls without benefit of English.

Youngsters, Dogs Dance Too

There are also children and dogs among those who dance at Ancon on Friday night. Some children from the Canal Zone who have learned folk dancing in the Summer Recreation Program or other dance classes attend with their parents and do well, especially the simpler folk dances.

Panamanian children from teen-age down to as young as six or seven years also are attracted across Fourth of July Avenue by the music from the playshed and dance with as much enthusiasm, and almost as much skill, as the adult members of the Promenade Club.

Dogs also follow their friends to the dancing and, although with faulty foot-

work, follow them through the dance formations.

Several young men and women who came to the Friday night dancing sessions as newcomers and strangers have since become man and wife.

As teacher, Mr. Graham was also caller when Canal Zone dance gatherings were started. Then other callers learned the business, memorizing the patter that tells the dancers what to do and keeps them all together.

Callers—Young And Older

Wesley H. Townsend, Surveying and Cartographic Engineer Supervisor in the Surveys Branch of the Engineering Division, was the second regular caller for the Friday night dances of the Promenade Club.

S. R. Cunningham, Cash Accounting Clerk, now a caller for the Atlantic side Dosey-doe-ers, was another of the first local dancers to become a caller. Callers for the Pacific side dancers are now C. L. Foiles, Property and Supply Supervisor in the Storehouse Division; Earl O. Dailey, Supervisory Construction Electrical Engineer; Charles W. Hammond, Lock Operator at Pedro Miguel Locks; and Robert J. Seiler, Postal Clerk at Ancon.

Eight-year-old Dolores Kay Hammond, daughter of Mr. and Mrs. Charles W. Hammond, is also a caller and she isn’t any novice. She has been calling for dances attended by her parents since the ripe young age of five.

Besides Mr. Cunningham, other Atlantic side callers are Donald Johnson, Apprentice Wireman in the Electrical Division, and Charles H. Bath, Construction and Maintenance Foreman in the Maintenance Division.

The Dosey-Doe-ers on *(See next page)*

Lower Fire Insurance Rates Are Announced At November Meeting

(Continued from page 5) their members were generally in favor of requiring liability insurance, to which the Governor said that it was a question which has aroused much debate in the United States. He expressed the belief that the various organizations represented should take the initiative and determine if the general public desires compulsory insurance.

S. J. Garriel, of Plumbers' Local 606, requested information on the Canal's policy on furloughs and whether some of the quarters construction work could not be done by force account to avoid furloughs or force reductions. The Governor said it is planned to do as much of the house building work as possible by contract. He said he did not approve, generally speaking, of requiring the system of furloughs. Mr. Garriel said that his organization preferred reductions in force rather than furloughs.

Subsistence Rates Increased

In reporting on previous questions which have been under discussions the employee representatives were informed that subsistence rates have been raised, and E. A. Doolan, Personnel Director, provided all representatives with copies of the recent regulations on allowances for local travel or temporary assignment.

Reports by the Governor on actions taken on other problems brought to his attention at previous conferences included the following: The bus shelter adjacent to Balboa Commissary has been authorized and will be built soon; a report on parking arrangements at Gatun Commissary has been received and a further study has been requested; the resurfacing of the middle strip of certain streets in Gamboa is not presently warranted; the dermatologist at Gorgas Hospital has returned from leave and will again pay monthly visits to Colon Hospital; Clubhouse Managers will cash checks upon proper identification when they have sufficient funds; a sidewalk from Mount Hope to Margarita is not a high priority project; efforts are continuing to employ an Eye, Ear, Nose, and Throat specialist for Colon Hospital; and the consolidation of bus systems on the Atlantic side will be

(Continued from preceding page) the Atlantic side include teen agers in their weekly dances. One night a month children down to third and fourth grade level dance for one hour of the weekly two-hour dance sessions, primarily so they will not forget the dancing lessons learned in Summer Recreation Program classes.

Star And Circle Experts

The Star and Circle Club of dancers from both sides of the Isthmus was organized by those whose skill is sufficiently advanced that they can concentrate on more intricate dances. This group meets every other Saturday night at either Ancon, Margarita, or Pedro Miguel.

W. C. Fritz, Construction Inspector Supervisor in the Contracts and Inspection Division, is President of the Star and Circle Club. R. C. Worsley, a Balboa shipping agent, is President of the Promenade Club. Lt. John A. Taber of the Fire Division at Cristobal heads the Atlantic side Dosey-Doe-er's.

The most recent square dance groups

Purchases By Canal From Panama Suppliers Reach New High Level

Purchases by the Panama Canal in the Republic of Panama climbed to a new high level during the first three months of the 1953 fiscal year, exceeding by about \$324,000 purchases in the same period of the previous year.

Dollar volume of supplies purchased during the past July, August, and September amounted to \$728,614 compared with \$404,744 for the opening quarter of the previous fiscal year.

Purchases of all types of products showed marked increases except for lumber products which showed a drop from the first quarter of the 1952 fiscal year when heavy local purchases were being made for the Canal building program.

Canal purchases in the Republic have exceeded \$1,500,000 for the past three years, reaching a record volume of more than \$2,000,000 in the 1952 fiscal year.

The following table shows the amount of purchases in Panama for the first quarter of the 1953 and 1952 fiscal years.

	First quarter 1953	First quarter 1952
	fiscal year	fiscal year
	\$273,742	\$128,695
Meat products		
Agricultural products (fruit, vegetables, sugar, alcohol) ..	146,882	22,563
Other agricultural products ..	11,119	10,949
Other food products	8,705	5,188
Beverages	36,260	34,663
Forest products	17,110	58,869
Industrial products	129,769	55,223
Miscellaneous	105,021	88,590
Total	\$728,614	\$404,744

studied as soon as all problems of the recent consolidation of such services on the Pacific side have been settled.

Those attending the Governor-Employee conference last month and the groups they represent include the following: The Governor, Mr. Doolan, and F. G. Dunsmoor, Administrative Assistant to the Governor, and the following employee representatives:

Mr. Wagner, John J. Tobin, Owen J. Corrigan, and H. R. Chenevert, Central

to be organized are the Columbus and USO Clubs. The former, sponsored by the Knights of Columbus, meets on the first Tuesday of the month at the BPOE Lodge and the other Tuesdays at the K. of C. Hall in Balboa. The USO Club meets Monday evenings at the USO-JWB Armed Forces Service Center.

Pianist Is Important

A most important person at any of these gatherings is the pianist who supplies the dance music. Mrs. A. B. (Delphinia) Williams of La Boca, whose husband works for the Tivoli Clubhouse, is the long time regular for Pacific side dancers, who consider her rhythm just right for their promenades and dosey-does. They always try to take her along for any of their dances.

J. B. Egozcue, Fiscal Accountant in the Finance Bureau, and Robert C. Daniels, Clerk in the Electrical Division, are among those who have played the piano in the past for Pacific side square dancers.

The regular pianist for the Dosey-Doe-

Lt. W. G. Dolan Named Civil Defense Chief



Lt. William G. Dolan of the Fire Division at Cristobal has been named Chief of Civil Defense and assumed his new duties December 1.

The appointment marks one of the first steps in the initiation of a practical civil defense program for the Panama Canal population, for which limited funds have been made available.

Civil defense activities to be organized under Lieutenant Dolan's direction have been transferred from the Safety Section to the Civil Affairs Bureau. Civil defense headquarters will be located in the office formerly occupied by the Immigration Station Control Section in the Civil Affairs Building in Ancon.

Label Union; Mr. Lovelady and Herschel Gandy, A.F.G.E.; Mrs. Margaret Rennie, Pacific Civic Council; Rev. R. H. Havener, Cristobal-Margarita Civic Council; William H. Ward, Gamboa Civic Council; Chester Luhr, Panama Canal Lock Employees Association; Andrew Lieberman, Marine Engineers' Beneficial Association; S. J. Garriel, Plumbers' Local 606; William S. McKee, International Association of Machinists; and F. H. Hodges, Brotherhood of Locomotive Engineers.

ers is Vidal Anthony, known to all dancers only as "Tony," who works in the housewares section of the Commissary at Gatun.

Both the Dosey-Doe-ers and the Promenade Club charge a nominal 25 cents for their weekly dances primarily to pay the pianist and for the cost of their own public address systems.

Any money collected in excess of expenses goes into a party fund, which pays for refreshments served at two or three special "party" dances, held throughout the year.

There were 16 at the first local folk dance gathering held in 1941. Now there are about 50 who attend the dances at the Playshed at Ancon, 50 who gather at Margarita, about 50 who dance at the K. of C. Hall in Balboa, and about 15 at the USO-JWB.

Their skill has long since far surpassed their first fumbling steps and faulty figures, and for several years exhibition groups have appeared before Isthmian audiences.

THIS MONTH'S CALENDAR

DECEMBER

6th—Track Foreman No. 2741, Balboa B & B Shops.
 7th—VFW Post No. 3857, Cristobal Veterans Club, 9 a. m.
 8th—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.
 American Legion Post No. 1, Legion Home, 7:30 p. m.
 9th—Pipefitters, Margarita Clubhouse, 7:30 p. m.
 Electrical Workers No. 397, Wirz Memorial, 7:30 p. m.
 VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 American Legion Auxiliary Unit 1, Balboa Legion Home, 7:30 p. m.
 10th—Carpenters and Joiners No. 913, Balboa Lodge Hall, 7:30 p. m.
 Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.
 American Legion Post No. 2, Legion Home, Cristobal, 7:30 p. m.
 12th—Blacksmiths No. 400, Boilermakers Nos. 463 and 471, K. of C. Hall, Margarita, 7:30 p. m.
 14th—Sheetmetal Workers No. 157, Balboa Clubhouse, 9:30 a. m.
 Plumbers No. 606, Balboa Lodge Hall, 9:30 a. m.
 15th—Electrical Workers No. 677, Masonic Temple, Gatun, 7:30 p. m.
 Truckdrivers, Balboa Lodge Hall, 7:30 p. m.
 16th—Operating Engineers No. 595, K. of C. Hall, Margarita, 7 p. m.
 Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
 17th—AFGE No. 14, Balboa Clubhouse, 7:30 p. m.
 American Legion Auxiliary Unit 3, Legion Hall, Gatun, 7:30 p. m.
 18th—American Legion Auxiliary Unit 6, Gamboa Legion Hall, 7:30 p. m.

21st—CLU-MTC, Balboa Lodge Hall, 8:30 a. m.
 22d—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.
 VFW Auxiliary, Post No. 3822 Home, 7:30 p. m.
 23d—Marine Engineers No. 96, Jewish Welfare Board, U.S.O.
 Governor - Employee Conference, Board Room, Administration Building, 2 p. m.
 Operating Engineers No. 595, Lodge Hall, Balboa, 7 p. m.
 VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 24th—AFGE No. 88, Margarita Clubhouse, 7:30 p. m.
 American Legion Auxiliary, Legion Home, Old Cristobal, 7:30 p. m.
 25th—Christmas.
 JANUARY
 1st—New Year's Day.
 Carpenters and Joiners No. 667, Margarita Clubhouse, 7:30 p. m.
 2d—American Legion Post No. 6, Gamboa Legion Home, 7:30 p. m.

December Sailings

From Cristobal	
Ancon	December 12
Panama	December 19
Cristobal	December 26
Ancon	January 2
From New York	
Panama	December 10
Cristobal	December 17
Ancon	December 24
Panama	December 31

PROMOTIONS AND TRANSFERS

October 15 Through November 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 or regradings.

CIVIL AFFAIRS BUREAU

Louis F. Dedeaux, from Postal Clerk, Postal Service, to Recreation Supervisor, Division of Schools.

Mrs. Ethel P. McDermitt, from Substitute Teacher to Elementary School Teacher, Schools Division.

ENGINEERING AND CONSTRUCTION BUREAU

William J. Schuster from Powerhouse Operator to Powerhouse Operator Dispatcher, Electrical Division, Power Branch.

Francis E. Conover from Supply Distribution Assistant to Construction Inspector (General), Contract and Inspection Division.

Murray Klipper from Construction Inspector, Contract and Inspection Division to Wireman, Electrical Division.

Everette N. Clouse, Theodore F. Babich, and Archie W. French from Electric Welder to Combination Welder, Maintenance Division.

George A. Willis from Assistant Sheetmetal Work Supervisor to Supervisor Sheetmetal Work, Maintenance Division.

James P. Young, Jr. from Apprentice Plumber to Plumber, Maintenance Division.

Richard C. McKown from Sheetmetal Worker to Sheetmetal Worker Leader, Maintenance Division.

Harvey W. Sauter from Sheetmetal Worker Leader to Supervisor Sheetmetal Work (Maintenance Division) Assistant, Maintenance Division.

HEALTH BUREAU

Miss Thelma L. Capwell and **Mrs. Elizabeth L. Appleby** from Staff Nurse, Corozal Hospital, to Nurse, Gorgas Hospital.

Richard L. Wright from Medical X-Ray Technician (Photofluorography), Division of Preventive Medicine, to Medical X-Ray Technician (General), Gorgas Hospital.

INDUSTRIAL BUREAU

Henry J. Patten from Locomotive Machinist, Railroad and Terminals Bureau, to Machinist, Industrial Bureau.

Robert W. Fuller from Shipwright to Shipwright Hand Pattern Maker, Industrial Bureau.

Jack B. Tippett from Boilermaker, Locomotive and Special Boilermaker, Railroad Division, to Boilermaker, Industrial Bureau.

Harry F. Amos from Auto Repair Machinist, Motor Transportation Division, to Machinist, Industrial Bureau.

MANAGEMENT DIVISION

Thomas E. Burrow from Administrative Assistant to Budget Examiner.

MARINE BUREAU

Walter A. Dryja from General Engineer, Office of the Chief of the Locks Division, to Assistant to Marine Director, Office of Marine Director.

J. Douglas Lord from Property and Supply Clerk, Administrative Branch, to General Storekeeper, Pacific Locks.

Gilbert H. Davis from Lock Operator (Ironworker, Welder) to Lock Operator (Ironworker, Welder) Leader, Pacific Locks.

PERSONNEL BUREAU

Robert A. Stevens from Position Classifier to Salary and Wage Analyst, Wage and Classification Division.

RAILROAD AND TERMINALS BUREAU

Fred E. Wells from Passenger Traffic Clerk to Passenger Traffic Manager, Steamship Ticket Office.

Elbert F. Ridge and **Jan Mirrop** from Gauger, Division of Storehouses, to Gauger and Cribdriver Foreman, Terminals Division.

Gerald R. Fruth from Traffic Clerk to

ANNIVERSARIES

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

35 years

Miguel Corco, Government Accountant, Finance Bureau.

30 years

Bert J. Benoit, Crane Operator and Machinist, Industrial Bureau.

Joseph A. Parent, Guard Supervisor, Locks Division.

William C. Smith, Control House Operator, Locks Division.

25 years

Harry J. Ailant, Tire Rebuilder, Motor Transportation Division.

Louis H. Hack, Designing Engineer, Engineering Division.

Fred D. Hunsicker, Supervisor, Motor Transportation Division.

Louis Pincus, Signalman, Navigation Division.

20 years

Mahlon D. Davis, Accountant, Finance Bureau.

15 years

Lea K. Dugan, Clerk, Gorgas Hospital.

John Kozar, Policeman, Police Division.

Elsie D. Naughton, Elementary School Teacher, Schools Division.

Carroll S. Sanders, Pumpman, Maintenance Division.

Richard B. Simpson, Fireman, Fire Division.

William E. Thompson, Panama Canal Pilot.

Anthony J. Zablocki, Towboat Master, Dredging Division.

RETIREMENTS IN NOVEMBER

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

Burt W. Hall, Washington; Power Dispatcher, Electrical Division; 33 years and four months; St. Petersburg, Fla.

David H. Hinds, Louisiana; Steward, Corozal Hospital; 34 years; Panama City.

George F. Miller, New York; Filtration Plant Operator, Maintenance Division; 28 years, six months and 17 days; Charleston, Ill.

Walter W. White, New York; Records Analyst, Administrative Branch; 39 years; Balboa.

Eleanore A. Widsteen, Ontario, Canada; Office Appliance Operator, Finance Bureau; 19 years and 12 days; Canal Zone.

Storekeeper (Checker), Terminals Division.

Victor T. McGarry from Security Guard, Atlantic Locks to Traffic Clerk, Terminals Division.

Donald R. Brayton from Traffic Clerk (typist) to Yard and Road Conductor, Railroad Division.

Bernhard I. Everson from Superintendent, Motor Transportation Division to Assistant Director, Railroad and Terminals Bureau.

Lloyd W. Peterson from Tabulation Planner, Division of Storehouses, to Passenger Traffic Clerk, Steamship Ticket Office.

SUPPLY AND SERVICE BUREAU

James R. McCarrick from Policeman, Police Division, to Gauger, Division of Storehouses.

Irwin K. Meier from Agent-Operator, Railroad Division, to Gauger, Division of Storehouses.

David W. Hawthorne from Coffee Roaster, to Supervisory Coffee Specialist, Commissary Division.

Roger W. Adams from Assistant to Superintendent, to Superintendent, Motor Transportation Division.

William R. Dixon from Auto Repair Machinist, to Motor Transportation Supervisor, Motor Transportation Division.

Miss Phyllis J. Albritton from Substitute Teacher, Schools Division, to Commissary Assistant, Commissary Division.

OUR OUT-OF-DOORS

We don't have the crisp cold air to remind us that Christmas is just around the corner but we do have its counterpart, the glorious red poinsettias coming into bloom. The poinsettias are just as much a part of Christmas in the tropics as holly or mistletoe in temperate climates.

The original poinsettias (*Euphorbia pulcherrima*) came from Mexico but are now grown in almost every tropical and semi-tropical region in the world. Many of our choicest hybrid poinsettias have been developed by gardeners in California and thousands of petted plants are sold through florists each year.

There are very few plants easier to propagate than the poinsettias. Cuttings placed in the soil in May should, with a little care, produce stocky plants bearing six or more blooms by the following December. Single blooming stock may be had from cuttings placed as late as August.

Shock Branches Often

The secret for growing bushy plants



POINSETTIAS are part of Christmas in the tropics

with numerous blooms is to keep the plants growing vigorously and to keep picking off the tip of each new branch when it is from four to six inches long. The more times the branches are "shocked" by picking before September first, the more dormant buds will be forced into growth for Christmas flowering.

It is important that the plants be allowed to develop or mature from September on to insure that they are in the prime for Christmas.

The bright red rosettes of floral leaves are usually mistaken for flowers. The true flowers however, are the small yellow protuberances near the center of the rosettes.

Many of you may not have been content to admire the poinsettias growing out of doors but have attempted to cut them for indoor decorations. The results may have been disheartening as the bracts soon wilted.

Prevent Wilting

The chance of keeping the cut bracts from wilting is greatly increased if, immediately after cutting, one dips the end of stem into boiling water to stop the loss of juice and then plunges the entire stem and flower into ice cold water. The "flowers" should be thus immersed in water for at least four hours before they are placed into shallower containers for use as table decorations.



In view of the prevailing Christmas spirit and preoccupation with holiday gifts, Commissary Talk, like most December talk, deals with things Santa Claus could bring someone.

This Christmas Commissary shoppers' guide consists of suggestions from people in the wholesale sections of the Commissary Division at Mount Hope, who know the most about the goods ordered for the retail stores for Canal Zone Christmas presents.

Look down the list to see what you might buy and about how much it will cost.

From about \$1.00: **Ties**, including new ones that are narrower in width, 85 cents to \$2.25; **jewelry**, Hickok and Swank, including new screw-on small tie clasps like Grandfather used to wear, other types tie clasps, chains, studs, cuff links, single and in sets from \$1.25 to \$6; **handkerchiefs**, cotton, linen, boxes, initialed, all under \$1; **toiletries**, Morning Canter after-shave lotion by the fine French perfumer, Pinaud, Old Spice and other sets from about \$1.50; **wallets**, Burton and Hickok, from \$2.50 to the finest: belts, pigskin, cowhide, with non-rusting buckles, from about \$1; **house slippers**.

From about \$5: **Pajamas**, including new TV lounging sets with plaid tops and solid color trousers, cotton, about \$4; other types of pajamas, regular cottons, fancy rayons, acetate and nylon, about \$4 or \$5; **travel cases**, fine leather, fitted and unfitted, from about \$5 to \$20; **cigars**, from the United States and Jamaica, from about \$4.50 to \$7 a box.

From about \$10 on up: **Shaeffer and Parker pens and pencils**, gift boxed, and in handsome desk sets up to about \$30; **Black & Decker home utility drill**, 1/4 inch, AC-DC, \$22.75; **accessories** to go with the drill include buffing and polishing kit, \$3.50, horizontal stand, \$3.40, and abrasive kits, \$4.50; **Sunbeam Shavemasters**, \$23.65; **golf bags**, nylon, zippered, with travel hood, \$23.50.

From about \$1.00: **Hose**, 60 gauge, some with fancy heels, black or dark seams, some the fancy pleated variety, about \$1.50; **apple blossom** or lavender

perfume sticks; **new cinch belts**, several colors and styles, from less than \$1 to about \$2; **coral jewelry**, single pieces and sets; **Italian mosaic jewelry**, pretty and inexpensive; **Old Spice** and many other **Cosmetics**, single and in sets; **perfumes**, Chanel, Letheric, Houbigant, D'Orsay, Worth, single bottles and sets starting at about \$2; **powder boxes**, some musical, from \$2.50; **jewel boxes**, simulated leather, some with gold tooling and more than one tray, and some that are musical, from \$1.75; **perfume bottles**, fine crystal and fancy shapes from about \$2.50; **doeskin gloves**, washable, white, natural and black, about \$2; **handkerchiefs**, of all varieties, fancy, single and boxed sets; **house slippers**, including gay new sock slippers with sponge rubber sole and sock top; **pretty pajamas**, floral prints, nylon crepes, satin, rayon brocade, prices up to \$10; **dusting powder**, fancy Prince Matchabelli's Stradavari, and others; **night-gowns**, rayon, from about \$2.50; **Lady Buxton wallets**, some in sets with key holders; **evening bags** of many styles at prices starting at about \$3.

From about \$5: **Robes**, nylon, satin, taffeta, duster and other styles, up to \$12; **golf bags**, gabardine, nine club size, about \$7.50.

From about \$10: **Hair dryers**, electric, complete with stand and cord, operate on any current, \$17.50; **fancy lingerie**, night-gowns, slippers, nylon with net, eyelet embroidery, many styles; **cashmere sweaters**.

From about \$1: **Casserole caddies**, new metal stands with which to serve casserole food, less than \$1, and casserole caddie warmers; **knife sets**, of many types and prices; **deluxe sets**

of stainless steel **kitchen tools** with riveted rosewood handles, sets of five and seven; **gaily colored towels** for bath and kitchen, rolled and ribboned in decorator boxes, starting at about \$1; **tablecloths**, including some hand painted with metallic scroll, in decorator colors, from about \$3; **luncheon sets and place mats**.

From about \$8: **New charcoal barbecue grills**, two models, one deluxe, table high with windshield, recessed casserole with cover and shelf for added working surface, the other a portable model with large broiling surface and shelf.

From about \$10: **Electric mixers**, Hamilton Beach and Sunbeam, starting at about \$15; **automatic electric toasters**, Sunbeam and Toastmaster, about \$20; **Sunbeam waffle irons**; **Waring blender**; **Dormeyer automatic electric fryer**, in the \$25 class; **General Electric cooker** with removable aluminum grids; **General Electric steam iron**; **Westinghouse vacuum cleaner**, tank model, also Hoovers, in the \$60 class; **automatic roasters**, \$38; **Westinghouse and Sunbeam coffee makers**, automatic, in the \$30 class; **China**, many types, sets of service for 12 from about \$20 to \$60; **silver**, sterling and plate; **electric sander and polisher**, in the \$30 class. **Refrigerators**, Westinghouse, completely automatic, frost free, \$367 cash; **Ironite electric ironer** and cover; motor operated; **washing machines**, including the non-automatic General Electric \$143.50, automatic Inglis \$298 and Westinghouse Laundromat \$343.25; **Westinghouse electric clothes drier**, \$275; **home portable electric sewing machine**, \$110.

Toys, toys, toys, and toys, also: From about 50 cents: **Records**, Little Golden, 22, 69, and 95 cents, and others from the Child Record Guild which cost 95 cents; **boys' ties**, 45 cents.

From about \$7: **Children's furniture**, including non-musical and musical rockers, about \$7 and \$10.

Silver feeding spoons, bib holders, rattles, some tarnish-resistant, single and in sets, sterling and plate, from \$1.50; **silver cups** from about \$4.

From about 50 cents: **Cocktail glasses** of many varieties from eight cents to \$2.50 each; **Grove Crest rum and brandy fruit cakes**; **plum puddings**, English, in one-pound tins; **sterling silver photo frames**, \$2.65; **Carri-ette**, portable ice box, new outing accessory about \$4.

From about \$5: **Foam rubber pillows**, dust and allergy free, moth and mildew proof, \$8.50; **travel irons**, AC-DC, \$4.75; **martini, cordial, liquor, and zombie glass sets**, \$5 to \$7.50; **Siphon hotties**, Sparklet, \$7.60.

From about \$10: **Silver plated cocktail shakers**; **portable ice box** 21 x 10 x 11, price \$12.50; **General Electric table model radio**, standard broadcast, \$22.50; **two-burner hot plate** with closed element, three heats, Underwriter Laboratory approved, \$10.25; **cameras**, including one German reflex type, Photina, with 3.5 lens, shutter speed up to 1/200, double exposure preventive, coated lens, uses 120 film with 12 exposures, \$23.50 at Balboa and Cristobal commissaries.

For Dogs: Christmas stockings filled with dog playing and chewing things.

There will be plenty of turkey and all the trimmings in the Commissaries this year as in the past. One of the new trimmings you might try is a ready prepared **herb seasoned stuffing**. An eight-ounce package, enough for a five-pound fowl, costs 25 cents.

For Christmas, or any time, try the Commissary's English biscuits or cookies in 1 1/2- or 15-ounce tins for 85 cents to \$1.45. Walnuts, pecans, almonds, brazil nuts, filberts, boxed chocolates in 1-, 2-, 3- and 5-pound sizes, hard candies in 1/2- and 5-pound tins, or loose in smaller amounts, are also all available.

New Coded Track Circuit Developed By Railroad Supervisor Of Signals

(Continued from page 6) original system required the use of approximately 250,000 feet of cable. Since the present cost of cable is more than one dollar a foot, this represents an investment of more than a quarter million dollars in cable alone.

Cable Use Curtailed

It is estimated that coded track circuits can be economically installed in enough of the 25 railroad blocks to eliminate the need for over 160,000 feet of this cable.

The use of the coded track equipment is not economical for short sections, such as in railroad yards and it is not expected that it will replace cable control in such sections.

Much of the equipment used in the five sets of relays to be installed on the Frijoles Monte Lirio track section was already on hand when Mr. Wood started his job of tying them together to get the coordinated set of signals.

He estimates that the cost of the five sets of relays about \$3,000, not counting the time he spent on the work. If all of the material had been ordered new, he estimates that the total cost would have been \$8,000 for relays, batteries, and rectifiers. Based on experience gained in the use of code control already in use this cost would be about 10 percent of the cost of line wire control when installed new.

Value Of Cable Saved

In the case of the two coded-track sections already in use, the value of cable released from the two sections was about five times the cost of the coding equipment. Cable released in those two sections was used for replacement when serviceable and sold for scrap when unserviceable.

The equipment was recently inspected by Governor Seybold and A. C. Medinger, Railroad and Terminals Director. During their visit, Mr. Wood gave them a detailed explanation of the coding equipment and how it operates.

Mr. Wood Is Zone Boy

The "inventor" of the system is practically a native of the Canal Zone. He came to the Isthmus when he was only 11 months old. His father, the late Joseph C. Wood, was employed throughout most of the construction period and for many years afterwards in the Accounting (now Finance) Bureau.

Bob attended school in Empire and later in Balboa. He says that he got his desire for railroad work when he was a small boy. One of his boyhood desires was a ride on the speeders used by track maintenance and signalmen. After his family moved to Balboa he and James M. Hunter, now employed in the Storehouse Division, spent much of their spare time watching the operation of the interlocking system of the railroad in Balboa.

Although his first permanent job was as a helper in the Mechanical Division, his application was already on file for an assistant signal maintainer's job. An opening occurred only six months after being employed in the Mechanical Division and he transferred in April 1927. He was promoted to his present position as Supervisor of Railroad Signals about five years ago when the signal work was transferred from the Electrical Division to the Railroad.

Hotel Washington Attracts Most Guests In Dry Season



PALMS around the Hotel Washington seldom have a respite from the steady winds blowing off the Caribbean

Dry-season winds that bend the palms that circle the Hotel Washington bring the Atlantic side hotel the year's largest numbers of guests.

The annual upswing in visitors that marks the months of the trade winds is traditional and is not expected to change during the coming dry season, which will be the hotel's fortieth as a stopping place for Isthmians and tourists.

The numbers of both groups of guests increase considerably during the dry season but the proportions change to about half local guests and half tourists, compared to 75 percent local guests during the rainy season.

The tourist visitors debark from the ships on regular runs and the cruise ships which visit in greatest number during the dry season, the majority of which, if they stop on the Isthmus, dock on the Atlantic side.

Isthmians, who become more outgoing-minded when the rains have stopped, often stay at the Washington in the course of their rambles around their own Isthmian back yard.

For many of them the charms of a trade-wind-conditioned room, with inner-spring mattress, balcony, and maybe even breakfast in bed, outweigh the attractions of other types of more demanding Isthmian junkets. The swimming pool, tennis and handball courts also draw other local visitors.

Employee Resort

The position of the Washington as a stopping place and weekend resort for government employees is traditional and well secured by their 25 percent discount on room rates.

Parties, weddings, teas, and other social gatherings draw many Isthmians to the hotel. Few days pass without some get-together in one of the public rooms—the gilt-decorated main dining room, looking out to the Caribbean and the Atlantic entrance to the Canal; the adjoining Fountain Room, dominated by a bronzed Cupid and water sprites in a plant-filled, fountain-sprayed niche; the lounge, between the bar and lobby; or the grand ballroom, with its gilt and heavy crystal chandeliers and a tradition of gala parties.

Other local visitors come in just to eat, attracted there by the efforts of

Herbert Thompson, the chef, whose specialty is plank steak.

The present hotel building was authorized by former President William Howard Taft after he visited the Isthmus in 1910 and noted the absence of suitable commercial hotel accommodations on the Atlantic side of the Isthmus.

Early planners visualized that the Hotel's park-like grounds would be one of its main attractions—a belief that has proved to be very well founded and is most apparent during the dry season when the many flowering trees and shrubs in the deep lawns are at their best.

But the sight and the sound of the Caribbean beating against the sea wall around the hotel is probably the charm that endears the place most to most of the Washington's visitors, who take their comfort with their ringside view of Manzanillo Bay and ships entering and leaving the Canal.

Study Resumed On Plans For Converting Electrical System To 60-Cycle Current

(Continued from page 2) electrical equipment using 25-cycle frequency, and the fact that many of the Canal's power generators must be replaced in the near future.

The Canal Zone is now about the only place in the America's where 25-cycle current is still used. Because of the very limited demand for this equipment, large manufacturers have become more and more reluctant to accept orders for 25-cycle equipment which has greatly increased the cost of such equipment.

One of the principal phases of the conversion project during the present planning stage will be a determination of the amount of equipment which must be converted or replaced. Aside from this phase, the project is a highly technical and complex undertaking which will require careful planning to avoid expensive delays and service disruptions.

During the studies made in 1950, it was roughly estimated that there will be some 35,000 frequency-sensitive electrical appliances and motors in the Canal Zone which will require replacement or conversion. As the present studies progress, more detailed figures on this must be obtained before plans for the actual conversion can be finally formulated.

Serious Operating Problems Are Faced With Locks Overhaul And High Traffic

(Continued from page 1) month of October, when new traffic records were established, the average number of lockages at Miraflores was 24 a day, or three above the normal capacity.

Although Canal authorities are making plans to handle traffic in the most expeditious manner possible, it is recognized that delays to shipping will occur during the overhaul period unless a major drop in the traffic level occurs.

Because of the wide variation in the traffic pattern, delays to ships of as much as 24 hours are not infrequent during lock overhaul periods. During the 1950 overhaul of Gatun Locks some ships were delayed longer than 24 hours in some cases.

The number of ocean-going commercial transits during the first five months of 1950, while the Pacific Locks were being overhauled, averaged 474 a month. The volume of commercial traffic has shown a steady increase since then and during the first five months of this year there were 2,865 commercial transits, or an average of 573 a month. The number of large Government-owned ships using the Canal also has greatly increased during the past two-year period.

Delays Are Expected

Because of the fluctuations in Canal traffic from day-to-day and from month-to-month, it is impossible to predict traffic conditions, but it is expected that delays to ships will be far more frequent during the coming overhaul period than ever before.

Canal authorities have advised shipping interests of plans for the coming overhaul and have announced a traffic plan during the overhaul of Pedro Miguel Locks. This plan is based on the assumption that traffic will be equally divided



THE U. S. S. IOWA is shown tightly fitted into the lower Miraflores Locks chamber during its transit November 17. The Navy's mighty battleship was on its way home to Norfolk, Va. from Korean waters. Because of its size, the Iowa and other ships of its class, as well as the larger carriers,

between northbound and southbound vessels.

Under this plan, ships will be dispatched from Balboa from 3:15 o'clock in the morning until 1:15 o'clock in the afternoon. Southbound vessels will be dispatched from Cristobal from 7:15 in the morning until 8:35 o'clock at night.

In the announcement to shipping companies, it was stated that this traffic pattern will be usable only when traffic is evenly divided. Actually, each day's traffic will represent an individual problem and will be handled accordingly.

Both Pedro Miguel and Miraflores Locks will be operated 24 hours a day throughout the overhaul period. Other

require special care in transit through the Canal. Any transits by ships of this class during the coming overhaul of the Pacific Locks will disrupt normal schedules since they require about twice as much time for a lockage as smaller ships.

Canal operations on the Pacific side pertaining to the transit of vessels will also be on a 24-hour schedule, with boarding parties available at all hours for customs, immigration, quarantine and admeasurement duties.

No change is planned in the hours of operation at Gatun Locks although the dispatching of ships from Cristobal will be scheduled to permit expeditious handling of traffic generally.

The overhaul of Pedro Miguel Locks is presently scheduled to start January 3. It is expected that the work there will be completed about the end of March and that at Miraflores Locks will be finished by about the end of May.

BALBOA



CRISTOBAL

SATURDAY
•
DECEMBER
6TH

**TERRIFYING ADVENTURE
IN THE WORLD'S MOST
UNKNOWN LAND!**

EALING STUDIOS PRESENTS

IVORY HUNTER

Color by
Technicolor

Starring
ANTHONY STEELE
DINAH SHERIDAN
HAROLD WARRENDER

ACTUALLY FILMED
IN THE HEART OF
DARKEST AFRICA!

SATURDAY
•
DECEMBER
13TH

An adventure-film of modern Africa, "IVORY HUNTER" tells the exciting story of a game warden who becomes sickened by the slaughter of animal life and sets out, against great odds, to establish a wild animal sanctuary in the African jungle.

Canal Zone Lunar Bird Watchers Aid Extensive Study Of Night Migration



PRACTICING FOR A SESSION of lunar bird watching are Kathryn Ann Coleclasure of the Field-Biology class of the Canal Zone Junior College and Craig Smyser, a special student at the College. Miss Coleclasure is acting as recorder for the team. If they

A handful of Zionians with scientific trends of mind have been eyeing the face of the full moon recently. What they are doing is called "lunar bird watching," and what they learn may add another bit to the fascinating—to biologists at least—puzzle of bird migration.

Ornithologists have long wondered whether or not bird migration is affected by weather. They have puzzled over the effect of the moon on migration. They want to know if migrating birds follow rivers, as some scientists believe, if birds cross large bodies of water while migrating or stay along a shore line.

Some of these questions may be answered when data to be compiled by the Louisiana State University's Museum of Zoology is completed. The local group of lunar bird watchers is just one unit of many which are scattered all over the United States and other parts of the Americas.

Revival Of 1948 Project

This year's project is a renewal of one which took place in 1948 when some 200 people in 30 localities, from Canada to Yucatan, pooled their efforts and spent more than 1,000 hours watching birds migrating at night.

During the past summer the Canal Zone Junior College received an invitation from Louisiana State University to take part in the migration observations this fall.

The strategic location of the Canal Zone, according to the Louisiana State University Museum's Assistant Curator, "will make your data for the 'full-moon period' priceless information."

George O. Lee, Biology Instructor on the Junior College faculty, rounded up a group of students who were interested in the project; their first observation period was during the full moon early in October. Clouds proved to be a considerable hin-

derance. Mr. Lee and a small group even went to Cerro Piña, near El Valle, but had no clearer skies there than in the Canal Zone.

Back Yard Is Good Post

The group has tried Miraflores and Sosa Hills as observation points, but finally has settled on the Lee back yard on Tavernilla Street in Balboa as good a location as they are going to find.

The back yard has further advantages, too. Mrs. Lee can always be counted on to help out when one of the observers becomes tired, and two junior neighbors, Frankie Townsend and Teddy Webb, with their fathers, Wesley Townsend and Winton Webb, have become interested participants.

To watch nocturnal migration the observers need a good, full moon, a telescope or a pair of at least 15-power binoculars, and a record book. Lunar bird watchers work in pairs, one observing and the other recording.

The Canal Zone group found the telescope at Miraflores Observatory too powerful for their purpose and the small finder beside the big telescope too awkwardly placed for prolonged observation. Binoculars were firing to hold during long periods.

Telescope Modified

Finally the local watchers settled on a modified telescope which had started out as a range finder and has been altered by its owner, Manuel Smith of the Section of Surveys. This instrument has the great advantage of being so arranged that the observer can look down into the viewer instead of having to crane his neck upward.

One of the group peers into the instrument and calls out to his recording partner the number of birds he sees outlined against the bright face of the moon. The times the bird image enters and leaves

the viewer and the direction in which it flies, computed by a method outlined by Louisiana State, are also recorded.

The observer also attempts to estimate the size of the bird, in terms of its relationship to Tycho, a prominent crater on the bright part of the moon. Thus, a large bird may be described as being "2 T's" or two Tychos long, and a tiny bird may be only a "1/4 T" or a quarter of a Tycho.

Bats And Bugs Too

If the observer can tell by the shape of an image what species of bird the object is, he reports that, too, to his recorder. But the images generally are so distorted that it is difficult to identify much except herons and birds of that general ilk. Bats and insects are also recorded as such if they can be identified.

In six nights of observation the local lunar watchers recorded over 1,000 birds. From this figure the Louisiana State scientists will be able to work out the density of the migratory movement.

The birds observed from the Canal Zone watching post have been consistent in their movements.

"In the hours we watch, we get birds nearly all the time," Mr. Lee says.

The peak of the movement comes in the hour before midnight. After midnight, the 1948 observations showed, the migration drops sharply, levels off from two to three o'clock and drops to a "baseline" between four and five a. m.

Night Migration Is High

Scientists now believe that it is difficult to get accurate observations on daytime migration and think it likely that many supposedly favored migration routes represent attractive lingering spots where migrants congregate to feed during the day.

Unlike daytime migration, the ornithologists think, nearly all night migration must take place at a comparatively high altitude. Few migrating birds can see well in the dark and must stay high to avoid close-to-the-ground obstructions. There are only a few species of nocturnal birds and few of these fly high to feed.

Consequently when a large number of birds are moving at high elevations at night it is safe to assume that they are migrants.

Local observers have done their lunar watching between October 1 and 5; between October 30 and November 3; between November 29 and December 3; and expect to have another observation period between December 28 and January 1.

The observers here have included Mr. and Mrs. Lee; Stephen Peck, a teacher at the Balboa Junior High School; Mr. Townsend and his son, Frankie; Mr. Webb and his son, Teddy.

Others from the Junior College field biology class and from the student body were: Kathryn Ann Coleclasure, Yvonne Kuperman, Wendall Spreadbury, Elaine Kelly, Eric Hagborg, Gerald Hendrickson, and Craig Smyser, a special student at the Junior College and nephew of Colonel Craig Smyser, Engineering and Construction Director.

John F. Wallace served as Chief Engineer for the Isthmian Canal Commission from June 1, 1904, to June 28, 1905.