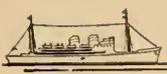




REVIEW



Vol. 3, No. 10 BALBOA HEIGHTS, CANAL ZONE, MAY 1, 1953 5 cents

Lock Gates, As They Are Seldom Seen



TOWERING 79 feet above the lock floor, a pair of miter gates stand partly open for overhaul. The more-or-less triangular object between the gate leaves is a shackle which is suspended by cables from two towing locomotives. Directly below, in the floor, are culvert openings.

The gates have been repainted. The dividing line, between what appears to be a smooth and a roughened section, is roughly the level of Gatun Lake. The top, smoother portion is never under water. The lower part is here covered with a special protective coat of hot plastic enamel.

New Rents Effective On July 5

Rental on U. S.-rate quarters will be increased effective July 5 to cover interest charges on the Government's capital investment. The increases will vary, dependent on the type of house, date of construction, and other factors.

No increase will be made in rents on more than 40 percent of the quarters. These will include all of the 12-family apartment buildings, and, generally, those houses built prior to 1927 which have been fully depreciated.

The following table indicates the general range of increases and the percentage of all units now occupied in each category:

No increase	—41 percent
\$1 to \$5 a month	—23 percent
\$5 to \$10 a month	—23 percent
\$10 to \$20 a month	—12.5 percent
Over \$20 a month	—5 percent

The application of an interest charge on Canal quarters is in conformity with a policy established by the Bureau of the Budget. Originally interest was included when the rental revision was made last October, but the effective date was postponed until the beginning of the coming fiscal year. The postponement of interest charges until July 1, 1953, was one of four recommendations for adjustment of rental rates made by the Rent Panel.

All occupants of quarters will be notified individually of changes in their rents. The computation of new rents on individual houses was being completed this week in time to notify *(See page 13)*

Extensive Overhaul Of Pacific Locks To Be Completed By Third Week In May

A force of some 750 extra workers is now on the last lap of the overhaul of the Pacific Locks, a job lasting over four months.

The work is scheduled for completion by the third week of this month after which normal transit operations will be resumed. The work has progressed ac-

ording to a carefully detailed schedule prepared well in advance of the start of the job at the first of January.

This year's overhaul has been accomplished during a period when Canal traffic was at the highest level in its nearly 39 years of operation. A new record for the daily average number of transits was set in February and all former monthly records for the total number of commercial ships were broken in March.

Despite the heavy flow of traffic there have been no appreciable delays in the handling of shipping. This was made possible by the close cooperation of the various units concerned with handling shipping, the use of time-saving methods, and the fact that the *(See page 16)*

FEATURED FOR MAY

- The Governor's House and some of its history—page 8.
- Community problems top all others at Shirtsleeve Conferences—page 6.
- International Scout organizations: their anniversaries—page 2.
- Termites—they eat the parlor floor—page 4.
- Canal Zone teacher has never missed a day—page 13.



International Girl, Boy Scouts Celebrate Anniversaries

Things buzzed, Scoutwise, in local-rate communities last month. Two Scout organizations were celebrating their anniversaries.

For the International Girl Scouts, who were 2 years old, the day's celebration, on April 11, took the form of a day-long observance. The International Boy Scouts, older by 4 years, spread their anniversary celebration over a full week, from April 12-18.

Much water has run over Madden Dam since the International Boy Scouts of the Canal Zone were formally organized in April 1947.

Today hundreds of boys and girls who had had no supervised organization in which to blow off "growing-up steam" have had their energies directed into wholesome, worthwhile channels.

The International Scouts, boys and girls together, now number close to 900. The boys have 511 members in 32 registered units; the girls have 378 members in 23 registered units. Working with them are approximately 300 adults who serve as council or executive board members or as troop leaders.

Units In Every Town

Each of the Scout organizations has units in every Canal Zone colored community except Red Tank. Red Tank boys and girls belong to troops at Paraiso.

The two organizations have much in common. Both are Community Chest agencies, and, except for some troop fund raising activities, derive their incomes from the Chest. Both are proud of the support they have had from their community leaders. Many busy men and women serve on the councils, executive boards, and troop committees.

For the Boy Scouts, the Atlantic side troops are the most active and have the largest memberships, but Girl Scout troops are about the same size and equally active on either side of the Isthmus.

Boy and Girl Scout troops are both hampered in their expansion for lack of troop leaders.



BADGES for photography are treasured by International Girl Scouts. Marcia Oakley, standing at the left, and Lidia Caballero, seated, think it pretty funny when Donna Davis tried to get a closeup shot. Miss Mabel McFarquhar, leader of Troop 8 at Paraiso to which all the girls belong, helps Donna.

Mrs. Alda Hutchinson who, as professional worker, supervises the Girl Scouts says that one of their biggest needs is for more home-makers to interest themselves in Scouting.

And Raymond George, Boy Scout director, says his problem is similar.

Except for this problem which the leaders hope will soon be solved, both Scout organizations are flourishing and filling a needed place in local rate communities.

On the principle of "ladies, first," let's talk about the girls.

Scouting For Girls

Plans to develop Scouting for girls of the colored communities were underway in early 1950. A major problem was the

nationality of the girls and, consequently, the Scouting organization with which they could be affiliated.

Four Scout leaders visited the Isthmus and discussed the organizational plans. In April 1951, it was decided that International Troops under the jurisdiction of the World Bureau in London would be formed in local rate communities.

The first Girl Scout leader, Mrs. Valentine Baptiste, received her World Pin that month and the first troop, at Rainbow City, was formed. That summer Mrs. Hutchinson and Miss Ana Baptiste were given scholarships to study Scouting at the Edith Macy Training School in New York. In February 1952, Mrs. Hutchinson was appointed professional worker.

The IGS movement grew rapidly. Last month the Girl Scouts awarded their first group of second-class badges. These went to eight Senior Scouts at Chagres, each of whom had completed at least one project in the 11 program fields: Agriculture, Arts and Crafts, Community Life, Health and Safety, Homemaking, International Friendship, Literature and Dramatics, Music and Dancing, Nature, Out-of-doors, and Sports and Games.

Activities Vary

Activities vary with the age group. A recent project of the Brownies was that of Troop 23 at La Boca which collected \$10 for the March of Dimes Fund.

Other community projects are selling Christmas seals, collecting for the Red Cross and sewing for local hospitals.

So far, the girls have done no summer camping. They have no place for an "away from home" camp. During the summer of 1954 they hope to try day camping at Santa Cruz and Paraiso gymnasiums, with overnight camps for the older girls.

The president of the local council of the International Girl Scouts is Miss Eneida Hamlett, of Colon. (See page 10)



OVIDIO GONZALEZ, International "Boy Scout of the Year," shows IBS president Ellis Fawcett how to tie knots. A member of Troop 11 at La Boca, the Scout won praise last fall when he assisted in flood rescue work near Chilibre.

Governor Seybold Meets With Employees At April Conference

One of the shortest Governor-Employee conferences ever held took place last month when Gov. J. S. Seybold met in the Board Room with representatives of labor and civic groups. The conference, which produced no matters for long discussion, lasted only 35 minutes.

Under the heading of "old" business—questions raised at previous conferences—the Governor told the conference: That a change in the hour of blowing the air raid siren was still under consideration by the joint Civil Defense Council;

That difficulties in obtaining dental appointments are not exclusive to the Canal Zone, but that an attempt will be made to have the Health Bureau keep "comparatively up" with its dental workload;

That locks security patrolmen and police officers may have their uniforms returned from the laundry on hangers if such a request is made when the clothing is sent;

That DDT spraying is normally discontinued during the dry season but that it was resumed in Gamboa on April 13, earlier than usual this year, because of complaints about mosquitoes;

And that placing an additional stop sign at the Ancon laundry crossing is still under study.

New Business

Under new business the Governor told the group that Mrs. Ethel Hoover (of the Bureau of Labor Statistics of the Department of Labor) had been brought here at his request "to discuss labor policies."

He had "no comment" when asked if she were going to establish a "cost of living" index or to a remark that she should meet with labor groups.

Rufus Lovelady of the AFGE asked if new rental rates had been calculated. The Governor answered that preliminary figures had been compiled and that it was hoped that the figures will be completed so that householders would have 60-day notice on the new rent rates. He answered affirmatively when asked if the new rents would differ from the first schedule.

Conferees also discussed, briefly, operations of the Panama Line. Governor Seybold said that the Company's Board of Directors has considered other ports of call than New York but that none have been "looked upon with favor."

This was in answer to a question from Mr. Lovelady as to the possibility of one of the ships running into New Orleans. The Governor also commented that the run to California appears "too long," and would not be a paying proposition. Question as to the California route was brought up by Robert Daniel of the Railway Conductors.

Other matters raised during the conference included: Panama's requirement for blood tests for drivers' licenses; several minor commissary problems; the nuisance of barking dogs and noisy cats and what can be done about them; women being accosted on Tivoli Avenue; some way in which children can be prevented from getting into (See page 15)

CHS Future Teachers Of America Learn By Hearing, Seeing, Doing



READING, seeing, and doing give the FUTURE TEACHERS a good idea of the meaning of the profession they now think they'd like to follow.

Left to right the Cristobal High School girls are: Seated: Maricha Tagaropoulos, Diane McLaren, and Carlene Taber;

Standing: Judy Ramirez, Arline Lim, Ann Mac-cubbin, Barbara Egolf, Nancy Kariger, Henrietta

Ferri, Rosa Santes, Velvia Bringas, Mary Fernandez, Donna Geyer, Joan Holgerson, Arlene Vandergrift,

Third row: Betty Tarr, Paula Holgerson, Joyce Cookson, Sylvia Mann, Sheila McNamee, Muriel Morland, Diane Hannigan, Alice Chambers, Nancy Montihello, Carol George, Alice Hannigan.

Above, left and right: Lorna Stone and Mary Lou Allen.

Cristobal High School graduates who become teachers will never be able to say: "No one ever told me teaching would be like this!" For, through a school group known as the Future Teachers of America, they get a pretty good idea of what teaching is like.

Started in 1948 at the request of a student who thought she'd like to be a teacher (she got married instead), the Future Teachers attracted 11 students to their first meeting. This year they have 31 members, all girls. There have been boys in other years and their sponsor, Miss Adamary Anderson who teaches Social Studies at the High School, would like to see boys as members again. She thinks they may have been frightened away by the sheer number of the girls.

The Future Teachers, familiarly known as the FTA, meet twice a month during the noon hour in the Household Arts

room. They may be from any one of the High School's four grades. This year there are two freshmen in the group. Whenever possible, a speaker addresses them.

Members of the FTA now customarily plan and present the Assembly for visitors during National Education Week each Fall. One of their most successful programs was in 1950 when they depicted "Education—On Both Sides of the Iron Curtain."

Teach Classes

In the Spring they have an "FTA Day" at the Junior High School when they teach classes for a day under the supervision of the regular teacher. They frequently sit in as observers in elementary school classes and take part, at times, in class-room activities.

On the theory that a teacher's work is closely tied in with activities of her community, they get credit for such outside interests as singing in their church choirs, teaching Sunday School classes, or working with civic organizations. Some of the Future Teachers helped out in the Crusade for Freedom Drive and in the recent Woman's Club campaign for absentee voting.

On another theory, that a teacher must have social as well as professional poise, the Future Teachers have occasional supper parties or other gatherings.

FTA members give varied reasons for their interest in teaching. One girl, who thinks she would like to teach elementary grades, says she likes to be around young children. Another, a possible high school teacher, says she likes to "mix with people."

Miss Anderson does not know just how many of her Future Teachers have actually become real life teachers. But whether they have chosen teaching, some other profession or the life of a homemaker she feels that they have all benefitted from their part in the FTA.

Balboa Housing Office Discontinues Switchboard

Effective with the opening of business hours next Monday, May 3, telephone calls to the Balboa Housing Office will be made by direct lines, instead of through a private telephone switchboard.

The conversion from PBX operation to the individual phones is being made over this week end.

- The new telephone numbers are:
- Chief, Housing Division 2-3395
 - Housing Division Accounts 2-1600
 - Work Order Desk (with extensions to Maintenance and Inspection Desks) 2-2121
 - Property, Transportation, and Keys 2-2122
 - U. S. Rate Quarters Assignments Unit 2-2123
 - Local Rate Quarters Assignments Unit 2-2124
 - Timekeeper 2-2124
 - Quarters Cost Clerk 2-2124
 - Housing and Assistant Housing Managers 2-2125
 - Quarters Record Clerk 2-2125

New Offensive Undertaken In Long War Against Canal Zone's Hungry Termites

The old Canal Zone wisecrack that the "house will fall down if the termites stop holding hands" isn't funny to the Housing Division.

It's too close to the truth to be comfortable.

No houses have as yet fallen down and if the Housing Division has its way they won't. But it wasn't too long ago that an Ancon couple was wakened rudely when two legs of their bed went through the floor. They spent an uneasy night with the resurrected bed resting on planks laid across the hole in the flooring.

Locally, war was declared against termites many years ago and the state of war still exists. There are no readily available current figures, or even an estimate, of the amount of damage done annually by termites to Canal buildings. In 1938, according to official records, \$21,500 was estimated as "the probable annual share of Gold quarters maintenance in the Balboa-Ancon District which might be laid to termite action."

This figure is now believed to be a gross underestimate, in light of current knowledge.

And the Department of Agriculture has figures estimating the cost of repairing buildings in Canal Zone military installations damaged by subterranean termites alone as \$500,000 per year. This estimate was for about the year 1948, before effective control measures were developed.

Housing officials unhesitatingly declare that the termite is public enemy No. 1, as far as they are concerned; this busy little wood-eating insect causes more deterioration to wood buildings, or to the wood in concrete buildings, than all other causes put together.

1,717 Species Of Termites

The Department of Agriculture's Yearbook on Insects, 1952 edition, lists 1,717 species of termites. Of this number, however, only 56 species are known in the Canal Zone.



RAPACIOUS termites can make a shambles of a window frame in no time at all.

Fourteen of the fifty-six Canal Zone species come under the tongue-twisting name of Kalotermitidae. These are the dry wood termites, which nest in window frames and other such likely places and which do not need moisture to exist.

The other 42 varieties, which do need water, are members of the Rhinotermitidae family. These particular villains are the termites which live in the ground or in trees, making forays from their nests or — more properly — termitariums through covered runways to attack and consume almost any cellulose material they consider edible. They have been known to destroy books, clothing and shoes; they have ruined rugs; they turned up in a drawerful of lingerie; and they have absolutely no respect for official records or correspondence, which they seem to find especially tasty.

Little stops them. They have gone through gutta percha, rubber, glass wool,

and the insulation on electrical wiring. They have destroyed jackets on fire hoses and have eaten through lead sheathing on electric cables.

One of their most spectacular local exploits was to get through 5 inches of concrete (that particular concrete was loaded with shells) and into the stationery storage room at the Mechanical Division (now Industrial Bureau) building in Balboa.

Undoubtedly a good many Canal Zone families have been disturbed at this time of year by flying termites which have an unhappy faculty of making a mass appearance just about dinner time. One local family, so disturbed, had to transfer an anniversary dinner party—food, flowers, guests and all—to the termite-free home of a neighbor.

If the termite is the No. 1 menace to Zone housing, these omnivorous pests have their own particular ranking enemies. Heading the termite list for early elimination undoubtedly are two men, Dr. James Zetek and Robert Morris. Dr. Zetek is entomologist here for the U. S. Department of Agriculture with his work centered at Barro Colorado Island.

Mr. Morris, also an entomologist, heads the comparatively new Forest Insect Laboratory at the entrance to Curunú. This is a substation of the Forest Insect Laboratory at Gulfport, Mississippi, and was established by the Bureau of Entomology and Plant Quarantine of the Department of Agriculture. It was made possible by a joint agreement between the Departments of Defense and Agriculture and consequently Mr. Morris' findings are available to the Canal organization as well as to the military services in the Canal Zone.

Both men know enough about termites to make the termites thoroughly uncomfortable.

Need Not Be Menace

Several years ago Dr. Zetek, speaking before a group of Canal Zone engineers, declared that the termite need not be the menace which everyone considers.

Dry wood termites which do not need water will not attack wood treated with certain chemicals. Extensive tests carried out at Barro Colorado Island, where 43 of the Canal Zone's 56 termite species are found, show that termites do not attack lumber which has been pressure treated with creosote or zinc chloride. One building, of treated lumber, has stood at Barro Colorado for 29 years without termite damage.

Another, built of lumber treated with zinc meta arsenite and built without termite guards, not only has no termite damage but also has never been infested with cockroaches. House 585X in Ancon is of this construction and is holding up well. An even newer method calls for the use of pentachlorophenol, which termites do not care for.

At his laboratory Mr. Morris has samples of treated wood fastened to heavily termite infested wood to see if the termites will pass over into the impregnated material. The tests were started too recently to be conclusive as yet.

Some years ago attempts (See page 12)



DDT IN DIESEL OIL, poured into a triangular trench, is one of the newer methods of termite control adopted by the Canal organization.

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

Accidents Are Symptoms

When an accident occurs, it is not the fact you have had an accident that is wrong; it is the things that have led up to the accident that are wrong. If you have a headache, the pain can be dulled by taking a sedative, but as it wears off the headache returns. Nowadays, we recognize headaches as symptoms pointing to something else gone wrong, so we consult a doctor who determines the reason for the pain. Accidents are headaches in more ways than one, but primarily they are symptoms.

Some foremen think an accident is so important to their safety record that it becomes necessary for them to minimize the resultant investigation and tone down the following publicity, thinking their accident record will not suffer. Actually, they are like the fellow with the headache who is only dulling the pain with aspirin.

This type of foreman may do other things to dull his accident headaches. He has been known to tell his men not to bother him to make out minor injury reports for small cuts and bruises. Other times, he may send them home as being sick, when actually they have strained a back or experienced other serious injury.

In addition to these practices, he has other tricks to make his accident record appear good. He may hold up an injury report on a disabled employee, so the report will not be recorded within the month in which the accident occurred. If his luck holds, a "carry-over" may not make so much difference to his next month's safety record.

This type of foreman is entirely missing the point on why he should keep an accurate record of his accident experiences. In addition to his efforts in trying to keep his true accident record dark, he says that he is a field man who gets things done, therefore making out reports is a measly desk job for others. He claims he has 20 years experience running a job in safety. More than likely he has had one year's safety experience repeated 20 times. He tells everybody, not working in the same trade, that they cannot understand the hazards and risks of his job. He builds these up as something only he and his men can avoid by their superior skill.

The efficient foreman realizes that his "accident headaches" are an indication that his unit is not functioning properly. When he has an accident, he knows it is too late to prevent that accident, so he salvages all he can. He makes sure the injured person gets immediate medical attention, and by a prompt investigation prevents a recurrence by taking the indicated measures. If he cannot find a remedy he seeks help from others. This wise foreman knows that his Safety Engineer also has an interest in these accidents, so he makes a complete report on the forms provided for that purpose. Then his Safety Engineer, or Inspector, can study the symptoms, determine the true causes, and be able to assist him in working up ways to prevent future

accidents.

It is evident that accidents are symptoms. It is by investigating and reporting every one, regardless of its severity, that causes can be studied for ways and means to reduce or eliminate accidents.

Some companies hire safety engineers to personally investigate and report on every accident. It is more usual, as in the Canal Zone Government-Panama Canal Company, to have the supervisors, foremen, and bosses investigate and make reports on the accidents within their units. A good reason for this, according to the National Safety Council, is that more accidents are prevented when the bosses, high and low, are familiar with all phases of safety work.

The better bosses know that safe operation is a vital part of good management and efficient production. The gain in good-will and respect from his men is not the least of the advantages of safety. A "minor injury report" is not only a report of an accident, but it is also the injured employee's notice that he has received an injury in "line of duty." If a minor injury develops into a more serious injury and time is lost, an employee will not appreciate the neglect of his boss in not having made out a minor injury report.

When the men feel that their boss is looking out for their interest by doing everything possible to prevent accidents; and helps them when they do have an accident, by providing prompt first aid, or other necessary medical treatment, and sees that compensation requirements are met for those entitled to compensation; then the workers are more apt to give their full cooperation in trying to prevent all accidents, with the healthful result of a safer and better place to work, with a minimum of lost-time injuries.

HONOR ROLL

Bureau Award For
BEST RECORD
March

- HEALTH BUREAU
- COMMUNITY SERVICES BUREAU
- CIVIL AFFAIRS BUREAU
- INDUSTRIAL BUREAU

AWARDS THIS CALENDAR YEAR

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

Division Award For
NO DISABLING INJURIES
March

- HOSPITALIZATION AND CLINICS
- CLUBHOUSE DIVISION
- ELECTRICAL DIVISION
- DIVISION OF STOREHOUSES
- MOTOR TRANSPORTATION DIVISION
- DIVISION OF SANITATION
- GROUNDS MAINTENANCE DIVISION

AWARDS THIS CALENDAR YEAR

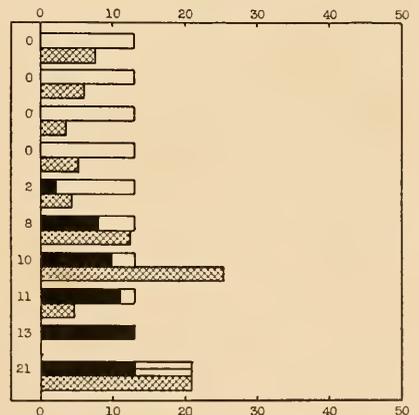
Motor Transportation.....	3
Clubhouses.....	2
Dredging.....	2
Electrical.....	2
Grounds Maintenance.....	2
Hospitalization and Clinics.....	2
Maintenance.....	2
Storehouses.....	2
Sanitation.....	1
Commissary.....	0
Locks.....	0
Navigation.....	0
Railroad.....	0
Terminals.....	0

MARCH 1953

Health Bureau	0
Community Services Bureau	0
Civil Affairs Bureau	0
Industrial Bureau	0
Supply and Service Bureau	2
C. Z. Govt.—Panama Canal Co. (This month)	8
Marine Bureau	10
Engineering and Construction Bureau	11
C. Z. Govt.—Panama Canal Co. (Best Year)	13
Railroad and Terminals Bureau	21

Number of Disabling Injuries.....22

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



Number of Disabling Injuries.....22
Man-Hours Worked.....2,926,034

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Best Year
- Amount Worse Than Canal Zone Government—Panama Canal Company Best Year
- Accumulative Frequency Rate This Year

Community Problems Are Most Discussed In Monthly "Shirtsleeve" Conferences

The houses they live in, health problems, and what they buy or what it costs them to buy in the Commissaries and Clubhouses are subjects uppermost in the minds of Canal employees if a cross section of the topics discussed at the Governor-Employee conferences is an indicator.

The meeting this month will mark the completion of the third year of the "shirtsleeve" conferences as they are popularly known. The meetings are held monthly in the Board Room of the Administration Building with the Governor, or in his absence the Lieutenant Governor, acting as chairman or discussion leader. Attending are one or two members of the Governor's staff and representatives of the labor groups and Canal Zone Civic Councils.

The shirtsleeve conferences were initiated in June 1950 at the suggestion of a group of American Federation of Labor officials who visited the Isthmus early that year to discuss employee-management relations. The basic purpose of the meetings is the same as that of round-table conferences since man first gathered around camp fires—to exchange information and discuss or debate common problems.

The consensus of those attending the conferences is that they have been highly successful. They provide for the Canal administration a means of giving detailed explanations of official actions or policies which affect employees and their families. It also provides the Governor and his assistants with a better knowledge of the views of employees on problems directly affecting them.

Direct Way To Top

On the part of the employees, the shirtsleeve conferences provide the most direct means of bringing to the attention of top Canal administrators matters which they feel should be corrected, particularly in community affairs. They also provide the most direct means of obtaining correct information for the groups they represent either on policies or contemplated actions or changes.

From an overall viewpoint, the conferences have proved highly effective rumor scotchers. During the period of change which the Canal organization has undergone since the beginning of World War II, rumors of things to come or things which have happened have often grown to outsize proportions within a short period. Since the shirtsleeve conferences were initiated, most rumors are quietly put to rest by the simple process of disseminating the correct information on any given subject.

Most of the topics brought under discussion at the shirtsleeve conferences relate to community affairs, with labor or personnel problems being secondary items of discussion. The reason for this is that well established lines of communication between employee groups and the administration on such personnel problems as rates of pay or conditions of employment were in existence long before the shirtsleeve conferences began and these still are used almost exclusively.

The following compilation of the topics discussed at the Governor-Employee

Conferences from the time they were started in June 1950 up through the meeting in February of this year indicates the frequency of subjects under discussion:

COMMUNITY PROBLEMS: Housing, 107; health problems, 82; traffic and safety, 89; Commissaries, 78; schools, 47; Clubhouses, 21; civil defense, 14; and grounds maintenance or trash and garbage collection, 9.

MISCELLANEOUS: Rates of pay and hours of work, 31; Income tax, 22; relations with Panama, 22; check payments, 14; force reductions, 10; Panama Canal tolls, 9, and Panama Line ships, 6.

Few problems are too small and none are too intricate to come up for discussion at the conferences. The meetings are usually opened by a review of the questions which have been brought up at previous meetings on which reports are made. Following this, each group representative is requested in turn to bring up for discussion any question or questions in which his organization is interested.

Very often when these subjects are introduced they are of such general interest that a round-table discussion follows. The extent of these general debates

or discussions depends on subject matter and amount of public interest in the problems at the time.

Sometimes—One Subject

On many occasions, most of the time at the meetings is devoted almost exclusively to one subject. This has been true in the case of the housing program, the rental increases last year, and income tax when it became effective.

Many of the subjects introduced are under continuing discussion while others are purely topical. Among the former are questions relating to health, schools, commissaries, or clubhouses. "Topical" subjects in which intense interest was shown for a time and then dropped have been income tax, and various operations of the Panama Line ships.

The shirtsleeve conferences are "give-and-take" affairs in which each group representative has ample opportunity to ask questions or express his own views or those of the organization he represents. No attempt is made to evade questions and in practically all cases direct answers are given when they are introduced, although there are times when one or more are deferred to later meetings for more complete information.

The round-table conference plan has long since passed the experimental stage and although there are occasional meetings at which only problems of a minor nature are discussed there is general agreement that the system has produced highly satisfactory results.

BOYS OUTNUMBER GIRLS IN GRADUATING CLASSES

Boys outnumber girls in the graduating classes of the Canal Zone secondary schools, according to figures compiled by THE PANAMA CANAL REVIEW.

Late this month 205 capped and gowned young men and 178 young women, also wearing caps and gowns, will attend baccalaureate services. By June 3 all graduation exercises will be over.

In addition to the 383 students who will receive their diplomas from the Canal Zone Junior College and the four Canal Zone high schools, 307 students in the Balboa and Cristobal Junior High Schools will hold Class Day exercises indicating their transfer to Senior High School.

This year's total of 383 graduates is well below last year's record figure of 550. There is no graduating class this year from the La Boca Junior College from which 40 students were graduated last year. While the number of graduates for the Canal Zone Junior College and Balboa and Cristobal High Schools are higher than they were last year, there is a decrease this year in the number graduating from the Rainbow City and La

Boca Occupational High Schools.

A brief resume of the commencement schedule follows, with the schools listed alphabetically:

Balboa High School, with 182 graduating—10 more than last year, will have its baccalaureate services at 2:30 p. m. May 31 in the Diabolo theater. Graduation exercises will take place at 8 p. m. June 2 in the Balboa theater.

Canal Zone Junior College baccalaureate and graduation are both to be held in the High School library; the baccalaureate at 4 p. m. May 31 and graduation at 10:30 a. m. June 2. Thirty students will be graduated.

Cristobal High School will graduate 62, five more than last year. Baccalaureate is scheduled for 5 p. m. May 31 and graduation for 8 p. m. June 1, both to take place in the High School auditorium.

La Boca Occupational High School has 59 graduates this year. Baccalaureate will be held at 10 a. m. May 24 in the School's Study Hall; graduation exercises will take place at 10 a. m. May 31 in the La Boca Clubhouse theater.

Rainbow City Occupational High School, which is graduating 50 students, will have baccalaureate services on May 24 and graduation on May 31. Both will be held at 2:30 in the afternoon at the Camp Biard Clubhouse theater.

In addition to the college and high school exercises, there will be Class Days for the Cristobal and Balboa Junior High Schools, as follows:

Balboa Junior High School: 1 p. m. May 29 for its 220 eighth grade students, at the Balboa theater.

Cristobal Junior High School: 5 p. m. May 29 in the school auditorium for its 87 eighth grade students.

HOUSE OF IDEAS

A "House of Ideas"—a demonstration of tasteful, economical house furnishing—is to be presented this month as a joint project of the Schools, Housing, Grounds Maintenance, and Commissary Divisions. Also cooperating with Home Economic classes which are working out the display are three Panama stores and the Pacific Evergreen Garden Club.

The display house will be one of the new apartments at Paraiso. It will be open from 5-9 p. m. daily, May 3-10. Sunday hours will be 2-9 p. m.



PANAMA CANAL
REVIEW

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

Printed by the Printing Plant
Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President

H. O. PAXSON, Lieutenant Governor

E. C. LOMBARD, Executive Secretary

J. RUFUS HARDY, Editor

ELEANOR H. McILHENNY
OLEVA HASTINGS
Editorial Assistants

LETTERS TO THE EDITOR

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

SUBSCRIPTIONS—\$1.00 a year

SINGLE COPIES—5 cents each

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

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

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

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

Ex-Governor Heads Export-Import Bank

Major General Glen E. Edgerton, Governor of The Panama Canal from 1940 to 1944, last month was named Chairman of the Board of Directors of the Export-Import Bank. The former Governor is also a Director of the Panama Canal Company. He is



the second member of the Canal Company's Board to be named to a high Government position this year. T. Coleman Andrews, a Company Director since 1951, was recently appointed U. S. Commissioner of Internal Revenue.

Present at the ceremony when General Edgerton was sworn in as an Export-Import Bank Director was Edward S. Conger, the Bank's Assistant Secretary who is well known to the Isthmus.

Mr. Conger's mother is a member of the Shuber family of Panama City. He has visited the Isthmus several times, once comparatively recently.

General Edgerton saw his first service with the Canal organization in 1908-09, immediately after his graduation from the Military Academy at West Point. He returned to the Canal Zone in 1936 as Engineer of Maintenance, succeeding Col. Clarence Ridley as Governor in 1940.



FAULT FINDING by machine is a new wrinkle for the Electrical Division.

William Dorgan, left, and Frank Cunningham from the Balboa Field Office have hooked the Fault Finder—that's its real name, but they call it the "Firecracker"—to a defective cable. It immediately

begins to pop. Manholes along the route of the cable are then opened. Where a similar popping is heard, the trouble is located.

Recently the Fault Finder located, within 5 minutes, a break in 500 feet of cable buried in the ground and serving the area around the Panama City railroad station.

About 50 young men are expected to make application for the apprentice training program in the Canal organization which will start in July.

Applicants were to be accepted up to the close of business today, May 1; examinations will be held May 9 at the Diablo Clubhouse.

The apprenticeships will provide training in four crafts in the mechanical and electrical fields: Machinists, auto repair machinists, plumbers, and powerhouse operators. The first two years of the apprenticeship for powerhouse operators will be served in training as wiremen.

The training provided by the apprenticeships extends over a period of four years.

The late starting dry season had some advantages; there were fewer grass fires this year than last.

Last dry season the first fire was reported on December 31, 1951. Between then and March 31, firemen answered alarms for 103 grass fires. During the dry season which is just coming to an end, the first fire was not reported until January 29. Up to March 31 there had been only 67 grass fires.

Fourth of July is more than 2 months away but plans for the annual Independence Day celebration are already under way.

On the Pacific side, the Pacific Civic Council is in charge of the July 4 celebration. Sam Roe, council president, and Emmett Zemer are co-chairmen, with Mrs. Bronson Rigby as secretary-treasurer.

Present plans call for a dance at the American Legion Club the evening of July 3, a Friday. A day of athletic and patriotic events is scheduled for July 4 with the climax of the celebration the night fireworks display.

Music week will be observed in the Canal Zone schools from May 3 to 10. The theme of this year's observance is "Enrich Your Life with Music."

All of the schools will have programs for the occasion, some including children in only one school room, others for two or more school rooms and some that will be given for an entire school or school building. Parents have been invited to attend many of the programs.

Road gangs from the penitentiary at Gamboa are just completing the clean-up of the old Paraiso cemetery. Grass has been cut, rocks removed and fresh white paint placed on all of the crosses as well as on the fence around the graves of French engineers Parazols and Vignol.

The cemetery predates the construction of the Canal by American forces. It was in existence well before 1905 and was used as recently as 1937. Between 1932 and 1937, 80 burials took place there, most of them relatives of people whose graves were in the old cemetery.

Effective May 1 residents of New Cristobal and Colon Beach will be liable for a dog licensing tax, according to a letter received by Canal authorities from Colon Alcalde José D. Bazan. The tax will be \$3 per year.

In his letter Alcalde Bazan said that the tax is payable only at the office of the Municipal Treasurer. There will be no special collectors this year. He warned that anyone representing himself as a collector for the dog tax should be reported at once to the Colon or Cristobal police or to the Alcalde's office.

Five municipal districts created in the Canal Zone October 24, 1904, were located at Ancon, Empire, Gorgona, Buena Vista, and Cristobal. They were administered by an appointed council of five. Each had a mayor, a judge, a secretary, and treasurer.

On October 9, 1906, an invitation was issued by the Isthmian Canal Commission for proposals to complete the construction of the Canal by contract.

THE GOVERNOR'S HOUSE—



BUILT at Culebra in 1906 as the Chief Engineer's residence, quarters 159 was moved in 1914 to Balboa Heights where it has served since that time as the Governor's house.



A PORTE COCHERE and widened porches have altered the appearance of the one-time Chief Engineer's residence, now the home of the Governor of the Canal Zone.

Forty-seven years ago John F. Stevens, famed railroad executive and Chief Engineer for the Isthmian Canal Commission, packed up his belongings and moved from Panama City into his new home in Culebra.

The house he left became the United States Legation building; the house into which he moved is now the residence of the Governor of the Canal Zone.

Although it now stands some 10 air miles from its original location, the big frame building which is the Governor's house has not changed a great deal since it was built.

Porches have been widened, a portico and carport added, and some modernization done. But basically the building is the same as that which was constructed in Culebra in 1906, when, according to a report of the Isthmian Canal Commission, "in addition to the Administration Building there were erected residences for the Chief Engineer and the Master Builder and 13 other houses

used for quarters for bachelors and married employees."

Inevitably the location of these buildings at Culebra was known as "Brains Hill."

Built as a residence for the Chief Engineer, the building which is on the records as "No. 159" was not at first intended for use as the Governor's House.

The same report of the Isthmian Canal Commission which reports the erection of the buildings at Culebra says: "The work of the construction of a permanent residence for the Governor of the Canal Zone was begun during the year. This building is being constructed of concrete blocks which are made in a plant in Ancon, and is intended as the permanent residence of the Governor of the Canal Zone not only during the construction of the Canal but afterwards."

The site for the Ancon building, known as Santa Rosa, was selected after long deliberation. Originally the house was to be of brick with a marble stucco, and

of three stories with a kitchen and servants quarters in a separate building. It was to have had 15 bedrooms, each with its own bath, a roof garden and a 55- by 48-foot drawing room. It was estimated that between 12 and 15 servants would be necessary to keep it up and that its completed cost would be in the vicinity of \$200,000.

In late 1906, before anything but its exterior was completed, Mr. Stevens ordered that it be converted to an Administration Building and this it became about a year later, housing offices of the Sanitary Department, police headquarters, schools, the collector of revenues the paymaster, etc.

About 1915 a considerable portion of the building was turned over for use by the District Court, which is still located there, although some Army offices and some units of the Canal remained in the building for a while.

Goethals Lived in 159

But back to Culebra. When Lt. Col. George Washington Goethals succeeded Mr. Stevens as Chief Engineer he moved into the residence at Culebra. This was in March 1907. Since Colonel Goethals was also chairman of the Isthmian Canal Commission his home became the Canal Zone's ranking quarters. Altogether, at Culebra and at Balboa Heights, the Goethals family occupied building 159 for 10 years.

In the early part of 1914, with the Canal nearing completion, its headquarters were transferred to Balboa Heights. Along with the moving of offices and files, desks, and people, came the transfer of some of the old houses.

The quarters of the present Lieutenant Governor, and Marine Director, as well as the Balboa Clubhouse and the now non-existent Pedro Miguel Clubhouse were among those brought in from "along the line."

The buildings were dismantled in large sections, the sections carefully numbered, loaded vertically onto flat cars and moved the 10 miles—as a buzzard flies—to their new locations.

The present Governor's house cost \$19,773.18 to build, according to old files. That isn't much as houses go these days but it was quite a lot for a residence almost 50 years ago. The cost of moving the house from Culebra to Balboa Heights—including its re-erection—was approximately \$16,300.

Housed 11 Governors

Including Goethals and the present Governor, Brig. Gen. John S. Seybold, 11 Canal Zone Governors have occupied the residence. Each, in some way or another, has left his imprint on Building 159.

The second Governor, Col. Chester Harding, had a portico added at the front entrance over the circular drive. (This circular drive led to complaints from a later Governor that the motoring public was using it as a turn-around place.)

During the administration of Col. Meriwether L. Walker, 1924-29, some general alterations were made, the principal one being the widening of the side veranda to 15 feet, almost double its original width. This screened veranda,

47 YEARS OF LOCAL HISTORY

which runs the full 80-foot depth of the house and which overlooks the trim, well-shrubbed lawn where large receptions are often held, is one of the beauty spots of the house.

After Governor Walker, succeeding Governors turned their attention to the furnishings. Much of the original equipment and furniture was replaced during the administration of Col. Harry Burgess, 1928-32.

The greater part of the furniture had been used since 1906 and included some pieces which had been in the Chief Engineer's House in Panama City and presumably were of French origin. Much was neither traditional nor beautiful.

The only old pieces now remaining are a marble-topped console in the living room which dates back to Goethals' day, the rectangular mahogany dining table and its 36 reed-seated chairs, which are between 35 and 40 years old, and two mahogany armchairs of uncertain age which were left by previous occupants.

Silver and China

During the Burgess period the Governor's house acquired its first official china. For family use there is a service of Rose Minton, but for official entertaining there is another Minton pattern. This has a wide colored band, a narrow gold border and the Canal Zone Seal in gold. Flat silver bearing the Canal Zone Seal was also added at this time, as was new table and bed linen, all woven with the Canal Zone Seal.

During the next administration, that of Col. Julian L. Schley, five great silver punchbowls were purchased and between 1936 and 1940, when Col. Clarence S. Ridley was Governor, two huge candelabra were purchased.

No structural changes of any importance have been made since the mid-twenties, but the interior decorating has changed with practically every family. The panelled walls of the "public rooms" downstairs, which for several years were painted the pale green known throughout the Isthmus as Governor's green, are now a cool off-white.

The number of rooms in the residence



COOL GRAYS and blue-greens, with tropical plants and flowers, bring the outdoors indoors in the living room at the Governor's House.

is surprisingly small, considering its over-all size, but almost all of them are larger than average. The first floor contains a library, a large hall, the living room, the big formal dining room, the porches, a guest suite of bedroom and bath, and the large kitchen and serving pantry.

The Governor and Mrs. Seybold—their only son, Jack, is in college in California—do most of their family living upstairs where there is a library, a long porch and five bedrooms and four baths. Mrs. Seybold hopes to have pictures of her predecessors as First Lady hung in the upstairs library.

Servants' quarters and the laundry are in a small, one-story building adjacent to the main house.

Most Governors have brought with them their own furniture, at least their favorite pieces, and the Seybolds are no exception. Mrs. Seybold has wrought

iron chairs, with glass topped tables, in the living room, where there is also a handsome French Provincial cabinet. Cushions are covered either in blue-green, almost an aquamarine, or in pearl gray. Chinese rugs, and a few smaller orientals, cover the floor.

As in a good many houses here there are no window draperies, but baskets of ferns hang in the window openings.

The furniture on the porch is wicker, painted a soft French gray with cushions covered in figured and plain material in which green, brown, coral, and chartreuse predominate.

The household staff is headed by Norman Vincent Fraser, who has been at Building 159 since 1927. His position is officially described as that of "Custodian," but his duties are myriad at the big house. He learned the duties of butler at a school conducted by the Reverend Arthur F. Nightengale in Ancon during the early 1920's. He is a walking encyclopedia of Governor's House history.

He thoroughly enjoys taking people through the house and recalling the long list of distinguished guests who have visited the Governor's house. They include President Franklin D. Roosevelt, a guest there twice during the late 1930's, and Mrs. Roosevelt who stayed for several days at the Governor's House in 1944.

Over the years the guests who have been entertained at the Governor's house make up a long list of presidents, generals, cabinet members, diplomats, authors, and scientists.

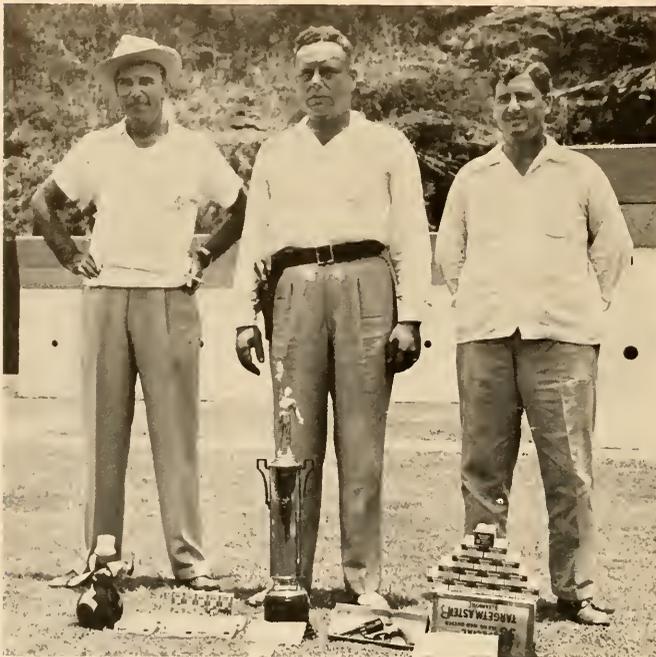
Formal dinner parties and luncheons are limited by space to 24, although 36 have been fitted in now and then. Big parties, like the large official receptions which overflow onto the lawn, run to as many as 600 guests.

The biggest party which Fraser recalls was for the officers of the visiting U. S. fleet, during the Burgess days. He can't remember just how many there were, but, he says, "There were three bands and it looked like the whole fleet right out on our lawn."



ORIGINALLY PLANNED as the Governor's house but never used as such, this is now the District Court building at Ancon.

They Won—



PRIZEWINNERS in the annual Police Pistol Shoot pose with their winnings.

Left to right are: Paul S. Stewart, Cristobal license examiner, first; Sidney Hayes of the Balboa station, second; and Howard J. Toland of the Pedro Miguel station, third.

Mr. Stewart is a two-time winner; he placed first

in the 1948 shoot. Last year, as this year, he tied for first place but this year he was high on the "dead range"—the 25- and 15-yard and the bobbing targets—and in case of a tie, high score on the dead range determines the winner.

This year's scores were: Stewart, 194; Hayes, 194; Toland, 191.



ELECTRIC HAIR DRYERS that work on 25- or 60 cycle current would make a practical present for Mother's Day, May 10. They are available in the Commissaries, of course, and cost \$17.50.

Mothers would also be pleased to receive one of the folding umbrellas that are expected in the stores about the first of May. They are in plaids and various solid colors and fold to a convenient half size of the usual umbrella. They cost \$5.85. New nylon umbrellas of the conventional type will also be arriving in the stores about the same time. They will cost about \$4.35.

FATHER will have his day on the calendar on June 21. Forward looking shoppers might consider getting him a Black & Decker electric drill or one of the saw attachments for it that are new in the Commissaries. The saw for the 1.4-inch portable electric drill is complete with four chrome alloy blades and costs \$7.65. The drill costs \$22.75.

There is now Irish Beef Tenderloin in the Commissaries that costs 98 cents Ireland a pound whole or \$1.10 sliced.

SOMETHING NEW and terrific in the field of silver cleaners is expected in the Commissaries about the first of May. It is Wilbert's No-Rub Silver Dip and it means just what the name says. You dip silver in it (or, for large pieces, apply a light coating), rinse off the polish, dry the silver and it's polished without elbow grease! And it cleans the toughest tarnish in the same fast and certain way.

Copper-Brite Cleaner is another one you for the should know about. It does a Brass quick and good cleaning job on copper and brass.

A ONE-POUND package which contains about five kinds of cold cuts is being added to the line of Commissary pre-packaged meat items. The "party-paks" of lunch meat will cost about 54 cents.

Fresh frozen beef pies, ready to heat and serve, have been ordered as a novelty item and will be available—probably for a short time—in the frozen food sections. The beef pies are a Swanson product.

TOMAHAWK BOOTS by Trimfoot, available in the shoe sections, will enchant the small fry. Black ones, for instance, for infants, children, and teenagers, are black leather with moccasin type toes, red and white decoration around the tops and big bright sur-nuff boot straps—the kind you pull yourself up by. In sizes for infants and children, the boots are also available in apache red, golden wheat, and choctaw brown.

Pasta Fazoal, as the Italians make it and like it, is now sold in cans in the Commissaries. It contains macaroni, beans, tomato paste, onions, olive oil, spices and pure cream.

Something New It is all ready to heat and serve and a can, enough for three to five people, costs about 26 cents.

The pasta fazoal is Torino brand, the same as the lentil soup, continental style, that is also available in the Commissaries. The soup has lentils, carrots, chicken fat, onions, potatoes, celery, and seasoning.

COMMISSARY PEOPLE recently returned from markets in the United States report that terry cloth is the thing for sports clothes for men, women and children. A few terry cloth sport shirts for men were purchased and will be arriving on the Isthmus soon.

International Girl, Boy Scouts Celebrates Anniversaries

(Continued from page 2)

Mrs. Hutchinson, the director, is a graduate of the La Boca Normal School. While she was teaching, she started a baby-sitting club for junior high school girls at Santa Cruz. Later, in Paraiso, she became interested in working with a group of sixth-grade girls. Through Mrs. Will Pence of Ancon she learned—and passed on to the girls—such crafts as making bags from coconuts and *tembleques* from fish scales.

Boy Scouting

Like the Girl Scouts, the Boy Scouts have grown, and still are growing, rapidly. Within a few months after the IBS was organized in 1947 its membership was some 200 boys, working with 75 adults. Today that number has almost tripled.

At the present time particular emphasis is being laid on the program for Cubs who, aged 8 to 11, are the youngest of the three Scout groups. A new Cubbing Committee has recently been organized. It is headed by Harold Rerrie of Rainbow City, with Daniel T. Foster, also of Rainbow City, as Cub Commissioner.

The biggest project which the IBS now has on hand is securing a permanent camp site for all year round camping.

Much stress is laid in the entire IBS program on good citizenship and brotherhood.

Toward that end, 10 boys and a leader attended the First Caribbean Jamboree in March of last year in Jamaica. This year the Canal Zone International Boy Scouts have been invited to the Boy Scouts of America National Jamboree in California but lack of funds will probably prevent them from going.

Boy Scout Week

During Boy Scout week last month, the International Boy Scouts had as their theme: "Helping others, That's Scouting." They attended church in uniform; raised flags at their schools, held "Cuberees" at Paraiso and Rainbow City; observed a Community Service Day and a Loyalty Day; and climaxed the week by awarding honors to the Outstanding Leader, Senior and Intermediate Scout and Cub of the Year.

Next year these Scouts of the Year will appear on posters during Scout week, as last year's honorees did this year.

Ellis L. Fawcett, principal of Red Tank school, is IBS president. He headed the committee which drew up the organization's bylaws. Last year he was awarded a "Thank You" badge and was named "Councilman of the Year."

Mr. George, whose 4-year-old son, Tony, wears a junior size replica of his father's uniform, is a native Zonian. The Scout Director was born at Gorgas Hospital.

He began Scouting in Panama in the British Baden Powell movement, when he was between 7 and 8 years old. He had only one achievement to complete for the King Scout badge, highest awarded, when the movement disbanded. Later he was Canal Zone Commissioner for the Panama Boy Scouts, his territory covering La Boca to Gamba.

He served as International Boy Scout Commissioner from January to June 1947, when he was appointed IBS director.

By December 1, 1906, quarters were available for all bachelor employees of the Isthmian Canal Commission. Only 375 family quarters were available at that time.

THE PANAMA CANAL HONOR ROLL

The Panama Canal is nearing its half century of existence as an American enterprise. Next Monday one of the most important anniversaries of a long list of great events will take place. It is the anniversary of the transfer of the rights and properties of the second French Canal Company to the United States Government.

The transfer took place at 7:30 o'clock in the morning of May 4, 1904, in the building then known as the Hotel de la Compagnie. The building, which fronts on Cathedral Plaza in Panama City, now houses the Panama Post Office.

The ceremony was brief and simple. It consisted chiefly of the transfer of keys to the various French Canal Company properties, the signing and delivery of a \$40,000,000 receipt in Spanish, English, and French, and raising the United States flag over the building.

Entrusted with the important mission was Lieutenant Mark Brooke, a young officer of the U. S. Army Corps of Engineers, who had been designated to act for the United States Government in the absence of his commanding officer. The ceremony was witnessed by only a few spectators, including officials of the Government of the United States and Panama.

Began Construction Period

The event signaled the opening of a 10-year period of intense activity on the Isthmus of Panama which resulted in one of the great sagas of man's achievement.

Only a few years remain until the events of the stirring Canal construction

period will be told only in history books or recounted by second generation employees in the organization.

Among the tens of thousands of men and women who came from the United States to help build the Panama Canal, only 33 who were employed during that period remain in service. Several of these are scheduled to retire during the coming year and by 1960 all employees with construction service will have

reached the age of compulsory retirement.

The list of old timers still in service has rapidly decreased within the past few years. There were nearly 400 just eight years ago but the list had shrunk to 106 names when it was printed in the first issue of THE PANAMA CANAL REVIEW, of May 1950, as an honor roll of the organization. There were 53 in service last May on the Canal's birthday.

Twelve Hold Medal

Of the 33 still in service on the 49th anniversary, only 12 are holders of the coveted Roosevelt Medal awarded to those employees with two or more years of continuous construction service. Five of the old timers have continuous service records with the Canal organization.

In this issue of the REVIEW are carried the pictures of the "Class of 1960," the baby members of the now small and select circle of old timers. They are the ones who, if they choose to remain until their retirement age, will be the very last construction day workers in service. Not strangely, all five are the sons of men who worked for the Isthmian Canal Commission and all began work in their teens.

The complete list of the men and women who began working for the Canal while it was still being built and who are still in service to help run it on the 49th anniversary appears here. The names of those with continuous service are indicated in capital letters, and holders of Roosevelt Medals are indicated by (*).

1906

*Vincent G. Raymond—December 16

1907

*Florence E. Williams—March 1

1908

*Charles P. Morgan—October 26

1909

Adrien M. Bouche—July 2

1910

*George H. Cassell—January 29

*Raymond B. Ward—June 13

*Raymond A. Koperski—June 27

1911

*ERNEST C. COTTON—February 20

Lea K. Dugan—June 6

*GEORGE N. ENGELKE—September 5

*Bernard W. McIntyre—September 28

*Gregor Gramlich—October 14

*Berney J. Robinson—October 30

1912

Samuel J. Deavours—March 1

*Robert W. Hutchings—April 26

Thomas J. Breheny—November 1

George C. Orr—December 5

ARTHUR MORGAN—December 16

1913

Otto A. Sundquist—January 15

Bernard J. McDaid—February 19

Leonidas H. Morales H.—March 1

David W. Ellis—June 11

Arthur J. Farrell—June 28

Edward P. Walsh—July 1

EMMETT ZEMER—July 10

Harold P. Bevington—August 16

Eric E. Forsman—November 4

Bert G. Tydeman—November 22

Mal LeRoy Dodson—December 10

William V. Brugge—December 17

1914

LEON F. HALLETT—February 14

Clarendon Sealy—March 6

Samuel L. Souder—March 24



ADRIEN M. BOUCHE



ROBERT W. HUTCHINGS



HAROLD P. BEVINGTON



WILLIAM V. BRUGGE



SAMUEL L. SOUDER

Highest Draft Quota Set For Canal Zone

A draft quota of 60, the highest set so far for the Canal Zone, has been established for the month of May by Selective Service headquarters in Washington.

The Canal Zone quota for April was 45, compared with former quotas that have ranged from 10 to 15 monthly since the establishment of the local Selective Service organization in June 1951.

The higher quotas, coupled with a decrease in the backlog of non-citizen volunteers for Army service, increased the possibility that U. S. citizen registrants might be drafted for the first time by local Selective Service boards.

All those inducted so far to fill Canal Zone quotas have been volunteers, a total of 291 since June 1951. Only five of that number were United States citizens.

As of April 25 there were about 45 volunteers on Selective Service lists; this number, however, changes daily as others volunteer, some are inducted, and some are disqualified for service on the basis of pre-induction physical examinations.

On the same date there were 469 United States citizens in the Canal Zone registered for selective service, 164 of whom were classified I-A.

41 Cents Hourly Minimum Becomes Effective May 3

Approximately 400 local rate employees—160 of them full-time workers—will receive pay increases of two to four cents an hour effective with the pay period beginning next Monday.

The pay increase is the result of a new minimum wage of 41 cents an hour which was announced April 15 at Balboa Heights. It will total about \$25,000 a year and will affect the lowest-paid employees in the organization.

The increase in the minimum wage scale is the fifth since the present local rate wage schedule was established in February 1948. At that time the minimum wage was set at 22 cents an hour. Later the minimum was raised to 26 cents, then to 33 cents, and finally to 37 cents an hour.

New Piece Of Fire Equipment Ready For Shipment To Zone

Another new piece of fire equipment for the Canal's Fire Division is due to leave New York next week via the Panama Line for the Canal Zone.

Last year the Division's equipment was augmented by the addition of the first aerial ladder truck to be stationed in the Canal Zone.

This year's purchase, which will be assigned to the Balboa station, is a Seagrave "Triple Combination," which consists of a 1,000-gallon pump, a hose carrier and a booster tank. The booster tank is used in extinguishing small fires which do not require the laying of hose from a hydrant.

The truck is 24 feet over-all in length. It will replace one of the 11-year-old Ford which are simply trucks equipped with a fire pump and a compartment for carrying about 1,000 feet of hose.

Capt. Frank Munroe Due This Month To Become Canal Marine Director

Capt. Frank A. Munroe, Jr., USN, has been assigned to duty with the Panama Canal Company and will succeed Capt. Marvin J. West as Marine Director when he leaves early in June.

Captain West, who has been on duty with the Canal since July 1949, has been assigned to duty in San Diego, Calif., as commanding officer of the U. S. Naval Receiving Station there. He served three years as Port Captain in Balboa and was appointed Marine Director last June upon the retirement of Capt. Robert M. Peacher.

The new Marine Director was born in Annapolis, Md., and was graduated from the Naval Academy in the same class with Captain West in 1925. He resigned after three years of active duty to enter private business. He was employed for 10 years, from 1930 to 1940, with the

Republic Steel Corporation.

Captain Munroe was recalled to active duty with the Navy in 1940 and served in the Southwest Pacific Area during World War II. After the close of the war he was assigned to duty with the Bureau of Personnel in Washington as head of the Personnel Plans Branch, and later was in command of U. S. S. *Hamul*, a destroyer-tender assigned with the U. S. Naval forces in European waters.

He is presently on duty as commanding officer of the U. S. Naval Receiving Station in Seattle, Wash.

Captain and Mrs. Munroe, and their daughter Joan, are expected to arrive on the Isthmus about May 23. In addition to their daughter who will accompany them, they have a married daughter and a son who is serving in the Navy.

New Offensive Against C. Z. Termites

(Continued from page 4)

were made to wipe out termite colonies underground by blowing a small amount of Paris green into a broken tunnel run. The worker termites tracked through the poison. Other workers licked the arsenic from the bodies of the first group. They died, and were eaten by others. Eventually the whole colony—workers, fierce soldiers, and the terrifically fertile kings and queens—became termite ghosts. But sometimes the termites got wise. They might wall off the casualties and not eat them. And the arsenic was dangerous to humans and animals if any of it spilled.

Preventive Measures

So now, rather than trying to wipe out the colonies the entomologists recommend that they be kept from their tasty morsels of beams and floors and picture frames and books and furniture. It can be done in several ways.

One method which is now being used by the Canal organization is poisoning of the ground around houses. Specifications for all housing being built under this fiscal year's program call for ground poisoning under concrete floor slabs and around the perimeter of all quarters. Sodium arsenite is being used under the floors and 5 percent DDT in a Diesel oil solution around the buildings.

Since these termite control measures are new in housing specifications this year, work is now underway to "termite proof"—as much as possible—grounds around quarters built in the two previous years. Teams from the Grounds Maintenance Division are working around 45 Pacific side quarters, in Ancon and Diablo Heights, and 17 in Margarita which were built in fiscal years 1950 and 1951.

At the same time these teams are moving to a termite-proof distance from the houses all shrubbery and vines. Green, growing things which touch the houses are perfect bridges over which termites can make their way from their underground homes.

Oil Into A Trench

After the too-close shrubbery has been removed and replanted, the Grounds Maintenance teams excavate a V-shaped trench, a foot wide at the top and a foot deep. DDT in Diesel oil is poured into

the bottom of this trench. Half of the earth is then replaced and another third of the DDT solution poured over that. The remaining third is poured over the refilled trench.

Entomologists become impatient when termites are called white ants. They aren't ants at all. For one thing, ants have slender waistslines. Termites are relatives of prehistoric cockroaches. They have caste systems worked out to a fine point.

Caste System

Dry wood termites have only two castes: Soldiers, which protect the colony, and a reproductive form, which reproduces. The colony's work is done by the immature young. Colonies of dry wood termites are much smaller than those of the subterranean variety.

The latter have a three caste system: Workers, soldiers, and the nobility which is made up of kings and queens and their alternates.

After the colonizing flight, which occurs here about the beginning of the rainy season, a king and queen seal themselves into their nest. The queen begins to lay eggs. Like most young couples, just starting married life, they have to do all the work themselves at first: The termite equivalent of cooking, cleaning, and baby-tending.

As the colony increases in size the workers take over the eating of the cellulose and feeding the predigested material to the other members of the colony. The queen knows how many soldiers, how many workers to produce. Eventually she settles down to her lifetime job and may produce as many as 30,000 eggs a day.

Among these are the eggs of a comparatively small number of the reproductive caste, the winged adults which emerge each year to establish new colonies.

Unlike most forms of life, the termites eat, work, and reproduce 24 hours a day.

Ogden Nash says:

*"Some primal termite knocked on wood
And tasted it and found it good,
And that is why your Cousin May
Fell through the parlor floor today."*

The Housing Division, the Grounds Maintenance people, entomologists like Dr. Zetek, and Mr. Morris and other agencies here are all trying to keep the parlor floor intact.

Santa Cruz Teacher Combines Love For Teaching, Baseball, Farming

A. L. B. Morgan, Principal of the Santa Cruz Elementary School, follows a moderate middle course in his educational philosophy and practice.

He has read a lot about the varied ideas collectively called "progressive education," has observed many progressive changes in the local school system and combines experience and theory to form his own educational beliefs.

In his opinion, the old time school systems that dealt primarily with discipline and the "three R's" failed to provide students sufficient experiences within which their tastes and talents could be developed.

He recalls that when he first taught in the Canal Zone, starting in 1921, the curriculum consisted of reading, writing, arithmetic, and spelling, which were "doubled up" to fill a full school day.

Although he would not choose to take education back to those days, he disagrees also with the far forward wing of "progressive education" because he believes it provides educators too little control over the development of students.

He thinks children should be guided by educators to many of the "good things" to provide a background of experience before they can be considered capable of making their own choices. And on the human side, he adds, "There may also be nice traits of personality you can develop."

Curriculum Expanded

Foremost among the improvements in the local school system since Mr. Morgan has been teaching in the Canal Zone is, in his opinion, the great expansion of curriculum, providing students and teachers a much broader framework within which aptitudes can be discovered and developed.

Equipment and teaching methods also have improved greatly since he first started teaching at Silver City, he says.

He had taken teacher's training in Jamaica and served as student teacher but left the teaching profession to enter the Army during World War I. He served 3½ years with a British West Indian Regiment in Egypt and Palestine as a company quartermaster sergeant.

Out of the Army, he first came to the Isthmus in 1920 and was employed as an office clerk in the Gatun Commissary, where he worked for about six months. Then he passed an examination for teachers and became an instructor in the Canal Zone schools.

He taught briefly at La Boca before being transferred during the first term to the grade school at Silver City. He remained there for 11 years, teaching at various times in all of the eight grades. He was named Principal of the La Boca school in 1933 and remained there until 1945, when he transferred to his present position.

Has Never Missed A Day

In all those years he has never missed as much as an hour of work—a record he attributes to his own formula for life and health—"Eat the right kind of food, work hard, and rest well."

His interest in "the right kind of food" served until recently as one of his principal "extra-curricular" enthusiasms. He raised tomatoes, cucumbers, corn, and



A. L. B. MORGAN, principal of the Santa Cruz school, has never missed a day in his 33 years of teaching.

other vegetables that could have served as models for seed catalogs.

Mr. Morgan learned some of his agricultural lessons by teaching them, in the days that school gardens provided vocational training in the schools. Probably he also absorbed some knowledge of plants and soils from growing up on his father's farm in Jamaica, where he also acquired, by doing a lot of riding, a lifelong interest in horse racing.

A Yankee Fan

Probably his present first sports enthusiasm is baseball, more specifically, the New York Yankees. He explains he chose them for his own when he first encountered in the Canal Zone the American institution of baseball. He learned to root for the Yankees in the Babe Ruth days and has never found any good reason to change his loyalties.

The Santa Cruz School, with its 560 students and 18 teachers, is a demanding full time job but the Principal always manages to find time to take part in many community activities.

He was one of the organizers of the Gamboa Federal Credit Union, played a part in the formation of the International Girl Scouts in the Canal Zone, formerly served on the Executive Council of the International Boy Scout organization and frequently serves as speaker at school and community gatherings.

He reads a lot, particularly professional books, religion, and history. He writes poetry; his own favorites are Wordsworth and Emerson. But his real first interest is politics, particularly on the international level where he can watch, as he puts it, "statesmen matching wits against each other."

Although he is not a teaching principal, he likes to teach and always welcomes the opportunity to take a class when there is no other teacher available.

His greatest pleasure is the thought of the hundreds of boys and girls he has worked with in the schools, many of whom evince in their own lives his own most cherished belief that the purpose of life is service.

Ten Years Ago In April

April 15, 1943, was really a big day in the Canal Zone.

Right hand driving went into effect.

The lights came on again after the long-time wartime blackout.

Three new highways or sections of highways were opened to the public: The Trans-Isthmian Highway north of Madden Dam; the relocated section of Bruja Road on the west side of the Third Locks construction area and north of Miraflores Locks; and a relocated and paved road to Gamboa.

The "drastic changes" in blackout regulations provided that street lights would be on from sunset to 11 o'clock at night and interior lights in houses could be used all night long, provided there was no glare or beam of light cast outside buildings. The Commanding General cautioned, however, that the change "in no way means that the Canal Zone is out of danger of attack nor that there can be any relaxation in the vigilance or alertness of our defense."

Formal ceremonies attended the opening of only one of the new Isthmian roads—the Trans-Isthmian Highway—"to be known as the Boyd-Roosevelt Highway." Panamanian President Ricardo Adolfo de la Guardia and his cabinet took part in a ceremony in Colon celebrating the event and then drove over the new highway to the Pacific side.

The new road to Gamboa shortened the distance by about half a mile and replaced a "high erown asphalt road too narrow for modern vehicular traffic." The new road had been relocated from the Madden Highway underpass to the Chagres River.

Paving was also started in April on a new section of Bruja Road between Cocoli and Thatcher Highway.

New Rents Effective On July 5

(Continued from page 1) occupants two months in advance of the change.

The application of interest will require the major increases on those houses built within the past five-year period. Within this group the increases will amount to about \$20 a month for composite type houses, such as those in the San Juan area in Ancon, and to a maximum of about \$15 a month for new masonry quarters.

Increases will be lower on composite-type houses built before the present housing replacement program was begun in 1948. These will vary widely and will average about \$2 a week per unit, with a maximum of about \$13 a month.

To avoid excessive variations in rents for any particular type of houses an average construction cost will be used within each type. In some instances the original cost of construction varied as much as 100 percent for houses of the same type and design built over a 20-year period.

Interest charges will be higher in the early years of the life of the house and lower in the later years, paralleling the decline in interest cost as the undepreciated value of the house goes down. This procedure will, in effect, also recognize the desirability factor in newer houses.

THIS MONTH'S CALENDAR

MAY

- 2—Track Foremen, Balboa B & B Shops.
- 3—VFW Post No. 3857, Cristobal Veterans Club, 9 a. m.
- 4—Postal Employees No. 23160, Balboa Lodge Hall, 7:30 p. m.
- 5—Pedro Miguel Civic Council, Girl Scout House, 4 p. m.
- 6—Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
- 7—VFW Post No. 727, Fort Clayton, 7:30 p. m.
- 8—VFW Post No. 3822, Curundu Road, 7:30 p. m.
- 9—American Legion Post No. 3, Gatun Legion Hall, 7:30 p. m.
- 10—Meatcutters and Butchers No. 121, Officer's Home, 7:30 p. m.
- 11—Teachers No. 228, Auditorium, Cristobal High School, 3:30 p. m.
- 12—Gamboa Civic Council, Community Center, 7:30 p. m.
- 13—Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
- 14—Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
- 15—Isthmian Nurses Association, Building 283, Gorgas Hospital, 8 p. m.
- 16—VFW Post No. 40, Wirz Memorial Building, 7:30 p. m.
- 17—Marine Engineers, Gamboa Golf Club, 7 p. m.
- 18—Carpenters and Joiners No. 667, Margarita Clubhouse, 7:30 p. m.
- 19—Blacksmiths No. 400 with Boilermakers Nos. 263 and 471, K. of C. Hall, Margarita, 7:30 p. m.
- 20—Sheetmetal Workers No. 157, Balboa Clubhouse, 9:30 a. m.
- 21—Plumbers No. 606, K. of C. Hall, Margarita, 9:30 a. m.
- 22—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.
- 23—American Legion Post 1, Legion Home, 7:30 p. m.
- 24—Pipefitters, Margarita Clubhouse, 7:30 p. m.
- 25—Electric Workers No. 397, Wirz Memorial Building, 7:30 p. m.
- 26—VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
- 27—American Legion Post 7, Fort Clayton, 7:30 p. m.
- 28—American Legion Auxiliary Unit 1, Balboa Legion Home, 7:30 p. m.
- 29—Carpenters and Joiners No. 913, Balboa Lodge Hall, 7:30 p. m.
- 30—Pacific Civic Council, Board Room, Administration Building, 7:30 p. m.
- 31—American Legion Post No. 2, Legion Home, Old Cristobal, 7:30 p. m.
- 32—CLU-MTC, Margarita Clubhouse, 8:30 a. m.
- 33—Electrical Workers No. 677, Gatun Masonic Temple, 7:30 p. m.
- 34—Truck Drivers, Balboa Lodge Hall, 7:30 p. m.
- 35—Operating Engineers No. 595, K. of C. Hall, Margarita, 7 p. m.
- 36—Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
- 37—Teachers No. 228, General Library, Balboa High School, 7 p. m.
- 38—AFGE No. 14, Balboa Clubhouse, 7:30 p. m.
- 39—American Legion Auxiliary Unit 3, Gatun Legion Hall, 7:30 p. m.
- 40—American Legion Auxiliary Unit 6, Gamboa Legion Hall, 7:30 p. m.
- 41—Machinists No. 699, K. of C. Hall, Margarita, 7:30 p. m.

- 42—VFW Auxiliary, Post No. 3822 Home, 7:30 p. m.
 - 43—Operating Engineers No. 595, Balboa Lodge Hall, 7 p. m.
 - 44—VFW Post No. 100, Old Boy Scout Building, Cristobal, 7:30 p. m.
 - 45—American Legion Post No. 7, Fort Clayton, 7:30 p. m.
 - 46—Governor-Employee Conference, Board Room, Administration Building, 2 p. m.
 - 47—American Legion Auxiliary Unit 2, Legion Home, Old Cristobal, 7:30 p. m.
- JUNE
- 1—Postal Employees No. 23160, K. of C. Hall, Margarita, 7:30 p. m.
 - 2—Pedro Miguel Civic Council, Girl Scout House, 7 p. m.
 - 3—Cristobal-Margarita Civic Council, Margarita Clubhouse, 7:30 p. m.
 - 4—VFW Post No. 727, Fort Clayton, 7:30 p. m.
 - 5—VFW Post No. 3822, Curundu Road, 7:30 p. m.
 - 6—American Legion Post 3, Gatun Legion Hall, 7:30 p. m.
 - 7—Meatcutters and Butchers No. 121, Officer's Home, 7:30 p. m.
 - 8—Gamboa Civic Council, Community Center, 7:30 p. m.
 - 9—Gatun Civic Council, Gatun Clubhouse, 7:30 p. m.
 - 10—Machinists No. 811, Balboa Lodge Hall, 7:30 p. m.
 - 11—Isthmian Nurses Association, Building 283, Gorgas Hospital, 8 p. m.
 - 12—VFW Post No. 40, Wirz Memorial Building, 7:30 p. m.
 - 13—Marine Engineers, Jewish Welfare Board, 7 p. m.
 - 14—Carpenters and Joiners No. 667, Margarita Clubhouse, 7:30 p. m.
 - 15—American Legion Post 6, Gamboa Legion Home, 7:30 p. m.

MAY SAILINGS

From Cristobal	
<i>Cristobal</i>	May 1
<i>Ancon</i>	May 8
<i>Panama</i>	May 15
<i>Cristobal</i>	May 22
<i>Ancon</i>	May 29
From New York	
<i>Panama</i>	May 5
<i>Cristobal</i>	May 12
<i>Ancon</i>	May 19
<i>Panama</i>	May 26

(Northbound, the ships are in Haiti from 7 a. m. to noon Sunday; southbound, the Haiti stop is Saturday, from 7 a. m. to 4 p. m.)

PROMOTIONS AND TRANSFERS

March 15 Through April 15

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

CIVIL AFFAIRS BUREAU

Mrs. Virginia D. Parker, Mrs. Naomi C. Grothjan, from Substitute to Elementary School Teacher.

Mrs. Ethel P. McDermitt, from Elementary to Substitute Teacher.

OFFICE OF THE COMPTROLLER

Ralph K. Skinner, Voucher Examiner to Accountant, General Accounts Branch.

Ralph R. Grassau, from Accounting Clerk, Commissary Division, to Accountant, General Accounts Branch.

Bertha I. Frenseley, from Clerk-Stenographer to Stenographer, Accounting Systems Staff.

Robert L. Shirer, from Accounting Clerk, Dredging Division, to Accountant, Accounting Division.

Daniel J. Slater, from Architect, Engineering Division, to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

Carl M. Pajak, from Accounting Clerk, Payroll Branch, to Accountant, Cost Accounts Branch.

ENGINEERING AND CONSTRUCTION BUREAU

Gerald A. Doyle, Jr., from General Architect, Engineering Division, to Construction Inspector, Contracts and Inspection Division.

Otis C. Myers, from Construction Engineer to Supervisory Construction Management Engineer, Maintenance Division.

Nelson O. Williar, from Planing Mill Hand to Carpenter Leader and Planing Mill Hand, Maintenance Division.

Albert N. Ruoff, from Machinist, Industrial Bureau, to Diesel Engine Machinist, Electrical Division.

Robert T. Geddes, from Pumping Plant and Tractor Bulldozer Operator, to Filtration Plant and Tractor Bulldozer Operator.

George W. Mullins, Jr., from Steam Engineer, Locomotive Crane, Pacific Locks Overhaul, to Pumping Plant and General Operator, Water and Laboratories Branch.

HEALTH BUREAU

Mrs. Elenor T. Russell, from Staff Nurse, Colon Hospital, to Nurse, Gorgas Hospital.

MARINE BUREAU

Edward G. Anderson, from Wireman, Industrial Bureau, to Lock Operator Wireman, Atlantic Locks.

Bernard M. Parmentier, Boilermaker, from Industrial Bureau to Dredging Division.

Arthur J. McLean, Arthur L. Logan, Jr., Clive W. Lewis, from Probationary to Qualified Pilot.

PERSONNEL BUREAU

Mrs. May B. Duer, from Clerk, Division of Storehouses, to File Clerk, F. S.-Rate Records.

RAILROAD AND TERMINALS BUREAU

Louis A. Mallia, from Gauger, Division

ANNIVERSARIES

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

40 YEARS

*Thomas M. Kaufman, Steam Engineer, Terminals Division.

35 YEARS

Lester F. Bailey, Accountant, Industrial Bureau.

Paul M. Disharoon, Chief Engineer (Floating Crane), Dredging Division.

*Lucille A. Waters, Accounting Clerk, Office of the Comptroller.

30 YEARS

Leo B. Clements, Supervisor, Maintenance Division.

Tona O. Maas, Accounting Clerk, Motor Transportation Division.

John Hower, Senior Chief Towboat Engineer, Dredging Division.

25 YEARS

C. Roland Jones, Assistant Chief, Surveys Branch, Engineering Division.

*Thelma S. Rand, Nurse, Gorgas Hospital.

*Carl M. Ruoff, Assistant Supply Officer, Commissary Division.

20 YEARS

Thatcher A. Clisbee, Organization and Methods Examiner, Management Division.

Lois M. Johnson, Clerk-Stenographer, Personnel Bureau.

Harry D. Raymond, Claims Examiner, Office of the Comptroller.

Salvatore Rinaldo, Customs Guard.

15 YEARS

Spencer M. Anderson, Electrician, Pipeline Suction Dredge, Dredging Division.

Charles H. Crawford, Personnel Assistant, Personnel Bureau.

Jack B. Egozue, Cash Accounting Clerk (Teller), Office of the Comptroller.

*George A. Martin, Police Sergeant.

*Eldon L. Phelan, Policeman.

*Marie A. Van Clief, Clerk, Office of the Comptroller.

of Storehouses, to Gauger and Cribtender Foreman, Terminals Division.

SUPPLY AND SERVICE BUREAU

Arnold Manning, from Apprentice Welder, Industrial Bureau, to Storekeeper, Shipping, Commissary Division.

Mrs. Gladys A. Conley, from Claims Examiner to Accounting Clerk, Commissary Division.

Mrs. Lucile M. Fleniken, from Accounting Clerk to Claims Examiner, Commissary Division.

Daniel B. Rambo, from Painter-Body Repairman to Painter-Body Repairman and Combination Welder, Motor Transportation Division.

Mrs. Glendora A. Dorsey, from Clerk-Typist, Division of Storehouses, to Accounting Clerk, Commissary Division.

RETIREMENTS IN APRIL

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

Arthur J. Farrell, New York; Truck Driver, Heavy Special, Motor Transportation Division; 31 years, 10 months, 3 days; Canal Zone.

Troy Hayes, Kentucky; Sergeant, Police Division; 28 years, 9 months, and 4 days; Florida.

John Hower, Holland; Senior Chief Towboat Engineer, Dredging Division; 23 years, 10 months, and 1 day; Mobile Bay, Ala.

Edward R. Japs, Minnesota; Superin-

STATISTICS ON CANAL TRAFFIC

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

High School Students Take Trip Through Cut

About 400 students from all Canal Zone high schools and the Junior College received a first hand view of the Panama Canal recently on trips through Gaillard Cut arranged by the Schools Division.

One ferryboat load of about 160 students and faculty members from the La Boca and Rainbow City High Schools and the La Boca Branch of the Canal Zone Junior College made the first trip through the Cut from Pedro Miguel to Gamboa on April 15.

The second group of 250 students from the Junior College and seniors from the Cristobal and Balboa High Schools took the trip from Gamboa to Pedro Miguel on April 24.

Max Hart of the Motor Transportation Division, a frequent lecturer for tourist parties, spoke to the students as they transited the Cut on ferry boats.

Governor Seybold Meets With Employees At April Conference

(Continue from page 3) abandoned 12-family houses in Diablo which are to be torn down; another reduction in force for the Industrial Bureau (the Governor said he knew of none in the immediate future but that this would depend on the workload); and deferment from Selective Service of boys who have almost completed their apprenticeships.

Attending the conference were: The Governor; E. A. Doolan, Personnel Director; and F. G. Dunsmoor, Administrative Assistant to the Governor-President; for the Administration.

H. R. Chenevert, Ralph Curles, S. J. Garriel, E. J. Husted, R. M. Lovelady, Carl F. Maedl, Willard Percy, and Walter Wagner, for the Central Labor Union or affiliated locals; Elmer E. Powell, Marion J. Goodin, Sam Roe, Jr., and Carl Nix, for the Civic Councils; Robert C. Daniel, Railway Conductors; H. C. Simpson, Marine Engineers; F. H. Hodges, Locomotive Engineers, and Chester A. Lühr, Pacific Locks Employees.

tendent, Storehouses Division; 36 years, 3 months, and 29 days; Miami, Fla.

Thomas M. Kaufman, Louisiana; Steam Engineer, Terminals Division; 30 years, 4 months, and 24 days; address uncertain.

Tona O. Maas, Illinois; Accounting Clerk, Motor Transportation Division; 26 years, 9 months, and 15 days; San Antonio, Tex.

Greta E. Mann, North Carolina; Nurse, Gorgas Hospital; 25 years, 10 months, and 14 days; Sanford, N. C.

Mrs. Anna M. Miller, South Dakota; Supply Assistant, Commissary Division; 33 years, 2 months, and 4 days; South Dakota.

Charles E. Reilly, New York; Supervisory Business Accountant, Commissary Division; 31 years, 6 months, and 2 days; address uncertain.

Everett Swinson, Massachusetts; Assistant Port Captain, Balboa; 26 years, 1 month, and 23 days; Gloucester, Mass.

Walter D. Williams, New York; Property and Supply Clerk, Terminals Division; 29 years, 7 months, and 4 days; California.

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

Figures in parentheses in 1938 and 1952 columns indicate relative positions in those years

ATLANTIC TO PACIFIC

Commodity	Third Quarter, Fiscal Year		
	1953	1952	1938
Mineral oils	1,218,820	838,471 (1)	236,664 (2)
Coal and Coke	1,082,278	587,976 (2)	27,867 (13)
Manufactures of iron and steel	387,190	448,629 (3)	362,008 (1)
Sugar	196,184	58,836 (13)	32,587 (11)
Phosphates	155,959	201,966 (4)	67,518 (6)
Cement	110,124	79,497 (8)	26,719 (14)
Sulphur	89,180	70,642 (11)	44,830 (9)
Paper and paper products	83,450	116,138 (5)	90,274 (4)
Machinery	75,191	49,960 (14)	25,179 (17)
Automobiles and accessories	71,549	85,664 (7)	76,102 (5)
Tinplate	71,400	73,452 (9)	56,451 (7)
Raw cotton	46,764	62,507 (12)	56,323 (8)
Canned food products	31,545	30,611 (21)	32,162 (12)
Ores, various	22,560	25,809 (28)	7,809 (28)
Ammonium compounds	20,587	39,412 (15)	10,409 (22)
All others	1,005,290	1,027,901	896,752
Total	4,668,591	3,797,471	2,049,654

PACIFIC TO ATLANTIC

Commodity	Third Quarter, Fiscal Year		
	1953	1952	1938
Ores, various	900,399	825,352 (1)	542,936 (2)
Lumber	794,929	733,110 (2)	632,901 (1)
Wheat	531,872	583,416 (3)	267,904 (6)
Nitrate	310,530	358,579 (4)	530,861 (3)
Canned food products	299,857	312,537 (5)	220,124 (7)
Bananas	216,656	183,901 (6)	20,076 (17)
Sugar	200,592	181,890 (7)	299,404 (5)
Metals, various	197,489	158,633 (8)	165,473 (8)
Refrigerated food products (except fresh fruit)	193,963	156,751 (9)	106,820 (10)
Mineral oils	92,182	110,043 (10)	498,282 (4)
Coffee	82,474	77,565 (13)	53,179 (13)
Wool	74,917	78,839 (12)	37,915 (15)
Dried fruit	59,887	61,847 (15)	62,570 (12)
Copra	51,789	63,830 (14)	51,926 (18)
Iron and steel manufactures	44,289	91,682 (11)	2,263 (-)
All others	558,411	660,538	726,406
Total	4,610,236	4,575,793	4,313,123

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
By fiscal years

Month	Transits			Tolls (In thousands of dollars)		
	1953	1952	1938	1953	1952	1938
July	529	463	457	\$2,343	\$1,981	\$2,030
August	533	490	505	2,288	2,103	2,195
September	615	516	444	2,636	2,189	1,936
October	673	544	461	2,917	2,230	1,981
November	620	502	435	2,611	2,053	1,893
December	626	550	439	2,679	2,347	1,845
January	632	522	444	2,689	2,121	1,838
February	616	507	436	2,597	2,082	1,787
March	678	613	506	2,884	2,512	2,016
April			487			1,961
May			465			1,887
June			445			1,801
Totals for first 9 months of fiscal year	5,522	4,707	4,127	\$23,644	\$19,618	\$17,521

CANAL TRAFFIC EXPECTED TO EXCEED 7,000 MARK

Commercial shipping through the Panama Canal will exceed the 7,000 mark this fiscal year for the first time in its history, provided traffic continues at the present—or even a slightly lower—level.

Statistics compiled by the Management Division show that for the first nine months of fiscal year 1953, the monthly average has been 613.6 ships of 300 tons or over.

Monthly average for the four previous fiscal years were: 1952, 543.6; 1951, 466; 1950, 454; and 1949, 399.4. The monthly average for fiscal year 1938, considered the last normal pre-war shipping year, was 460.

In the first nine months of the present fiscal year, 5,522 large commercial ships transited the Canal. This is an increase of approximately 17 percent over the number which transited during the first nine months of fiscal year 1952.

During the first nine months of the present fiscal year, tolls totaled \$23,637,000, or approximately 21 percent more than for the similar period in fiscal year 1952.

Tolls for commercial shipping during the first three quarters of fiscal year 1952 were approximately \$19,618,000. In 1938 tolls amounted to only \$17,521,000 for the nine-month period.

In the quarter which was concluded March 31, the number of large commercial transits totalled 1,926, highest of any quarter in the Canal's history. To this were added 306 small commercial craft, of less than 300 tons, and 369 large and small government ships, for which tolls were credited.

Management Division statistics revealed several interesting trends. The rise in traffic between the East Coast of the United States and the Far East continued, being 100 more for this quarter than for the corresponding quarter in 1952.

Intercoastal shipping was up over the same quarter in fiscal year 1952, although it was well below the figure for the previous quarter of this fiscal year. Traffic between the East Coast of the United States and the South American West Coast also continued to rise, as did traffic from the United States East Coast to Central America, via the Canal. Much of the traffic on the two latter routes is banana traffic.

By nationalities, the United States held its No. 1 spot during the quarter just concluded, with 525 large commercial U. S.-registry vessels transiting. This figure is 33 higher than for the corresponding period in fiscal year 1952.

Great Britain, Norway, Panama, and Honduras followed, in that order. During the past quarter there were 90 transits of Japanese-flag vessels, 64 more than for the corresponding quarter in 1952. The German flag is also becoming a frequent Canal visitor, 63 German-registered vessels transiting during the past quarter compared to only three in the corresponding quarter in fiscal year 1952.

Other noticeable increases, by nationalities, were in Liberian, Ecuadorean, Italian, and Venezuelan registered ships.

During the quarter two South Korean and two Moroccan vessels transited

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

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

	Third Quarter, Fiscal Year		
	1953	1952	1938
United States Intercoastal	153	130	264
East Coast of U. S. and South America	472	434	145
East Coast of U. S. and Central America	147	131	30
East Coast of U. S. and Far East	319	219	142
U. S. Canada East Coast and Australasia	71	51	39
Europe and West Coast of U. S. Canada	179	189	271
Europe and South America	106	104	134
Europe and Australasia	103	107	65
All other routes	376	277	296
Total Traffic	1,926	1,642	1,386

Extensive Overhaul Of Pacific Locks

(Continued from page 1)

heavy traffic remained at a comparatively level flow.

Traffic Governed by Lockages

The amount of traffic which can be handled during an overhaul is more than cut in half of that which normally transits and is governed by the number of lockages which can be made within a given time period. Throughout the present overhaul period the daily average number of lockages, both at Pedro Miguel and Miraflores, has been almost at the rated capacity level with one lane of traffic out of service.

Twenty-four is about the maximum number of lockages possible at Miraflores during a 24-hour period, even using all time-saving methods devised. The number of lockages has averaged above 22 daily throughout this overhaul period and the daily average for March was 23, which allows practically no margin for peak periods.

An indication of the great increase in Canal traffic during the past two years is shown in comparative figures for the number of transits by commercial vessels and the number of lockages at Gatun during the overhaul there in 1951. The number of transits by ocean-going commercial ships this year is averaging approximately 200 a month more than during the five-month overhaul period at Gatun two years ago. The daily average number of lockages at Gatun reached a peak in March of that year with 17.7, about one-fourth less than the average during the current Pacific Locks overhaul.

Four Main Gate Leaves Removed

This year's overhaul was featured by the removal of four main gate leaves of the Pedro Miguel Locks which had not been lifted since they were placed almost 40 years ago. These were the last of the main gates to be removed for overhaul. Two other gate leaves at Pedro Miguel were also removed for the first time since 1929. These were the first to be removed after the Canal was opened to traffic when the work was done on an experimental basis.

The removal of the lock gates, weighing several hundred tons, has become a routine although delicate task, but when the first gate leaves were lifted at Pedro Miguel Locks in 1929, many weeks were spent by the engineering forces in preparing plans and doing the work.

Lifted By Jacks

The gate leaves are lifted by means of 12 hydraulic jacks, each with a lifting power of 100 tons. The four leaves to the upper Pedro Miguel Lock gates weigh 493 tons each and the two lower gate leaves which were removed this year for overhaul weigh 745 tons each.

Although all of the main lock gates have now been removed at least once, none of the intermediate gates nor the lower guard gates have ever been moved. The intermediate gates are rarely used and the sea gates do not have the stress of the main gates.

Although the four gate leaves at Pedro Miguel have been swinging back and forth for ships for about 40 years no unusual weakness was discovered when they were removed. The nickel-steel pintles on which they swing showed more evidence of wear than others which had been examined in the past but not in an unusual or unexpected degree.

Clean-Up-Work

Although the main part of the overhaul work which requires the closing of one set of locks is expected to be completed by May 15 to 20, much work will remain to be done after water is again let into the west Miraflores Lock chambers. The clean-up work, including the laying-up of various equipment until the next overhaul period, will require several weeks for completion and it will probably be the last of June before the 1953 overhaul can be called a completed job.

The extra force of men used in the work this year was somewhat lower than used in previous overhauls. The force reached a peak during April when approximately 80 extra U. S.-rate workers and 675 local-rate employees were at work.