

PANAMA CANAL  
**REVIEW**

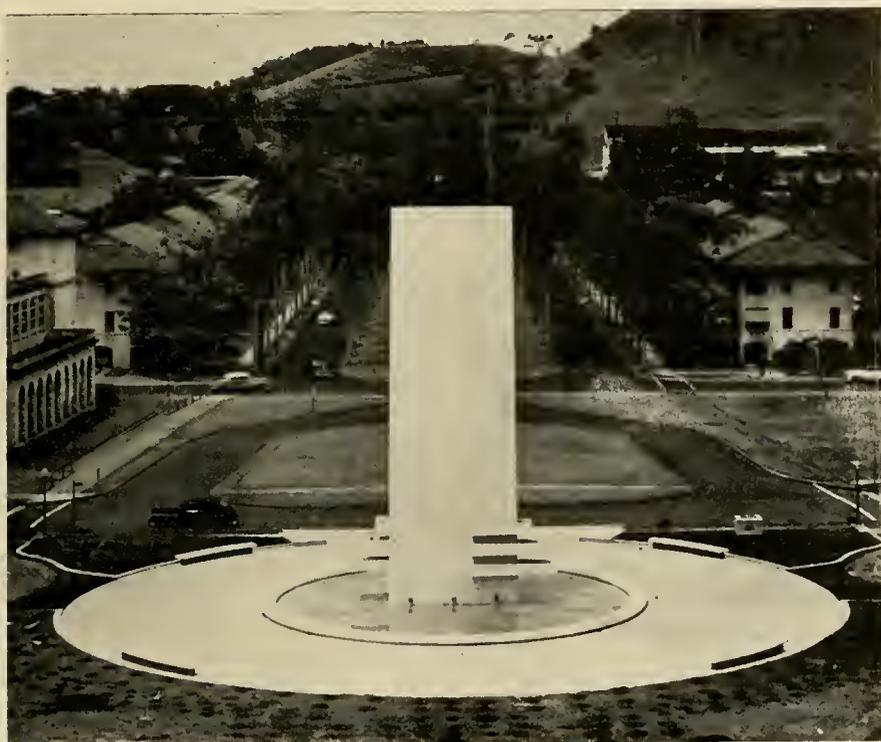
Vol. 4, No. 2

BALBOA HEIGHTS, CANAL ZONE, SEPTEMBER 4, 1953

5 cents

# FISCAL YEAR HOUSING PROGRAM TO PROVIDE HOMES FOR 197 FAMILIES AT COST OF ABOUT \$5,000,000

## Goethals Memorial



WHITE MARBLE of the shaft is reflected in blue-green water in the pool at the base of the new Goethals monument. The landscaping had not been completed when this photograph was taken late last month. For a story on preliminary plans for the memorial's dedication see page 3 of this issue of THE REVIEW.

Plans for the quarters replacement program this year provide for the construction of 197 family units at an approximate cost of \$5,000,000.

The new houses will be built in Balboa Flats, Diablo Heights, on Ridge Road in Balboa Heights, and in Gatun.

The extensive quarters construction program will be initiated officially this month by the advertisement of bids for the construction of 66 family units at Diablo Heights.

Many details of this year's building program are still under consideration but all of the main features have been approved by Governor Seybold.

Although the amount of money provided for quarters construction this year is considerably under that of the past fiscal year, the number of apartments to be provided is slightly higher.

This difference is due largely to the fact that no extensive townsite preparation work, such as that for the Corozal area, will be required.

### Duplex Apartments

An outstanding feature of this year's plans is the predominance of duplex apartments. All of the houses to be built in Diablo Heights will be duplexes and the great majority of those planned for Balboa Flats will be two-family buildings.

In all, 98 family units are planned for Balboa Flats this fiscal year, with the building program divided into two parts. Under the first contract 65 units will be built; 33 more units will be built later under another contract.

All of the 33 buildings at Diablo Heights, as presently planned, will be the new-type two-family, two story masonry structures similar to those being built at Corozal. These houses, Type 336, have three bedrooms on the second floor of each apartment; the ground floor is devoted to living space. The new Diablo duplexes will be located on sites from which 12-family apartment houses have been removed.

Some of the buildings at Gatun will probably be the Type 336's, and the others masonry cottages.

### Balboa Heights

No final decision has been made on the types of quarters to be erected on Ridge Road, where 15 units are planned. All of the houses will be three-bedroom, single units, some of which may be composite construction.

In addition to the Ridge Road houses, three official quarters are also slated for construction this year at Balboa Heights. These will be three-bed- (See page 13)

## Washington Firm Engaged To Conduct Compensation Study Asked By Congress

The management consultant firm of Booz, Allen & Hamilton, of Washington, D. C., has been engaged by the Board of Directors to conduct the study on compensation of Panama Canal employees, as directed by Congress at its last session. The compensation study is an outgrowth of Congressional action on the Canal appropriations for this fiscal year.

The study is scheduled to begin this month. Three representatives of the consulting firm arrived here early this week to begin an on-the-ground survey. Three full-time staff members of the firm are to be assigned to the project with additional personnel to be used on special assignments as required.

Those who arrived this week were Clyde Seney, partner of the firm, Elmer Van Horn and Raymond Bukaty. Arriving next week will be Edward Leslie. Mr. Seney will be in charge of the study and will initiate the program here.

An employee of the Canal organization will be assigned to work with the survey team to facilitate the scheduling of interviews and collection of data. The Canal will provide office space (See page 13)

### SPECIAL COLLEGE SUBSCRIPTION

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 Balboa Heights, C. Z.

## Clubhouses Begin Series Of Changes, Training Program

Establishment by the Clubhouse Division of a snack bar at Gorgas Hospital is the latest in a series of changes planned to improve service and minimize operating costs, while keeping the convenience of the customer in mind, according to Wilson Crook, General Manager of the Division.

At the same time a comprehensive training program for Clubhouse sales personnel and cafeteria attendants has been undertaken to increase employee efficiency and improve customer relations.

Under the joint sponsorship of the Clubhouse Division and the Personnel Bureau, groups of employees on both sides of the Isthmus meet weekly for both theoretical instruction and practical drill in various phases of clubhouse retail salesmanship and related activities.

The program will run through November under the direction of Brodie Burnham, acting training director. Employees are paid for the time they spend in classes.

The Gorgas snack bar will replace a small stand which has been operated for some years at the hospital by the Commissary Division. It will be located in a large room in the rear section of the hospital under the archway which connects with Section C.

Other proposed changes are:

Rearrangement of the Margarita Clubhouse to permit a continuous line operation of the soda fountain, cafeteria, merchandise and pastry sections;

Enlargement of the snack bar in the Cristobal Shops area, coinciding with the closing of the Cristobal Shops Cafeteria;

Closing of the Red Tank Clubhouse, tentatively scheduled for October 1, in anticipation of the imminent evacuation of the town of Red Tank.

### Changes Made

During the past few months a number of changes have been made in clubhouse operations. These have been necessary because of a recent sharp decline in clubhouse business as a whole Mr. Crook said.

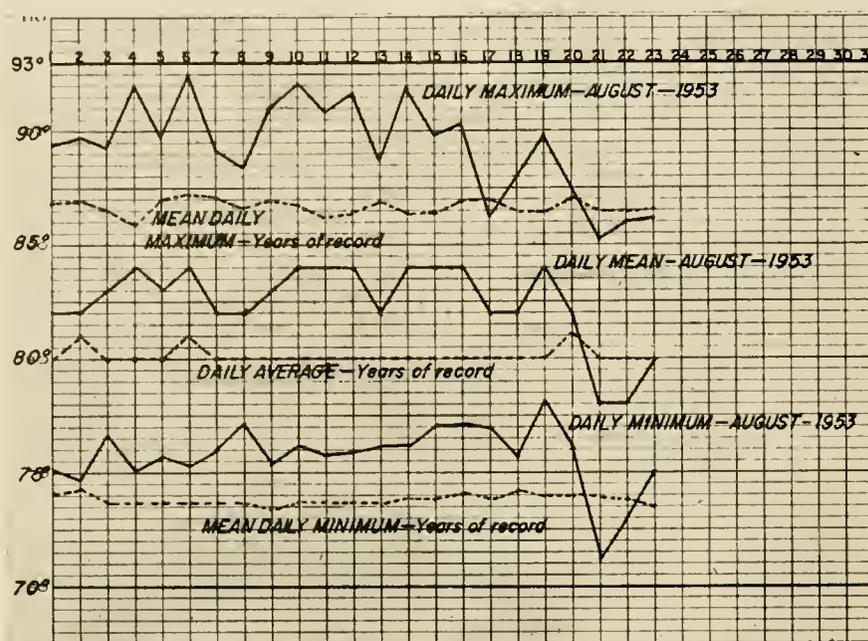
Clubhouse personnel has been reduced to an absolute minimum; to avoid raising prices it was necessary to curtail hours and to eliminate all uneconomical duplication of services which are provided by other, nearby units.

Wherever possible residents of the areas affected have been consulted on the changes. The Gamboa Civic Council approved the new hours for their clubhouse operations: 11:30 a. m. to 1 p. m. and 3:30 to 8:30 p. m. all weekdays except Thursday when the Clubhouse Luncheonette will be closed all day; 11:30 a. m. to 1 p. m. and 3:30 to 9:30 p. m. Saturdays; and 2 p. m. to 8:30 p. m. Sundays. The new hours went into effect August 17.

Chagres residents were polled to choose the new hours for their clubhouse, and selected the following, which became effective September 1: 6 to 7:30 a. m. and 4 to 8:30 p. m. daily.

Other recent changes are: Elimination of the breakfast period at the Balboa

## Hotter Than Hot!



IT WAS HOTTER when it was cool last month than it usually is, by several degrees, and the top temperatures were considerably higher than the usual peaks for August.

People who follow weather statistics and those who just want to know whether they really were hot will be interested in this chart, prepared by the Meteorological and Hydrographic Branch covering the first 24 days of August. No new records were set for the month—the all-time August high is 94°—but for the first half of the month the thermometer registered over 90° with uncomfortable frequency.

As the chart indicates, the daily average was several points higher than it ordinarily is and the daily minimum was well above the average minimum for August.

## Major Changes Planned For Two Of Oldest Panama Canal Units

Major organizational changes affecting the Industrial Bureau and the Dredging Division, two of the oldest and largest Panama Canal units, are scheduled to be made next month.

The Industrial Bureau will become a division and will be a unit of the Marine Bureau; the Dredging Division will be transferred from the Marine Bureau to the Engineering and Construction Bureau. No change will be made in the headquarters of either unit.

In addition to these changes, Thatcher Ferry, now under the supervision of the Dredging Division, will be transferred to the Navigation Division in the Marine Bureau.

Detailed plans of the organizational changes are still in the course of development and are expected to be announced within a short time.

### Internal Change

The reorganization is purely an internal change of the Canal organization for the purpose of consolidating and realigning certain marine activities. The change

Heights Cafeteria and the Civil Affairs Building Luncheonette, and the following new hours: 9 a. m. to 3 p. m. Civil Affairs Building employees selected the hours for the luncheonette;

Closing of the La Boca Clubhouse half an hour earlier at night—the new closing hour being 10 p. m.;

Elimination of table service at the Balboa Clubhouse soda fountain;

Replacement of the Cafeteria at the Mount Hope Luncheonette by a snack bar; and

Conversion of the Ancon Clubhouse restaurant to a Cafeteria with limited table service available. The closing hour at Ancon was changed from 10 p. m. to 9 p. m.

will have no appreciable effect on personnel in the two units other than the transfer of titles or job designations.

The reorganization will be the second of consequent nature for both the Industrial Bureau and Dredging Division within less than four years. The Dredging Division, which for years was an independent operating unit under the direct supervision of the Engineer of Maintenance (Lieutenant Governor), was made a part of the Marine Bureau in the Canal reorganization of July 1950. The major organization change for the Industrial Bureau came in May 1950 when the Balboa shops were closed and the main offices of the unit were transferred to Cristobal.

Both the Dredging Division and the Industrial Bureau were among the first operating units to be organized when the Isthmian Canal Commission undertook the construction of the Canal in 1904.

### French Equipment

Practically speaking, both were units of the French Canal Company. Both were performing work essential to the Canal construction and most of their equipment for some time after 1904 was old French equipment, some of which was used throughout the construction period.

One of the largest of the repair and manufacturing shops of the present day Industrial Bureau was at Bas Matachin; renamed the Gorgona Shops in 1906, it was transferred by the French in 1904. One of its first major tasks was the renovation of French machinery and equipment, including locomotives and excavation equipment.

Most of the dredging equipment used by the Americans during the early construction days was rehabilitated French equipment acquired at the time of the Canal transfer. By

(See page 15)

## Employee Conference Divided Into Labor, Civic Council Panels

The reorganization of the Governor-Employee Conference—a Panama Canal institution since June 1950—into two panels, one representing the Civic Councils and the other representing the Company's organized labor groups, was announced during the August conference by Acting Governor H. O. Paxson. Concerning the new arrangements, Colonel Paxson said:

"The Civic Councils are organized to improve conditions in their own respective communities by their own efforts and in cooperation with the Company-Government. By channeling all such interests and activities through these Civic Councils they should be strengthened and become more effective.

"This reorganization of these conferences is in line with the recognition by the Company-Government of the proper functions and responsibilities of these two major categories of employees—labor and civic affairs . . . Duplication and overlapping of functions between the two will be eliminated and each organization can concentrate on doing a better job in its own field."

### Effective In September

The splitting up of the body, popularly known as the "shirtsleeve conference," was made effective beginning with the September meetings. Representatives of the Civic Councils will continue to meet with the Governor or Acting Governor on the fourth Wednesday of each month. Organized labor representatives will hold separate meetings, monthly or when the need arises.

Organized labor groups indicated their approval of the change through E. W. Hatchett, Central Labor Union secretary who represented CLU president Walter Wagner at the August meeting, and Rufus Lovelady, AFGE president.

Independent organized labor groups will meet with the new Labor Panel. Two groups, the Lock Employees Association and the U. S. Citizens Association, which do not logically belong in either of the two new groupings, were asked to present their community problems through the Civic Council panel, their labor problems through the labor panel, and special problems to the Governor's office (through such normal Company/Government supervisory or staff advisory channels, if and as appropriate).

In announcing the change, Colonel Paxson pointed out that the great preponderance of subjects which have been discussed at the shirtsleeve conferences came under the heading of civic or community matters, and little has been brought up of such strictly labor matters as wages, hours, or working conditions.

### Subjects Varied

As usual, during the August conference representatives covered a wide range of subjects. Unlike some conferences there was no predominant topic.

A general discussion of the mechanics of conducting the coming treaty renegotiations between Panama (See page 15)

## Bottle Babies



HUNGRY FAWNS are just like small famished animals of any sort; Martha Molther, 7, has her hands quite literally full when Bambi and Perlita decide it's time for their bottles.

Four weeks old when this picture was taken, the fawns have lived at the Frank Molther house on Ancon Boulevard since they were 24 hours old. When bedtime comes they head for the bath tub which they selected as a fine sleeping place, and they don't stir until breakfast time.

India, the Molthers' German shepherd, looks with mere tolerance on the frolicsome baby deer; George, the parrot, is more amused by their scamperings. Three rabbits which also live at Molthers' gave no indication as to how they felt about the new pets.

The Molther menagerie changes from time to time, but frequently includes baby ducklings or fluffy chickens until they reach the gawky stage.

## Oldtimers Will Get Special Ship Rate To Attend Goethals Memorial Dedication Early Next Year

An opportunity for oldtimers, who helped build the Panama Canal, to revisit the scene of their work of 40 years ago or more will be presented sometime early next year when the recently completed Goethals Memorial in Balboa is dedicated.

Plans for the dedication ceremony have not been completed but the Panama Canal Company's Board of Directors at the July meeting approved a special round-trip rate of \$120 from New York for employees of the "Goethals Era" and their wives.

The special offer will be good for only one sailing southbound and the return passage must be taken not later than two sailings after arrival in the Canal Zone. The southbound sailing date and ship on which the special fare will be available will be announced as soon as the date for the dedication has been selected.

Both the date and program for the dedication are now under consideration by the Goethals Memorial Commission and it is expected that full details can be announced in the October issue of THE CANAL REVIEW.

Except for the landscaping in the area the Goethals Memorial which stands at the foot of the Administration Building steps was completed early last month. Its completion marks the fulfillment of plans which were first initiated in 1935 when Congress voted an appropriation of \$75,000.

### Cristobal Mole

It was first proposed to place the memorial on Cristobal mole and designs were prepared by Dr. Paul Cret, a Philadelphia architect, at an estimated cost of \$160,000. Later Congress increased

the amount of money for the memorial to \$156,500.

The project was dropped in 1939 because of the impending World War and it was not until well after the close of the war that the project was actively revived.

The monument was designed by Shaw, Metz & Dolio, Chicago architectural and engineering firm, with Mendez & Sander, of Panama, serving as associate architects. Contractor for the erection of the monument was the Panama firm of Constructora Martinz, S. A. The landscaping work is being done by Floricultura Nacional, of which Mrs. Dora Bennett of Panama City is the head.

### Symbolic Shaft

The memorial which honors the famous Canal builder is a marble shaft, 56 feet in height, which rises from a reflecting pool, 65 feet in diameter. The monument is on the plot of ground at the head of the Prado in Balboa and faces toward Balboa.

On either side of the shaft are marble basins from which water flows into the reflecting pool below. Symbolic in its concept, the shaft represents the Continental Divide and the basins on either side represent the Atlantic and Pacific Locks from which the waters of Gatun Lake pour into the two oceans.

The present Goethals Memorial Commission is headed by Ralph Budd, railway executive of Chicago. Other members are Gen. R. E. Wood, Chan Gurney, R. H. Whitehead, Governor Seybold, and former Governors Julian L. Schley and F. K. Newcomer. Three of the Commission members, Mr. Budd, General Wood, and Mr. Whitehead were employed under General Goethals during the Canal construction period.

## Migrating Moths Nothing New To Veteran Insect Collector



MOTHS AND BUTTERFLIES from a collection made over a 10-year period by C. L. Foiles of Balboa are displayed in this case. They are only a small part of the thousands he has caught and mounted.

The migrating moths—*Cydimon fulgens*, if one must be technical—which flapped their purposeless way by the thousands across the Canal Zone last month are nothing new to Clarence L. Foiles of the Balboa Storehouses.

In the 23 years he has lived in the Canal Zone, ten of them as an active and ardent collector of moths, butterflies and assorted insects, Mr. Foiles netted many of the migrants. He has an especially fine specimen of the black and green beauty in one of the big cases which hang on the walls of his Gavilan area quarters.

Other *Cydimon fulgens* specimens are in the collection of some 2,500 flying, creeping, crawling or hopping insects, moths, and butterflies which he turned over to the Canal Zone Junior College when a serious eye ailment put an end to his collecting activities in 1941.

Less spectacular than some of the objects in his collection—a rainbow-colored grasshopper with a wingspread of eight and three-quarters inches or a long-armed Peruvian beetle, for instance—*Cydimon fulgens* is still one of the most interesting specimens he has collected.

### Flight To Nowhere

Every year, about this time, it migrates. Why, where from and where to, no one knows. Males and females are in the flight. Some, but not all, of the females carry eggs. *Cydimon fulgens* flies day and night, seldom more than 20 feet above the ground and always in the same general direction. They have been seen, Mr. Foiles says, from southern Mexico to Argentina.

The densest *Cydimon fulgens* flight he can remember was in 1932; flights are unusually heavy at four-year intervals. They fly, as do many moths and butter-

flies, along well-defined paths. A favorite migrant airway is just north of the lumber shed on Diablo Road; another airpath crosses Frangipani Street near the Ancon greenhouse.

Born in Illinois, Mr. Foiles started his collection soon after he came to the Canal Zone as a serviceman in 1931. He knew nothing of either collecting or classification—and he still refuses to consider himself more than an amateur on either—but the Cristobal library had books he could read and the Atlantic side jungles offered more than enough specimens to keep his spare time well filled.

### Collector's Paradise

Although he has hunted butterflies, moths, and insects the length of Panama, he considers the Atlantic side of the Canal Zone a collector's paradise. Many of his best specimens came from there.

He found his rainbow-colored grasshoppers at Madden Dam; they are comparatively rare here, he says, but he understands they are fairly common in Colombia. His cucuyos, small hard-shelled insects with pale green or pale yellow headlights and a bright red tail-light, he collected in El Valle. A widely circling light held by an interested mountain native brought several fine cucuyos swooping into the collector's hands.

From Sona came a short-winged grasshopper; tiny beetles which look exactly like thorns were found at Anton; a peculiar looking, and still unclassified specimen with a forked tail, the head of a grasshopper and legs jointed to its body like an animal's was brought from Chorrera.

His moth specimens include a great insect whose wings have markings like an owl's face; another looks like a contour

map. A third is marked with a death's head, and a small moth has a false head where its tail belongs.

In the butterfly cases are a gorgeous "Royal Blue," fairly common around George Green park on Madden Road; brilliant, swallowtailed Monarchs; a tiny albino with brilliant blue spots showing through its almost transparent wings.

One of the first things which Mr. Foiles learned was that the humid tropics are hard on insect collections and that ravenous ants and cockroaches have no scruples about eating their dead, if distant, kin.

After a long process of trial and error he found that moths and butterflies could be preserved if they were "baked" and mounted with insect repellent. He built a small oven and each moth and butterfly in his collection has spent at least six months in it, at a constant heat of 110 degrees. Under the cotton on which they rest in their cases are paradichlorobenzene crystals to repel insects.

The grasshoppers and other insects, like the scarab and rhinoceros beetles, are mounted with pins on cardboard which has been impregnated with a mixture of paraffin and the paradichlorobenzene.

### Jungle Search

Sometimes, like the days in the rainy season when he knows that moths and butterflies are just waiting to be caught, Mr. Foiles thinks wistfully of his collecting days. He'd like to have another go at the jungle, nets over his shoulder, a canteen and empty cigar boxes dangling from his belt, and jars of cyanide tucked into convenient places.

He would like to have his collection classified and was just making an arrangement to have this done by the Fields Natural History Museum in Chicago when bad eyes put an end to his collecting.

He would like to keep in touch with other collectors, like the Texan who is breeding and banding Monarch butterflies to learn their migratory habits.

Although he has changed hobbies and is now a devoted square dancer, he is still called on, now and then, to advise a new collector. The first thing, he cautions, is patience. A collector, he warns, may catch one out of each 10 moths or butterflies he starts after; of those he catches, only one out of 10 may be in condition for mounting. The ratio is even higher for some of the more fragile specimens; Mr. Foiles recalls that he once netted 100 specimens before he got the perfect butterfly he sought.



COLOR shows it better, but the shadings in the photograph give some indication why this specimen above, is known as a "butterfly" grasshopper.

# Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

## PRE-PLANNING FOR SAFETY

We've all heard that the **wise men** of old could call up the past—good or bad—and from these visions plot a future which professed to benefit them greatly. For some, retrospection is distasteful and seems a waste of time, so they drown their past in pitiful ways and try not to think about the future.

Others, who believe the **wise men** had something, take a look at their past experiences with a more practical capacity for self analysis and come up with some facts and figures which they can use to plot a better future. We would like to think that you are one of the **wise men** who can read the safety records of the past fiscal year, and come up with the desire to remain out of the ranks of the accident statistics.

If you are one in the ranks of the workers, the least that can be expected of you is that you will set a good example in safety for yourself and others. If you are a foreman or supervisor you have the added responsibility of not only avoiding accidents to yourself but guiding, training, and helping your workers to work safely.

So give your accident record the once-over and apply what you learn to yourself and others for a safer future.



We hope all of you will pause and reflect upon our accident record for the year, taking credit for the good thing that you did, but at the same time remembering where a little more safety consciousness or effort on your part, either as a supervisor or an employee, could have meant the difference between safety and unnecessary danger.

Since you have proved that you no longer have to take a back seat on the more serious cases or severity rate, can you think of one **good** reason why you can't make similar progress in the campaign against all accidents?

To give you a general idea on the "types of accidents" causing us the most trouble, we list below in order of frequency, the manner of contact of the injured employee with an object or substance; or the exposure or movement of the injured employee which resulted in injury last fiscal year:

Accident Type—	Percent
Struck by (falling, sliding, moving objects).....	37
Striking against (contact with rough or sharp objects).....	18
Slips, overexertion (sprains, sprains, hernias).....	13
Falls .....	12
Caught in or between (equipment, machines, heavy objects).....	11
Exposure to extreme temperatures.....	4
Electrical shock, poison, disease, misc. ....	5

If there is still anyone in a responsible position who is not convinced that accidents are caused and therefore can be prevented, then we have failed in our mission—or you have failed in yours. In which event we both had better get together or both go home.

The Safety Branch is here to help you in your accident Prevention Program, so call out if you're not getting your share.

P. S. That frequency rate shown below is a **NEW ALL TIME LOW**.

## HONOR ROLL

Bureau Award For  
BEST RECORD

JULY

ENGINEERING AND CONSTRUCTION  
BUREAU

## AWARDS THIS CALENDAR YEAR

Industrial.....	5
Civil Affairs.....	3
Engineering and Construction .....	2
Health.....	2
Community Services.....	1
Marine.....	0
Railroad and Terminals.....	0
Supply and Service.....	0

Division Award For  
NO DISABLING INJURIES

JULY

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

## AWARDS THIS CALENDAR YEAR

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

## NEW FISCAL YEAR RECORD

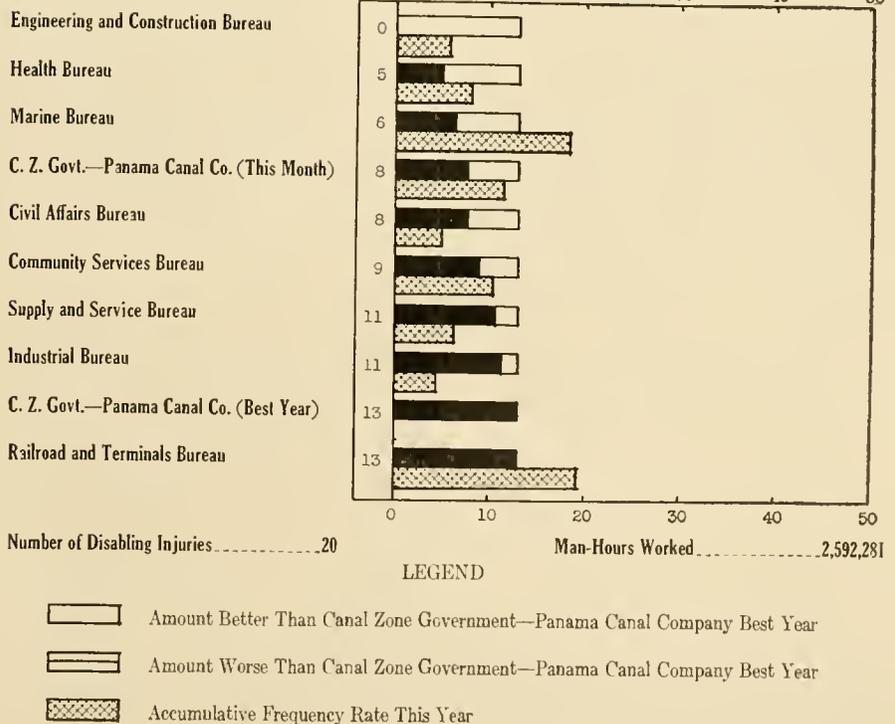
We are more than pleased to announce that the results of your accident prevention activities during the last fiscal year really paid dividends in the reduction and elimination of pain and suffering for prospective accident victims.

Sixteen percent fewer employees were injured and the severity of their injuries was 75 percent less than ever before in the history of our Safety Program. One fatality, one permanent total, and seven permanent partial disabilities marred an otherwise commendable achievement. However, we can take pride in the fact that our fatality rate is 4½ times better and our severity rate 28 percent better than the national average for occupational deaths and injuries.

Such an achievement during the year is not one to be passed over lightly; neither is it one to chalk up as the ultimate in accomplishment.

JULY 1953

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



# Classes Begin Today In Canal Schools For A Record Number Of Students



MARGARITA'S new elementary school looked like this last month while the builders were still busily at work. Shown here is one, and part of another, of the five one-story units which are connected by a series of covered passage-ways.

Features of the building are: Masonry construction with asphalt tile floors

School busses are on the roads again and school buildings that were quiet all summer are filled with a record number of students who started the new 1953-1954 school term this week.

Canal Zone kindergartens, elementary, junior and senior high schools, in U. S.-rate communities opened yesterday and regular classes except kindergarten begin today. Students at the Canal Zone Junior College also start class work today.

Prior to the opening of schools it was estimated that the first day enrollment in white elementary and secondary schools would be about 6,400 as compared with 6,047 in the schools last January, which was the record Canal Zone school enrollment to that time.

Largest increases in enrollment were expected in grades one through six, in which there were 3,653 students last year. The number of students in those grades this year is estimated at about 3,990.

## Margarita School

Greatest change in the schools this year is the opening of the new elementary school plant at Margarita, the South Margarita School, which has been under construction since last March.

The old elementary school at Margarita, which will continue in operation, will be known as the North Margarita School.

The new school has 15 classrooms in four parallel units with a fifth unit for administrative use, constructed on a modern type plan new to Canal Zone school buildings.

Students in the new school include first to sixth graders from Margarita, Brazos Heights, Fort Gulick, Gulick Heights, Fort Randolph, France Field, and Fort Sherman, third to sixth graders from Fort Davis, and fifth graders from Coco Solo and Coco Solito.

Kindergarten students from those communities and Coco Solo and Coco Solito and first to fifth graders from Coco Solo and Coco Solito are attending the North Margarita School.

## Principals Changed

Miss Frances Moomaw, former Principal of the old elementary school at Margarita is principal of the new South Margarita School. Mrs. Helen Rushing, formerly Teaching Principal at Gatun, is

now Principal of the North Margarita School. Miss Ruth Crozier, sixth grade teacher at Cristobal last year, is Teaching Principal at Gatun.

One other change in school principals is the transfer of Mrs. Elsie Naughton, who taught fourth grade at Balboa last year, to the position of Teaching Principal at Gamboa.

There are 16 new elementary teachers from the United States in the Canal Zone schools this year and 15 new instructors from the States at Balboa and Cristobal

and insulated concrete roofs; awning-type windows; a center patio, partly paved with walkways; a library with a small stage. Each of the classrooms has storage shelves, a small clothes closet, a "project area" with sink and cupboards, a workbench and a storage cubicle for each student. The school was built under contract by the E. O. Hauke Construction Company of Colon.

Junior and Senior High Schools.

Kindergarten students start school at 9 o'clock in the morning this year instead of at 8:30 as before. The morning kindergarten sessions close at 11 o'clock.

The schools that opened this week include the elementary schools at Ancon, Balboa, Diablo Heights, Cocoli, Fort Kobbe, Pedro Miguel, Gamboa, Gatun, North and South Margarita, and Cristobal; junior and senior high schools at Balboa and Cristobal and the Canal Zone Junior College.

## Two Lieutenants Take Over Duties With Canal Zone ROTC



LT. THOMAS B. BLAKE

Cadets in the Canal Zone High School ROTC units will have an opportunity this year to learn more details of the Korean fighting. Two infantry officers, both Korean veterans, were assigned this summer to the ROTC cadre and have already taken over their duties.

Lt. John B. Blake is assistant professor of military science and tactics at Balboa High School. He replaces Lt. Ray M. Golden who has been reassigned to Camp Polk, La. His counterpart at Cristobal High School is Lt. William J. Lober, Jr., who replaces Capt. John W. Hussey. Captain Hussey is also being reassigned.

Lieutenant Blake, who was born in Alabama, came to the Isthmus from Fort



LT. WILLIAM J. LOBER, JR.

Jackson, S. C., where he was adjutant for the 41st Tank Battalion of the Eighth Infantry Division. He served in Korea in 1950 and 1951.

Lieutenant Lober was also in Korea in 1950 and 1951 as Commanding Officer of Company C of the 15th Infantry. He comes to the Isthmus from the Indian-town Gap Military Reservation in Pennsylvania.

Born in Pennsylvania, he attended Western Reserve University and took army courses at Fort Benning and the Third Army Food Service School. He served with the Army in Europe from 1944 to 1948.



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Balboa Heights.

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able to the Treasurer, Panama Canal Com-  
pany, and mailed to Editor, THE PANAMA  
CANAL REVIEW, Balboa Heights, C. Z.

## Rewarded



PETER N. RILEY, above, Administrative Assistant in the office of the Balboa Port Captain, has been awarded a one-step salary increase for superior accomplishment. Mrs. Velma D. Todd, shorthand reporter in the same office, who worked with Mr. Riley on some of the changes made, has been commended by letter.

Such an award as that made to Mr. Riley is given only for outstanding performance, either in developing new procedures or for exceptionally meritorious work under unusual circumstances.

Mr. Riley worked out a plan whereby surplus time clocks were installed at the landings from which launches are dispatched and developed a time-clock card which replaces two documents previously used in the handling of launch hire. This resulted in more accurate timing on the launches and neater, more easily handled records. The system has now been extended to the Cristobal launches.

Mrs. Todd developed a revised form for computing miscellaneous charges against vessels transiting or being handled in the harbor. Another improved efficiency plan was the transfer of local-rate time-keeping duties to the Harbormaster's office.

## OF CURRENT INTEREST

### Congressional Visitor



U. S. REPRESENTATIVE FRANCIS DORN of New York, a member of the House Merchant Marine and Fisheries Committee which handles Canal legislation, talks with Canal Zone police officers at a recent picnic in Cristobal. Representative Dorn is in the foreground, profile to the camera.

Talking with him are, left to right: Capt. Gaddis Wall; Lt. Eugene Shipley; Sgt. Lester Largent; Representative Dorn; and Policeman Cy DeLapp, a radio car officer. Young "Dee" DeLapp holds his father's hand and Jerry Martin, son of Sgt. George Martin, stands at one side listening to the conversation.

Freezing bread is the latest experiment in the Commissary Division. Sales so far have been limited to steamships which have been supplied on a trial basis with the frozen loaves.

The bread is baked, cooled, wrapped, and "sharp-frozen" at the Mount Hope Plant and shipped across the Isthmus under refrigeration. It is kept under cold storage until it is used.

A few sample loaves have been tried by Commissary customers who have thawed the bread and used it just like any other loaf. The consensus to date is that it cannot be told from any other fresh bread.

Lt. Col. Avery P. King arrived late last month to take over the duties of urologist at Gorgas Hospital. He comes to the Canal Zone from Fort Bragg, N. C., where he has been stationed at the U. S. Army Hospital.

As urologist Colonel King succeeds Lt. Col. Richard W. Satterthwaite who left Gorgas Hospital for the United States last September.

All maintenance work on U. S.- and local-rate quarters was taken over August 17 by the Engineering and Construction Bureau. All calls for work, however, continue to be received through the Housing Division.

The Housing Division had maintained a small utility force which handled minor repairs not requiring the services of a craftsman. Ten of the men in this force have been transferred to the Maintenance Division.

The Housing Division will continue to keep a small force to clean apartments, wash windows and screens and wash walls which do not require painting. This force will also serve as a pool of moving personnel for the delivery service activity.

Vernal R. Brown, who had many years of service in the Washington office of The Panama Canal, has returned to the organization after an absence of over two years. He has been with the Office of Price Stabilization.

Effective early last month, he became representative in Washington of the Per-

sonnel Bureau. He replaces Otto Helmerichs who has been transferred to the Canal Zone in charge of U. S. recruiting.

Identification privilege cards, better known to most people as commissary authority cards, are obtainable at the Personnel Bureau by both local-rate and U. S.-rate employees.

U. S.-rate employees are furnished the cards, on application, for their wives and wholly dependent members of their families who reside with them. Children must be at least 12 years of age and not over 21 in order to have the cards.

Local-rate employees obtain their original identification privilege cards from the Local-Rate Records Branch at the Central Labor Office on Roosevelt Avenue in Balboa or at the Cristobal Labor Office. Two cards are issued, one for the employee and the other for his wife or whatever dependent member of his family keeps house for him.

To make application for his additional cards, the U. S.-rate employee fills out a mimeographed form, giving the names of the members of his family living with him and their birth dates. This application is made to the Employment and Utilization Division in the Administration Building at Balboa Heights or to the Labor Office in Cristobal.

Lost and damaged cards are replaced without charge on application to the Employment and Utilization Division for U. S.-rate personnel and the Central Labor Office for local-rate employees. U. S.-rate employees can also obtain replacements from the Cristobal Labor Office.

A new State Director for the Selective Service Board for the Canal Zone was appointed last month. The new Director, Marc Quinn, Chief of the Management Staff, succeeds A. C. Medinger who retired August 31 from the Canal service. Mr. Quinn had been Deputy Director since the Board was established.

Forrest A. Dunsmoor, Administrative Assistant to the Governor, will become Deputy Director in Mr. Quinn's place.

# Your Town = Gamboa



TWO MIGHTY CRANES which tower above their surroundings are outstanding landmarks for Gamboa. They were featured several years ago in a moving picture of the Canal Zone. Built in Germany, the two cranes—*Ajax* and *Hercules*—were towed across the Atlantic and their superstructures added here in 1914.

Until Gamboa became the headquarters of the Dredging Division in the fall of 1936, it had, as a town, played no important part in Isthmian history, either during the colonial period or the time of the buccaneers. It was not even a railroad stop until about 1911.

Today it is one of the most attractive communities in the Canal Zone. From its docks, dredges and cranes and barges and tugs go about their business of keeping the Canal open for traffic. Its community buildings are grouped within a fairly small area and its quarters-lined streets run up into hills which during the late dry season blaze with the brilliant yellow guayacan or the pink and purple of other flowering trees.

There was no Gamboa during the day of the Spanish colonists. In its approximate location was a small river town called Santa Cruz which historians believe may have been a place for discharging boats during low stages of the river. Three miles up the Chagres was Las Cruces where trans-Isthmian travelers of those days changed from boats to burros on their way to Panama City.

When the Panama Railroad was built in 1855 its route followed the west bank of the Chagres through Matachin and Gorgona, nearly opposite present Gamboa, to the river bridge at Barbacoas, 16 miles south of Gatun. No town at the present location of Gamboa was shown on maps of those days.

## French Dam

As a construction point for Canal work Gamboa (which means a tree of the quince family) first came into prominence when the French Canal Company began excavation.

French plans for a sea level canal called for a dam across the Chagres River at Gamboa to retain the Chagres in a large lake while a channel known as the east diversion, carried its waters to the Atlantic.

In 1857 when the French Company switched to a temporary lock canal, they continued planning for a Gamboa dam. This would have supplied water for the locks which were to be built at Bohio Soldado about 8 miles south of Gatun on the Atlantic side and between La Boca and Paraiso on the Pacific side.

Over the Chagres at Gamboa the French built a bridge over which materials were hauled across the river and to the nearby spillway. The bridge was about 365 feet long, the north span being a girder about 58 feet long. In a flood in 1890 this girder was carried away and the pier on which the channel end of it rested was tipped. When work on the Panama Railroad relocation bridge at Gamboa was started in 1907, the pier was righted and the two truss spans used for construction purposes.

## Chagres Dammed

Flood control for the Chagres, now provided for by Madden Dam, was an early concern of the American Canal forces when they took over the Canal rights in 1904. A large field party was sent to look into the possibility of building a dam at Gamboa. The idea of this dam was abandoned when the lock type canal was decided upon, and plans were made to form Gatun Lake by damming the Chagres at Gatun.

With a lock type canal some provision had to be made to prevent Culebra, now Gaillard, Cut from flooding from freshets in the Chagres River. In 1908 an earth dike was built across the northern end of the Cut, approximately opposite the present location of the penitentiary. During the 1906 flood, the river had risen to 81.6 feet at Gamboa, but this was before the dike was built and before the Bas Obispo

(about 10 miles north of Pedro Miguel) section of the Cut was completed.

Railroad tracks ran across the top of the dike, originally 73 feet above sea level. When Gatun Lake began to fill, in 1912, the top of the dike was raised and strengthened.

## Dike Dynamited

On October 10, 1913, the dike was blown up and the lake water permitted to rush into the partly filled Cut. Details of the dynamiting have been told many times: How President Woodrow Wilson, in his White House office, depressed a lever, relaying electric current over land telegraph to Galveston and submarine cable across the Gulf of Mexico and the Caribbean to trip a weight attached to the handle of a switch in the Canal Zone. The weight threw the switch and set off the blast. Half an hour or so after the dike was broken a cayuco made the passage through, followed by three launches.

By this time, a few buildings were beginning to appear in Gamboa, where there had been little except the old bridge and a few houses left by the French which, presumably, had been occupied by their hydrographic forces and the dam workers. A 1906 report mentions repairs made to a fluviograph tower and 19 buildings used as quarters.

## Gamboa Townsite

In July, 1911, a Canal Commission committee recommended that a townsite of Gamboa be located on the first dump north of the Gamboa bridge, to house people in the seven mile stretch between Tabernilla and Gorgona who would have to move as the lake waters rose. At this time some 700 people lived in what is now Gamboa. Of these 203 were "Silver" roll employees, the remainder probably their families. No Americans are shown on the census of that date.

In 1914 Gamboa's population was down to 173. There was a police station, a four-family house which had been brought from Empire, a two-family house from Culebra. Bachelors lived in old box cars and south of the bridge more box cars housed married and bachelor "Silver" employees from the gravel plant. A married American employee had quarters in an old railroad tower.

The commissary was made up of three box cars, according to Emmett Zemer, now of the Community Services Bureau, who was Gamboa commissary manager—and the town's fireman—for eight months



DR. ALBERT BLANSHAFT, Gamboa's Doctor



MRS. ELSIE NAUGHTON, School Principal



SGT. HERBERT HOLMER, Police Station Commander



C. B. PRESCOTT, Manager, Santa Cruz Clubhouse



P. B. HUTCHINGS, Housing Manager



WILLIAM K. McCUE, Postmaster

in 1916. The commissary's main function was to provide provender for Dredging Division personnel working in the nearby section of the Canal. Each day anywhere from one to three box cars of cold storage and staples were pulled into the spur to be unloaded before dawn and reloaded into launches which ferried supplies to the floating equipment.

Two other Gamboans of those days were A. C. Medinger, just retired as Railroad and Terminals Director, and J. A. Fraser, now dredging supervisor for the division. Then young bachelor engineers, they lived in one of the four-family apartments.

**Mosquitoes And Malaria**

The mosquitoes were terrific. Mr. Zemer had malaria twice in his eight Gamboa months. Because of the high malaria rate the Chief Health Officer recommended no more building at "Gamboa Cabin," the section around the railroad station. Instead, he said, future building should be on the south side of the Chagres. This was the beginning of an argument which lasted many years.

Early in 1917 a building sites committee was appointed to look into the advisability of moving what quarters there were in Gamboa across the Chagres River, to the general vicinity of the gravel plant. Col. Jay J. Morrow, later Governor but then Engineer of Maintenance, objected to the change and three months later the committee went along with him. One objection, they said, was that if the railroad station were moved south of the bridge at least two coaches of every train would stop on the bridge, jeopardizing passengers who might get on or off.

During all this time, Dredging Division headquarters were located at Paraiso. That they were ever moved to Gamboa was due largely to an accident and to the persistence of one man, the then Dredging Division Superintendent, John G. Claybourn.

On July 30, 1923, Mr. Claybourn wrote a memorandum to Governor Morrow, recommending that the Dredging Division shops be moved from Paraiso to Gamboa for two reasons: "First, as a safeguard in case of obstruction of the Cut by slides, the logical location being between any possible dredging and the dumps in Gatun Lake; second, increased Canal traffic, as well as the size of ships, introduces a serious menace to our fleet when moored in the comparatively narrow confines of the Cut at Paraiso."

**Sunken Submarine**

Three months later his first argument was vividly and tragically emphasized. On October 28th the S. S. *Abangarez* and the submarine O-5 collided in Cristobal harbor. The submarine sank. Working against time to save the men imprisoned in the submarine, salvage men sent out a hurry call for one of the Dredging Division's big cranes.

But just about that time 300,000 cubic yards of rocks from the west bank slid into the Canal prism, leaving a channel only 120 feet wide through which the bulky crane had to be maneuvered. It did get through and did raise the O-5 in time to save the lives of the men inside.

For almost 13 years, Mr. Claybourn urged successive governors to consider the transfer to Gamboa. The north-of-the-bridge and south-of-the-bridge argument was renewed. In 1928 the outgoing Governor, M. L. Walker, passed the problem on to Col. Harry Burgess, (See page 10)



LT. JOHN E. YOUART, Fire Station Commander



J. H. SMALL, Clubhouse Luncheonette



ROBERT J. BYRNE, Commissary Manager



A. L. MORGAN, Santa Cruz School Principal

## Operation Jackpot II



A FIRST AID TEAM from Pedro Miguel shows THE REVIEW photographer during Operation Jackpot II how they would handle a casualty. Lt. Gov. Harry O. Paxson, left, watches. The "casualty" is Jim Suddaby, student assistant in the Civil Defense Section.

Mrs. James A. Mable, team captain, has her back to the camera while she reaches into her first aid shoulder kit. Mrs. W. J. Hatchett is bending over Jim adjusting a bandage and Mrs. Robert McBride, in a checked shirt, is ready to help Mrs. Hatchett. Another team member, Mrs. H. E. Colsum, is hidden behind Mrs. Mable.

Standing in the background are Mrs. Jackson Pearce, Assistant Zone Warden, with a splint in her hands, and Mrs. Eldon Coffey.



PANAMA CANAL OBSERVERS learn details of Operation Jackpot II in a control post on Miraflores Hill, from Major R. L. Eaves of Fort Davis, a control post commander.

Left to right: Mrs. Dorothy Thornton, Red Cross; M. F. Millard, Engineering and Construction Bureau; Gayle O. Kellar, Chief of the Safety Branch; Robert T. Ellis, CIO; Walter Wagner, Central Labor Union; E. L. Payne, Personnel Bureau; Bart Elich, Supply and Service Bureau.

## Ten Years Ago In August

The fierce Cuna Indians of the Bayano River region of Panama found out there was a war on and declared war on the Axis. The decision was made at a pow wow between four Indian chiefs, Panamanian officials and United States representatives of the Chicle Development Company of New York.

The meeting, held on Friday the 13th in Chepo, was called in an attempt to reconcile divergent views of the United States representatives, who wanted rubber from the Bayano region and the Indians, who didn't want any white men in their territory.

The Indians said they would bring out the rubber if it were to be brought out and they did, samples that were pronounced the best that had been found in Panama. How the Indians dried and cured the latex, the experts didn't know

and announced for publication that they didn't care, as long as the rubber kept coming.

*The mooring facilities in Balboa Harbor were almost doubled with the completion of a Dredging Division project that had been in progress for about a year. More than 1,000,000 cubic yards of earth were removed in the enlargement of the anchorage near the pier area.*

The "new and modern" 12-alley bowling center at Balboa was opened.

*More than 200 people were waiting in line when the Balboa Commissary opened August 11. One had waited since 4 a. m. to get a chance at the congoleum rugs, the first there had been in the commissaries for several months.*

## YOUR TOWN — GAMBOA

(Continued from page 9) soon to succeed him, saying that the transfer "would be so expensive that it is futile to consider it at present—I do not consider it advisable to include it in next year's estimates so you will have to wrestle with it later."

Several newspaper accounts of the proposed change appeared in the next few years but it was not until April 1933, that Governor J. L. Schley appointed a three-man board to look into the question of a Gamboa townsite. They reported that the move was feasible and would cost about \$2,780,000 spread over a three-year period. That year there were only 251 residents, 10 of them Americans, living in Gamboa.

The transfer was a terrific project. It meant the building of shops and office buildings, schools, a gas station, fire station, commissary, clubhouses, a garage, a dispensary and all of the other buildings necessary for community living. Streets, sewers, power and telephone lines had to be installed; landscaping had to be done.

On January 13, 1936, J. F. Evans, now manager of Balboa Commissary, took over Gamboa's one-room commissary-postoffice combined. He opened the new commissary some months later and was relieved of his postmaster's duties in April by Gamboa's first feminine postmaster, Gladys A. Houx.

The first Dredging Division families moved to Gamboa in September 1936. From 280 people in June 1936, the population jumped to 1,419 in a year, and 2,132 in June 1938. Gamboa's peak population was 3,853, in 1942.

With their own hands and their own money, the people of Gamboa built the Civic Center, now headquarters of the Civic Council and scene of most community activities. It was first a USO to provide recreation for the thousands of soldiers stationed in the hills nearby. Women of the town worked night after night, arranging dances and parties, providing cake or cookies or pies.

Another community project, also built with Gamboa labor and money was the Gamboa Golf and Country Club in the Ridge section, overlooking the Chagres. The women brought picnic lunches or tended barbecues while their men hammered and sawed and poured concrete. The club was opened officially on January 1, 1939.

Today Gamboa is somewhat changed. The combined population of Gamboa and the local-rate settlement which has been known since 1948 as Santa Cruz, was 3,353 last June. It now has five churches; its Yacht Club members tie up their boats along the Chagres River docks. The big clubhouse is closed and Henry Grieser, famed swimming coach, no longer supervises the human tadpoles at the pool.

But the people of Gamboa still like it. They like the wide streets, named for Canal officials—Morrow and Goethals Boulevards—or old Dredging Division men—Pratt Parkway, for instance. They think the Gamboa stars shine brighter at night; Gamboa breezes blow cooler; Gamboa grass is greener. Confirmed Gamboans agree with their doctor, Albert Blanshaft: "It's the best town on the Isthmus."

EDITOR'S NOTE—This is the first of a series of stories on Canal Zone towns. Others will appear in future issues of THE PANAMA CANAL REVIEW. They will be illustrated, as is this, with photographs of people who serve the people of the town.

# OUR OUT-OF-DOORS

Monstera, one of the few if not the only plant which has natural holes in its leaves, probably gains its name from the Latin for "strange" or "monstrous."

A large creeper, it is easily recognized from its huge scalloped and perforated leaves. It forms a woody stem which sends out long, cord-like roots. Many of these never touch the ground, as Monstera usually grows up tree trunks.

There are a number of varieties of Monstera in Panama and the Canal Zone. In the young stages some are confused with Philodendron since the leaves are small and solid. One variety, sometimes referred to as "shingle plant," has small overlapping leaves which cling closely to the log or tree on which the plant grows. In all older Monstera, however, the leaves are large and perforated.

Monstera is used extensively for interior decoration; it is hardy and thrives in shaded locations. The most popular variety for this use is Monstera Deliciosa.



MONSTERA'S flower looks amazingly like the Jack-in-the-pulpit, an early harbinger of a States spring.

Under favorable conditions, it produces a cone-shaped fruit eight to 10 inches long. The fruit is green in color until it ripens, when it takes on a slight yellow tinge. The outer rind comes off in bits if touched.

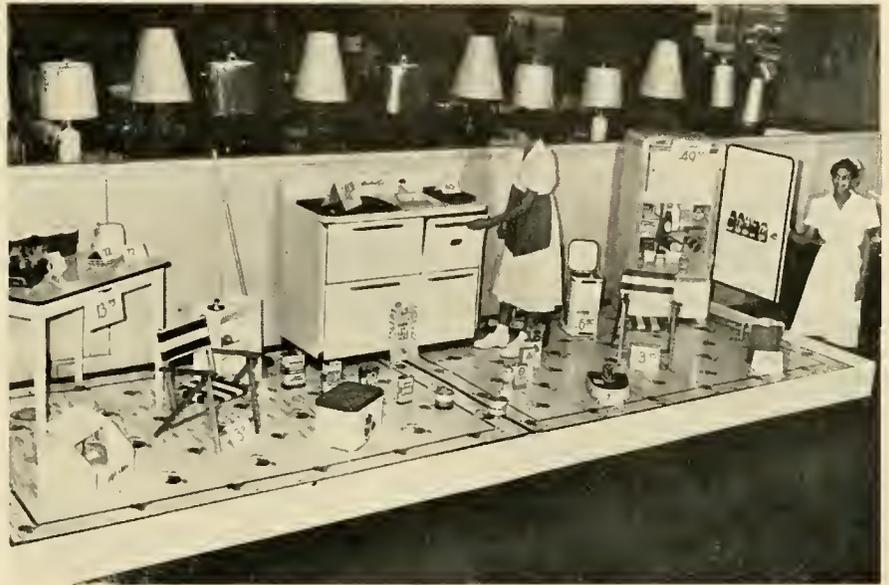
This fruit is considered edible even though it contains bits of calcium oxalate which cause an uncomfortable itching in the throat and consequently render the fruit hardly worth eating. It is relished by some people and is sold in the markets of such countries as Java.

Monstera is easily propagated by seed or cuttings. Short sections of the growing stem, cut to include two or three joints, should be placed in a mixture of sand and leaf mold until they have rooted; they can then be transferred to pots.

Seed of the Deliciosa is rather scarce on plants in this area. Fruit is formed more readily if the plant is required to creep on the ground rather than permitted to climb.

Some fruiting plants, however, have been seen in the Canal Zone.

*Erection of steel framework for the permanent Administration Building began on June 20, 1913.*



TIVOLI COMMISSARY patrons were the audience for a display of kitchen equipment last month. Items in the exhibit, which was arranged by the store's staff, ranged from metal polish to a sparkling stove. Hereilia Forero inspects the range while Myrtle Pickersgill, also a commissary employee, displays the refrigerator.

**MILK BOTTLE CAPS** that will stay on a bottle until they are supposed to come off have been ordered for the bottles—also new—of fresh milk sold by the Commissaries.

The new caps will be aluminum with a paper lining that will really cling to the pouring lip of the new small-necked bottles. The neck of the bottles has a "bumper roll" that will do service as a handle.

Commissary battling equipment is being adapted to fit the new caps and bottles and the milk will be sold in the new containers soon after they arrive.

Of course, the change in bottles and caps didn't happen overnight. Commissary people puzzled and pondered hundreds of samples for several months before they, with the help of health authorities, decided that this was the one out of the hundreds that would work the best.

Children's parties will be child's play for parents with party kits, new in the stores. They have all the makings for a small fry fiesta in one reusable container—table cover, napkins, cups, plates, candles and candle holders, balloons, ornaments, a game, loot bags, nut cups, a gift for each guest and snappers with hats inside.

The reusable container may be used, it is assumed, to pick up the pieces. Packages for eight little parties will cost about \$3.50; and for 12, about \$4.75.

**JOE COLLEGE** can impress the co-eds and good-looking coats that can be bought here at good prices for college in the States.

There are many sport coats in handsome materials, plain colors, patterns, plaids, herringbones . . . in sizes 36 to 42. Prices range from \$27.25 to \$46.25.

Overcoats of alpaca and wool, in tan, brown and navy, single and double breasted styles, cost \$79.50. Camel's hair and wool overcoats, in brown and navy, single breasted, with raglan or box style shoulders, cost \$83.50.

Perishable fresh fruits and vegetables for Pacific side commissaries are being pampered these days. They are loaded—with carefully supervised care—directly from the hold of the ship in which they arrive from the States into refrigerated trucks, taken to the Pacific side the same night they arrive, and are on sale the following morning, after spending the night in cold storage rooms, at the Ancon and Balboa Commissaries.

The tender treatment cuts down consider-

ably the time and handling that takes heavy toll of the store life of such produce.

**AUSTRALIAN LAMB**, a new shipment, at sharply reduced prices is now on sale. Loin chops, for instance, from the new supply, dropped 18 cents a pound in price.

Did - you - know - the - Commissaries - have - it department (they do): **Picture Commies** hooks that fit over the malding in **Have** the new masonry houses, for in- **'Em** stance, with walls that don't take to other type of hangings; **rubber** wheeled casters that treat flooring gently; **"Signalite,"** a two-watt bulb that plugs in a socket to provide a little night light; skewers, 4½ and 6 inches long, four on a card; **Car-Plate**, that gives a jalopy a practically painless 20-minute wax job, especially good, Commissary people say, if the car is clean of wax; also good, a housewife adds, to protect the enamel finish on refrigerators; and **Carnu**, which they say is taps for a thorough car-cleaning and polishing.

**ALL-OVER-TUCKED** cotton dress material is expected in the stores soon. There will be seven plain colors and three light shades with contrasting white tucks. It will cost about \$1.50 a yard.

Slated to appear in grocery sections during September: **Blueberries**, 15-ounce tins, about 29 cents; **September** lima bean soup, Torino brand, 20 ounces for about 24 cents; and 16-ounce tins of **gravy and sliced beef** that will cost about 55 cents.

Not new, but reappearing in September after a short absence: **Whole** oregano, marjoram, anise seed, and cumin, all McCormick spices; and **creme coated graham cracker crunch**, a seasonal product, cooked up generally by baking concerns during the fall and winter months.

**NEW 66-GAUGE 12-denier** hose—not quite the "cobwebbiest" but the next thing to the new and nearly invisible sheerest **72-gauge 12-denier** soon to be available—are coming to the Commissaries in September. They will cost about \$1.45.

Fine cotton jackets or shirts for men, women, and boys, similar to the Cuban style guayaberas, have been purchased and will be coming into the stores, probably in small lots, starting in September. They came from Veraguas Province of Panama.

## Preventive Maintenance Teams Start Quarters Work On Experimental Basis

Highly satisfactory results are being obtained in the use of teams to do "preventive maintenance" on Panama Canal quarters as a means of reducing maintenance costs.

The experimental program is now entering its third month. Two teams have been organized, one for a group of 122 apartments in Diablo Heights and one for a group of 128 apartments at Margarita. Each team consists of a U. S.-rate foreman and five local-rate employees.

The principal purpose of the preventive maintenance teams is to inspect and do the little repair jobs that are constantly required around a house before serious damage results from lack of attention. Thus, savings can be effected in two ways: Elimination of many major repair jobs and the avoidance of sending two or more special groups to do jobs of a minor nature.

### Regular Schedules

Both teams are operating on a regular schedule and it is planned to have them visit each apartment in their districts at least once every three months.

Advance notices are given to the occupants of the houses as to the approximate time of an inspection visit, with the request that the householder designate not only the time and date of the visit but also prepare a list of minor repair work needed. By arranging for visits in advance and having a list of repairs needed the teams save time and keep interruptions to household activities to a minimum.

The teams have a limited scope of work and no major repairs of any nature are undertaken. When such work is found during inspection of quarters the maintenance team foreman reports it to the Maintenance Division shops.

The teams are permitted to do such minor carpentry, masonry, paint, sheet metal, and glazing work as is within the limit and capacity of the crews. No plumbing or electrical work is done although the replacement of simple faucet washers and electrical convenience outlets or switch plates are permitted.

### Sticky Doors

Among the countless odd repair jobs which are most common are: Doors that stick; faulty locks; torn screens; leaky roofs and spotted ceilings; termite damage; rusty kitchen cabinets; broken window panes; and ant trails into houses. The teams also clean and repaint shower stalls; do touch-up painting; remove or correct safety hazards; putty nail holes; and look for vines or shrubbery near houses which provide ideal highways for ants. Many of these are overlooked by the average householder until some serious damage has been done.

While no rigid time limit is set for each apartment, generally the teams are expected to complete their inspection and repairs within about three hours. Each team is furnished with tools and a limited but varied amount of repair materials.

All inspections are made by the foreman of a team and the men working on the team are at all times under his direct supervision. The teams are composed of men who are experienced in doing the types of work required, such as carpentry or sheet metal work.

Although the teams are working on a regular inspection and repair schedule, residents in the areas may call between visits for minor repair work which requires immediate attention. Such calls should be made to William G. Mummaw, Diablo Heights foreman, at 2-2351, and to L. H. Slavin, Margarita foreman, at 3-2151.

It is planned to use the preventive maintenance teams on an experimental basis for a period of one year. If the experiment continues to be successful from an economy standpoint, additional teams will be organized. Preventive maintenance teams for routine inspection and minor repair work have been used for many years locally for Army and Air Force quarters and their methods were studied before the plan was adopted for Panama Canal houses.

## PROMOTED



DAVID J. MARKUN, above, has been named Assistant General Counsel for the Panama Canal Company. The appointment was effective August 16. In his new post Mr. Markun succeeds Paul M. Runnestrand who has been transferred to the Washington Office as Assistant Secretary of the Canal Company.

## Forty Years Ago In August

The Board of Directors of the Panama Railroad Company concluded unanimously that the operation of a railroad over the Isthmus was both a military and commercial necessity.

It was also highly advisable, if not necessary, the Board decided, for the Canal organization to maintain a steamship line either directly, or through the agency of the Panama Railroad Company.

The 13 directors and members of the Panama Railroad Company Board of Directors and the Naval and Military Board submitted written individual views on these subjects at a meeting held to consider the future of the railroad and steamship line.

The majority deemed it inadvisable to surrender the charter of the Panama Railroad Company. It was resolved unanimously to make no change in operation of the railroad and steamship line.

*The Gorgona shops, repair and manufacturing center for canal digging machinery*

### NEW ARRIVAL



DAVID W. MASSINGHAM, of San Rafael, Calif., arrived here last month to assume his new post as Assistant Manager of Hotels. He is in direct charge of the Hotel Washington.

Living outside the United States is nothing new for him; he was born in Australia of American parents but grew up in California.

For the past 15 years he has been in restaurant and cafeteria work in California, much of the time with such large organizations as the Kaiser plants in Richmond and Permanente.

since 1883, were transferred to a permanent site in Balboa in anticipation of the disappearance of the town of Gorgona under the rising waters of Gatun Lake.

Known as the Bas Matachin atelier under the French, the shops were enlarged and reorganized by Chief Engineer Wallace when he took charge of the American Canal effort on July 2, 1904.

Since the French plant obviously was not equal to the service demanded of it, a decision was made in 1905 to rebuild the shops. The site was expanded to 21 acres, seven times that of 1904, served by seven miles of railroad. Floor space was increased to 322,370 square feet.

In general, the work at the shops consisted of repairs, principally to the rolling stock used in Canal excavation and on the Panama Railroad; and manufacture of castings for construction of machinery; and of parts for repairs.

The largest single order for castings was for 2,924 covers for recesses in the lock walls. The total weight was 1,643,881 pounds, an average of 596.22 pounds each. The largest measured 13 feet 1 inch by 3 feet and weighed 3,000 pounds.

Most of the repair work was on rolling stock. Because of the severe service to which they were subjected in the transportation of spoil from steamshovels, all of the 1,800 Lidgerwood flat cars were rebuilt once or more at Gorgona. The cars cost \$1,998,000 new and about the same amount was spent on their repairs.

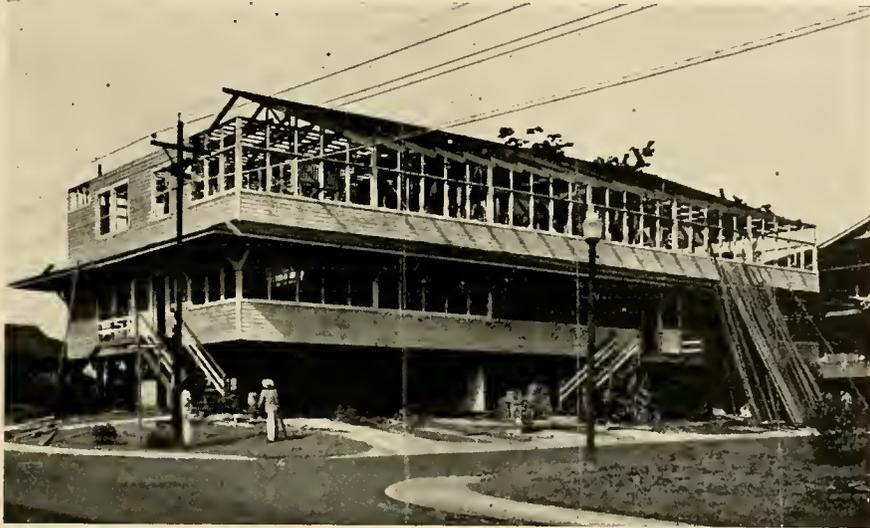
There were 726 employees with a monthly payroll of \$41,659 at the shops in 1905. By 1913, the force had climbed to 3,451 with a payroll of \$202,956.

E. C. Tobey, U. S. N., as head of the Department of Material and Supplies created by the Isthmian Canal Commission in August 1904, was the first director of the mechanical work for the Canal.

H. H. Rousseau, as head of the Second Division of the Office of Chief Engineer and Chief of the Departments of Municipal Engineering, Motive Power, and Machinery and Building Construction, was the second to be in charge of the shops.

When the Mechanical Division was created in October 1909, A. L. Robinson was named Superintendent with offices at the Gorgona shops.

## Housing Program To Provide Homes For 197 Families



TWELVE-FAMILY apartments, built at Diablo Heights during the pre-war and wartime boomdays, are fast disappearing from the landscape. Most of the buildings had been occupied originally by Third Locks forces.

All of them have now been sold and are being demolished, as is this quarters building above. New masonry houses will be erected in place of the old buildings.

Thirty-four of the 12-family apartments were constructed in Diablo Heights. One of these was remodeled several years ago into a three-family apartment building.

Plans to vacate all of the 12-family buildings in order to prepare them for demolition were announced last January.

(Continued from page 1) room houses, generally similar to the three-bedroom patio houses built this year on Empire Street for which many applications were received for assignment. This is the so-called "mother-in-law" house; one bedroom is secluded across the patio from the main wing of the building.

Although most of the houses in Balboa Flats will be duplexes, some will be one-family cottages of masonry or composite structure. The exact number of masonry and composite single-family houses to be built in the Flats has not yet been announced, although it is expected that the masonry construction will predominate.

### Four-bedroom Houses

Some of the duplexes to be built in the Flats will be Type 339, a two-story, four-bedroom apartment. These are similar in type to the two-story masonry duplexes with three bedrooms. They have almost identical floor plans, except that four bed-

rooms are on the second floor of each apartment instead of three. A detailed floor plan of the Type 339 house appeared in the January issue of THE REVIEW.

The housing replacement program in Balboa will require some street alignment there. Present plans call for Carr Street and Las Cruces Avenue to become the main entrances to the area, with feeder streets connecting with these streets.

Final plot plans for the Ridge Road development have not been completed. More grading will be required in this area than for any other of this year's sites, because of the hilly terrain. However, site plans are being prepared to avoid extensive heavy grading which would spoil the natural beauty of the area.

The Ridge Road development will require a realignment of the street, but heavy grading will be avoided as much as possible by the use of hillside type houses, masonry or composite, in some locations.

The only fault the visitor found, according to the newssheet, was that the Canal Zone Penitentiary hasn't enough guards, a criticism the editors found fit to underscore.

### Circulation Contest

The circulation building contest used in newspaper promotions elsewhere is developed with special local technique by the prisoner editors. Readers are invited to list the right names for prisoners with these aliases: "Dada, Margarita, Gandio, Cosa Linda, Muchacho Malo, and Rabi Blancos."

Those who submit correct lists, "Rehabilitation" explains, are entitled to take part in the raffle of a Coca-Cola and a pack of cigarettes.

Subscriptions and circulation really are not problems. Every prisoner receives a copy free delivered to his cell.

"This publication," the first issue explains, "is written and edited by prisoners treading the hard road to which we made ourselves liable by our own fault. This publication is therefore by us and for us and everybody is invited to cooperate toward the success of this free press given to us by our Captain."

## Contractors Complete First Empire Street Units

Empire Street, one of the oldest residential areas in Balboa, will soon be completely reoccupied.

Six of the new houses were transferred last Monday to the Housing Division and the others there are scheduled to be completed and ready for occupancy by the middle of this month. The first six houses to be finished were one-family buildings. Two were three-bedroom cottages and four were two-bedroom patio-type houses.

All but one of the new Empire Street houses are of masonry construction. Two of the masonry houses are the new type, two-story duplexes with four bedrooms each. These and a four-bedroom breeze-way house are for large family assignments.

## Washington Firm Engaged To Conduct Compensation Study Asked By Congress

(Continued from page 1) and working facilities and will furnish clerical and stenographic assistance.

In the Senate report on the differential question, which was adopted by both Houses, the Governor and Board of Directors were directed to have an "independent and comprehensive study" made of the subject of "the compensation paid workers in the Canal Zone," and to submit a report and recommendations by the Board of Directors not later than next January 1. The report and recommendations of the Board are to be submitted to the legislative committee of the Congress and copies are to be sent to the two Appropriations Committees.

The Congressional directive also stated that the "study should also include all so-called fringe benefits" accorded Canal employees.

### Finished in November

The consulting firm plans to complete its study by the end of November in time for the Board of Directors to study the findings and make its recommendations to Congress by next January.

The scope of the survey will be limited to the directive of Congress which relates primarily to the pay differential and fringe benefits rather than to basic wage scales. Thus the survey team will consider principally living, social, and economic conditions in the Canal Zone as they pertain to employment and residence in this area.

It is expected that the survey team will be primarily concerned with factual data and statistical material, but the consulting firm has indicated that it will depend on personal interviews with representatives of labor and other employee groups for the development of much information. The extent to which this is done will be a matter for decision by the consultants on the spot.

### Second Study for Canal

The compensation study by Booz, Allen & Hamilton will be the second special study the firm has done for the Panama Canal Company. It was employed last year to make a survey of the Canal's procurement offices and procedures in the United States. This resulted in the consolidation of all procurement work in the New York Office.

The firm is a partnership of management consultants founded in 1914 and is one of the leading companies in this field.

## New Publication Makes C. Z. Debut

A new "free press" has been established in the Canal Zone dedicated to the "moral development, good humor, and companionship" of the small community it serves.

Editor of the new publication is No. 3038. Special staff assistants on the paper are Nos. 2941, 2990, 3013, and 3080.

Senior editorial advisor—who says he does little advising—is Capt. C. O. Baldwin, Deputy Warden of the Canal Zone Penitentiary where the new newssheet, "Rehabilitation," is published.

The July issue, the first, evidenced proper editorial pride in its own community.

Reporting the recent visit of J. H. Alco, President of the California Prison Board and a world authority on penal affairs, the paper notes that he expressed the belief that the Gamboa Penitentiary system and rehabilitation program compare favorably with those of any prison in the world.

## PROMOTIONS AND TRANSFERS

### July 15 through August 15

Employees who were promoted or transferred between July 15 and August 15 are listed below. Regradings and within-grade promotions are not listed.

#### CIVIL AFFAIRS BUREAU

**George R. Reel**, from Fiscal Accountant, Railroad Division, to Clerical Assistant, Office of Chief, Postal, Customs, and Immigration Division.

**James E. McDaniel**, **Wade V. Carter**, from Guard, Pacific Locks, to Fireman.

**Wayne H. Robinson**, from Guard, Pacific Locks, to Policeman.

**Peter J. Bare**, from Guard, Atlantic Locks, to Fireman.

#### OFFICE OF THE COMPTROLLER

**Elmer J. Nordstrom**, from Accountant to Systems Accountant, Cost Accounts Branch.

**Sacramento Castillo, Jr.**, from Tabulating Machine Operator, Accounting Division, to Tabulating Machine Operation Supervisor, Payroll Branch.

**Helen N. Minor**, **Joan Van Vliet**, from Time, Leave, and Payroll Clerk to Accountant, Payroll Branch.

**Mrs. Florence E. Mallett**, from Accounting Clerk to Time, Leave, and Payroll Clerk, Payroll Branch.

**Mrs. Eva M. Grassau**, from Cash Accounting Clerk, Cost Accounts Branch, to Accountant, Payroll Branch.

**Harold M. Melvin**, from Tabulating Machine Operator to Tabulating Machine Operation Supervisor, Payroll Branch.

**Mrs. Marcie A. Oliver**, **Berta E. Mendez**, Card Punch Operator, from Tabulating Machine Branch to Payroll Branch.

**Derwood J. Quade**, from Organization and Methods Examiner to Administrative Assistant, Management Staff.

**Hugh A. Norris**, from Wireman, Electrical Division, to Organization and Methods Examiner, Management Staff.

**Mrs. Isabelle G. Wolford**, from Clerk-Typist, Internal Audit Staff, to Clerk-Stenographer, Agents Accounts Branch.

**Mrs. Nellie K. Whitney**, from Stenographer to Clerk-Stenographer, Management Staff.

**Francis J. Reilly**, from Accounting Clerk, Dredging Division, to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

**Duane A. Hunter**, from Construction Inspector, Contract and Inspection Division, to Construction Cost Analyst, Plant Inventory and Appraisal Staff.

**Norbert H. McCauley**, from Accountant, Payroll Branch, to Budget Examiner, Management Staff.

**Robert F. Roche**, from Cash Accounting Teller, Treasury Branch, to Accountant, Payroll Branch.

**John J. Molyneaux**, from Heavy Special Truck Driver and Automobile Serviceman, Motor Transportation Division, to Storekeeper, Plant Inventory and Appraisal Staff.

#### ENGINEERING AND CONSTRUCTION BUREAU

**George V. Kirkland**, from Construction Inspector, Contract and Inspection Division, to Pumping Plant Operator, Water and Laboratories Branch.

**Gabriel J. Bonzoumet**, from Lock Operator Wireman, Atlantic Locks, to Wireman, Electrical Division.

**Louis Pierobon**, from Sheetmetal Worker to Sheetmetal Worker Leader, Maintenance Division.

**Mrs. Faye C. Minton**, from Secretary to Administrative Assistant, Office of Director.

**George A. Halloran**, from Heavy Labor Foreman, Maintenance Division, to Pumping Plant Operator, Water and Laboratories Branch.

**Robert L. Boyer**, from Telephone Installer-Maintainer to Automatic Telephone Switchman, Communications Branch.

**Kenneth L. Humble**, from Powerhouse Operator to Powerhouse Operator-Dispatcher, Power Branch.

**John A. Taylor**, from Guard, Atlantic Locks, to Plumber, Maintenance Division.

**Alfred J. Waldorf**, from Tractor Bulldozer Operator, Maintenance Division, to Pumping Plant Operator, Water and Laboratories Branch.

#### HEALTH BUREAU

**Dr. Michael J. Takos**, Medical Officer, from Gorgas Hospital to Pacific Medical Clinics.

#### MARINE BUREAU

**Thomas J. Breheney**, from Relief Foreman to Hyacinth Control Foreman, Dredging Division.

**Frank P. Marczak**, from Storekeeper to Supervisory Clerical Assistant, Dredging Division.

**Waldemar R. Zirkman**, from Lock Operator Wireman to Lock Operator Leader Wireman, Pacific Locks.

**Emerson W. Cottrell**, **Albert F. Pate**, **Arthur G. Baggott**, from Lock Operator Leader Wireman to Control House Operator Atlantic Locks.

**Allen R. Flinn**, **Elmer F. Harrison**, **Joseph Elliott**, from Lock Operator Wireman to Lock Operator Leader Wireman, Atlantic Locks.

**Roy J. Misenheimer**, from Diesel Locomotive Machinist, Railroad Division, to Fleet Machinist, Dredging Division.

**Joseph B. Baker**, from Supervisory Clerical Assistant to Relief Foreman, Dredging Division.

**Edwin C. Tompkins**, from Machinist, Industrial Bureau, to Steam Engineer, Dredging Division.

**Kyle C. Address**, Shipwright, from Industrial Bureau to Dredging Division.

**Russell E. Pierson**, from Student Assistant, Personnel Records Division, to Property and Supply Clerk, Pacific Locks.

**Mrs. Verna A. Barnett**, Clerk-Typist, from Division of Storehouses to Office of Chief, Locks Division.

#### PERSONNEL BUREAU

**Otto W. Helmerichs**, from Personnel Officer, Washington Office, to Placement Officer, Employment and Utilization Division.

#### RAILROAD AND TERMINALS BUREAU

**Lester V. Forsgren**, from Construction Equipment Maintenance Mechanic, Maintenance Division, to Auto Repair Machinist and Gas Motor Craneman, Terminals Division.

**Enrique de la Ossa**, from Local Agent, Railroad and Terminals Bureau, to Special Agent, Railroad Division.

**Thomas E. Morgan**, from Property and Supply Clerk, Pacific Locks, to Ganger and Cribtender Foreman, Terminals Division.

**Arthur B. Rigby**, from Road and Yard Conductor to Road and Yard Locomotive Engineer.

**Merlin B. Yocum**, from Supervisory Storekeeper to Supervisory Traffic Clerk, Terminals Division.

**Joseph H. Michaud**, from Traffic Manager, Terminals Division, to Local Agent, Panama Local Agency.

**William R. Graham**, from Supply Clerk, Housing Division, to Fiscal Accountant, Railroad Division.

#### OFFICE OF SECRETARY, PANAMA CANAL COMPANY

**Paul M. Runnestrand**, from Assistant General Counsel, General Counsel's Office, to Assistant Secretary, Panama Canal Company, Washington Office.

#### SUPPLY AND SERVICE BUREAU

**George R. Hicks**, from Laundry Foreman to Dry Cleaning Superintendent, Commissary Division.

**Mrs. Edna R. Furr**, from Commissary Assistant, to Cash Accounting Clerk, Commissary Division.

**Maurice J. Sterling**, from Property and Supply Clerk to General Storekeeper, Commissary Division.

**Joseph H. White**, from Storekeeper, Commissary Division, to Supervisory Storekeeper, Division of Storehouses.

## SEPTEMBER SAILINGS

	From Cristobal
<i>Cristobal</i> .....	Sept. 4
<i>Ancon</i> .....	Sept. 11
<i>Panama</i> †.....	Sept. 19
<i>Cristobal</i> .....	Sept. 25

	From New York
<i>Ancon</i> .....	Sept. 1
<i>Panama</i> *.....	Sept. 10
<i>Cristobal</i> .....	Sept. 15
<i>Ancon</i> .....	Sept. 22
<i>Panama</i> .....	Sept. 29

†Leaves Cristobal Saturday. Arrives New York Friday.

\*Leaves New York Thursday because of Labor Day holiday.

(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.).

## ANNIVERSARIES

Employees who observed important anniversaries during the month of August 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 (\*).

#### 41 YEARS

**Patrick S. Coakley**, Chief Power Dispatcher, Electrical Division.

#### 35 YEARS

**William Badders**, Salvage Master and Master Diver, Industrial Bureau.

**Stonewall J. Bull**, Mechanical Supervisor, Pacific Locks.

**Ernie L. Payne**, Chief, Personnel Records Division, Personnel Bureau.

**Winchell T. Pennock**, Foreman, Repair Shop, Motor Transportation Division, Cristobal.

**George J. Wickens**, Lockmaster, Pacific Locks.

#### 30 YEARS

**Arthur E. Jamison**, Administrative Assistant, Southern District, Maintenance Division.

**Fred A. Newhard**, Lockmaster, Atlantic Locks.

**Edward I. P. Tatelman**, Magistrate, Cristobal District.

**Frank L. Taylor**, Filtration Plant Operator, Maintenance Division.

#### 25 YEARS

**Wilbur J. Dockery**, Marine Bunkering Foreman, Terminals Division.

\***Russell W. Schmidt**, Telephone Maintainer, Electrical Division.

#### 20 YEARS

**William A. Clark**, Public Works Foreman, Maintenance Division.

**Robert E. Dawn**, Lineman Foreman, Electrical Division.

**Bernhard I. Everson**, Assistant Director, Railroad and Terminals Bureau.

**Nita B. Hartman**, Clerk-Stenographer, Maintenance Division.

**Yane Leves**, Cribtender Foreman, Terminals Division.

**Frank R. Molther**, Valuation Engineer, Comptroller's Office.

**Cliff Sanders**, Carman, Railroad Division.

#### 15 YEARS

\***Clara A. Barber**, Accounting Clerk, Colon Hospital.

**Mae B. Cross**, Clerk, Maintenance Division.

**Joseph S. Corrigan**, Investigator, Civil Affairs Bureau.

**Thomas J. Ebdon, Jr.**, Assistant to Superintendent, Pacific Locks.

\***William H. Egger**, Automatic Telephone Switchman, Electrical Division.

**George F. Hudson**, Pilot, Navigation Division.

**Rebecca D. Ishoy**, Staff Nurse, Health Bureau.

**Frank N. Light**, Hoisting and Portable Engineman, Storehouse Division.

**John F. Manning**, Superintendent,

## Employee Conference Divided Into Labor, Civic Council Panels

(Continued from page 3) and the United States in Washington followed introduction of the subject by Mrs. Jean Blakely, representing the Cristobal-Margarita Civic Council. The main concern of the representatives on this subject was that concessions might be granted to Panama at the expense of Panama employees' rights and privileges.

Colonel Paxson pointed out that the negotiations are being carried out at a national level and outlined something of the procedures normally followed in such bi-lateral discussions. This complete procedure may well take considerable time before any agreed modifications are ratified by the appropriate final approving authorities of both countries.

Robert Daniel, of the Railway Conductors, suggested that one commissary on each side of the Isthmus be open Monday and closed some other day of the week, to provide six-day-a-week commissary service. This led into a brief discussion of the night openings of the commissaries and Mrs. Frances Longmore of the Citizens Association suggested that Monday night might be better than Thursday.

Sam Roe of the Pacific Civic Council asked that the conference be told the commissary attitude about the night openings. After reporting favorably for Management, Colonel Paxson asked the conferees to determine whether the customers like this service. Mr. Roe agreed to do so for his council and Colonel Paxson said he would look into the provision of commissary service at one store per district on Monday in lieu of another day.

### Quarters At Gamboa

Housing came up only briefly when the

## RETIREMENTS IN AUGUST

Retirement certificates were presented the end of August to the following employees who are listed alphabetically, together with their birthplaces, titles, length of service, and future addresses:

**Cecil M. Banan**, Massachusetts; Master, Floating Crane, Dredging Division; 32 years, 9 months, 18 days; East Derry, N. H.

**Richard C. McKeown**, Canal Zone; Leader Sheetmetal Worker, Maintenance Division; 15 years, 2 months, 1 day; Philadelphia, Pa.

**George D. Mead**, New York; Pilot, Navigation Division; 11 years, 2 months, 21 days; White Plains, N. Y.

**Augustus C. Medinger**, Washington, D. C.; Director, Railroad and Terminals Bureau; 37 years, 10 months, 1 day; New York City.

**Samuel J. Milliken**, Pennsylvania; Pilot, Navigation Division; 27 years, 1 month, 14 days; Philadelphia, Pa.

**George D. Poole**, Virginia; Assistant Superintendent, Atlantic Locks; 28 years, 9 months, 16 days; Schenectady, N. Y.

**James H. Weltmer**, Missouri; Pumping Plant Operator, Maintenance Division; 33 years, 7 months, 17 days; Altamonte Springs, Fla.

Abattoir and Cold Storage Plant, Commissary Division.

\***Rita C. Pere**, Commissary Assistant, Commissary Division.

\***Walter F. Reif**, Laundry Superintendent, Commissary Division.

**Frank J. Russell**, Pilot, Navigation Division.

**Norton B. Stephenson**, Accounting Clerk, Comptroller's Office.

Rev. Raymond Gray, acting president of the Gamboa council, asked why there were a few vacant quarters at Gamboa when military families in that area were unhoused. He was told that a certain number of apartments are held in reserve by the Company/Government as a "safety valve" to provide housing for periods when an area is being evacuated elsewhere on the Pacific side and sufficient new construction has not been completed, and also to provide quarters for newly arrived employees. The Canal does not provide housing for military personnel unless requested by military authorities, Colonel Paxson said, and no such requests have been made recently.

On the subject of medical facilities, Colonel Paxson confirmed that the La Boca dispensary is to be reduced to a first aid station with a registered nurse in attendance and that a similar plan is proposed for Pedro Miguel. This is due not only to a cut in Canal Zone Government funds but also to the current shortage of doctors. When Mr. Roe said that closing the La Boca dispensary was already throwing an undue load on the Ancon medical clinic at Gorgas Hospital, Colonel Paxson said he would take the matter up with Brig. Gen. Don Longfellow, Health Director.

### Panama Line

Service on the Panama Line, with reports of differing treatment accorded employee and tourist passengers, came in for round-table discussion. Several representatives protested failure to get deck chairs, discourtesy on the part of some of the ship crews, inability of employees to get ship space because of the number of tourists and similar matters. Colonel Paxson promised to discuss these matters with W. R. Pfizer, the Company's Vice President in charge of the Panama Line operations.

Under the heading of old business, Colonel Paxson reported that the administration hopes to have a report within a few weeks from the Canal Zone Credit Union on plans for U. S.-rate hospitalization insurance; that the office of the Cristobal license examiner will not be removed to Margarita as planned; that incomplete and meager records make impossible the fair allowance, to all affected, of credit toward housing assignments for service performed on the old "Silver" rolls by those now in U. S.-rate jobs; that new hours for the Gamboa clubhouses have been worked out satisfactorily between a Gamboa committee and the Clubhouse General Manager; and the marking with white lines of a Gamboa traffic intersection.

Other subjects which arose during the meeting included: The compensation and fringe benefit study being conducted by a Washington, D. C., management firm—covered at some length on page 1 of this issue of THE REVIEW; commissary purchase cards, which will be slightly smaller in the future and according to instructions issued at the meeting will be encased in laminated plastic cases with the issue of new cards in December 1953; and a report that the new housing notification and selection policy was to be made effective September 1.

Attending the meeting were: Acting Governor H. O. Paxson; E. A. Doolan, Personnel Director; Norman Johnson, Labor Relations Counsellor, for the Administration; and for the employees: Fred Hodges, Railway Engineers;

## Retiring



GEORGE D. POOLE, Assistant Superintendent of Gatun Locks, is leaving the Canal Zone September 11 to make his home in Schenectady, N. Y. Mr. Poole retired the end of August after almost 29 years service.

He came to the Canal Zone in 1920 and was first employed as an electrical welder with the Mechanical Division. In 1921 he transferred to the Locks Division and with the exception of several years during the war all of his service has been with that division. He has served as towing locomotive operator, junior and senior control house operator, construction and maintenance superintendent, and, since January 1952, as assistant superintendent of Gatun Locks.

A reserve officer, he was called to active duty with the Army during World War 11. He served first in the Gatun control tower and later was assigned to the Coast Artillery Command's Harbor Defenses in Cristobal. He was in command of the submarine mines and various gun batteries. At the time of his return to civilian status in 1946 he was Executive Officer of the Panama Canal Department's Atlantic Sector.

## Major Changes Planned For Two Of Oldest Panama Canal Units

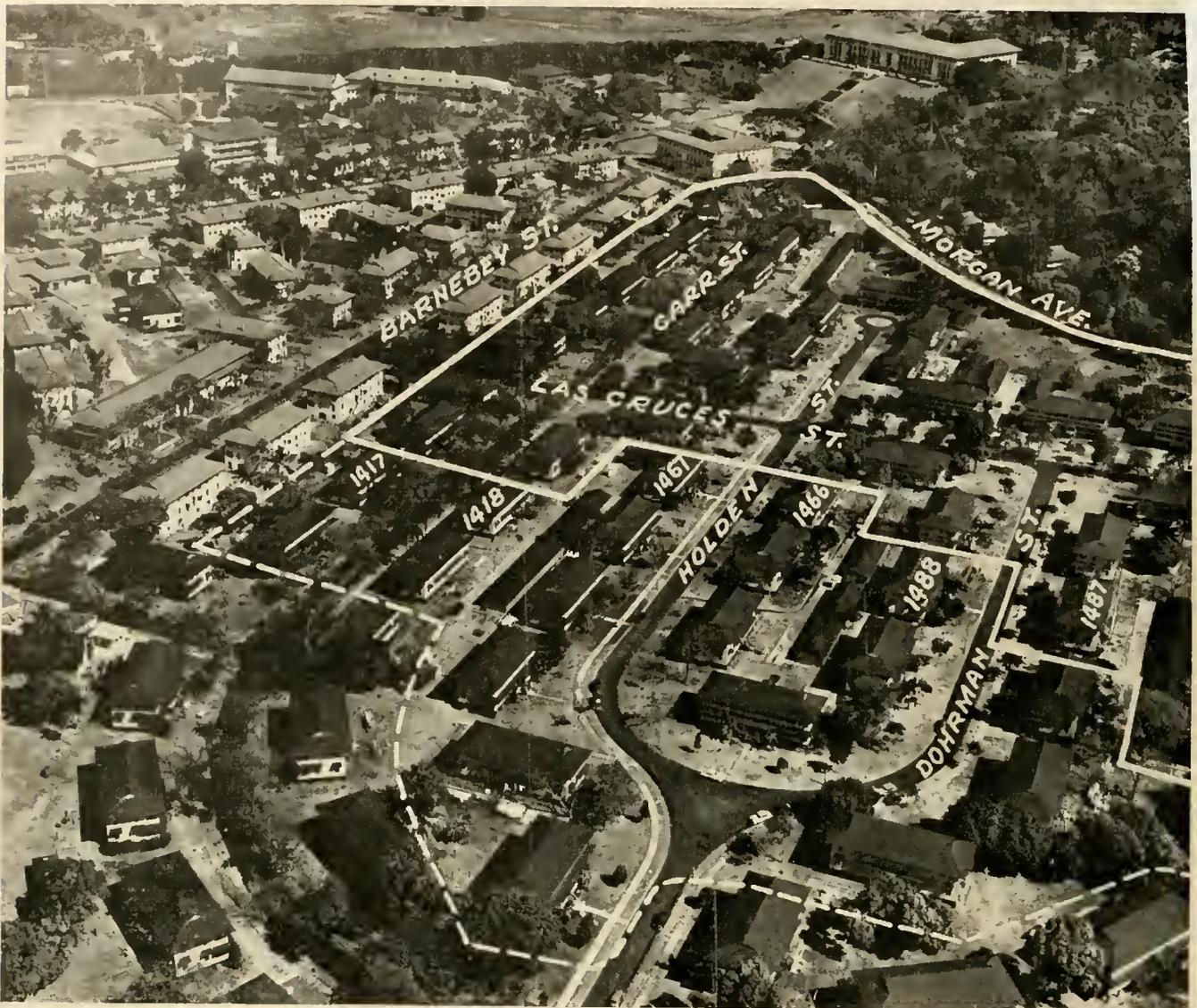
(Continued from page 2) late in 1907 some American manufactured dredges had been delivered and the dredging plant of the "Colon Dredging Division" in 1907 listed a 16-inch suction dredge, the sea-going suction dredge *Ancon*, one old French ladder or elevator dredge, and a five-yard dipper dredge. The "La Boca Dredging Division" then had only an old French ladder dredge and a five-yard dipper dredge.

In addition to this equipment, both divisions had several French self-propelled hopper barges, known as "clapets," and many of these were in active service until after the Canal was opened.

Although most of the French dredges were retired from active excavation work years ago, two still are being used by the Dredging Division. The hull of a five-yard dipper dredge and the hull of a French ladder dredge now form a part of the breasting-out barge or floating dock at the Gamboa headquarters used to protect heavily laden scows from the rocky banks and for tying up scows for minor repairs.

Chester Luhr, Pacific Locks Employees; Mr. Daniel, Railroad Conductors; Mrs. Longmore, Citizens Association; Mr. Lovelady, AFGE; for the Central Labor Union and affiliates, Mr. Hatchett, E. J. Husted, Sam Garriel, and Carl Maedi; for the Civic Councils, Mrs. Blakely, Mr. Roe, Reverend Gray, and Elmer Powell; and H. C. Simpson, Marine Engineers.

# Balboa Flats, Drab But Colorful, To Be Practically Denuded In Next Few Months



THIS EXCEPTIONAL AERIAL VIEW of Balboa Flats shows the areas scheduled to be cleared within the next few months for new houses. Residents in the area surrounded by the solid white lines were notified several months ago that their houses are to be demolished. They have until the end of December to find new quarters.

An additional 20 houses—80 apartments—were added last month to the demolition schedule and the occupants of these have been notified to move by the end of next February. The additional group is indicated by the broken white lines. The four-family houses in Balboa Flats were built soon after the Canal was opened in 1914.

Balboa Flats, one of the best known residential areas in the Canal Zone, will be practically denuded during the next few months.

Fifty-eight of the 74 four-family frame houses erected there soon after the Canal was opened in 1914 are to be demolished this fiscal year to make way for new buildings. Originally it had been planned to raze only 38 of the buildings this year but plans were recently revised to include 20 others. The first group of 38 are to be vacated by the end of this year and occupants of the others have until the end of next February to find other quarters.

The demolition schedule for this fiscal year is one of the most extensive planned in the long-range quarters construction program. In addition to the houses in the Flats to be torn down, the Ridge Road area is also to be cleared. Residents there were notified last month to vacate by the end of December.

The demolition program is scheduled to coincide with the completion of the extensive quarters construction program at Corozal. A total of 128 family units are nearing completion in Corozal and the opening of these houses for occupancy will serve to a great extent in relieving the temporary housing shortage which will prevail for U. S.-rate employees.

The clearing of the Balboa Flats area will strike a sentimental chord for hundreds of employees and former employees; a large percentage of Canal employees who have lived on the Pacific side for any appreciable time have at some time resided in the Flats.

If any residential area could be called drab and colorful in the same breath, it is Balboa Flats.

Its drabness comes from the monotony of the typography and the frame houses which are alike as new pennies in shape, size, and color. Despite the relatively small area, a stranger seeking a given house there could become hopelessly lost because of the sameness of every street.

#### "Balboa Plain"

Much of the color of Balboa Flats derives from its history and its occupants over a period of almost 40 years. Many of the top Canal officials of today and a few years back started housekeeping there.

The history of Balboa Flats—once called in official Canal files "Balboa plain"—dates back to the Canal construction period. The area was once a part of a mangrove swamp which made up most of the ground at the foot of Ancon Hill on the Canal Zone side.

It was filled with spoil from the Canal

and at one time long dirt trains loaded with earth and rock from Gaillard Cut were shunted on Panama Railroad tracks which skirted the present "Flats" around the toe of Ancon Hill. Additional fill material was required after the Canal was opened and before the new houses were built and much of this material was hauled in by contract from Diablo Heights.

#### Beverly Hills, Calif.?

No! Beverly Hills, C. Z.

Although the names will not be found on maps and probably will never appear on a post office sign, five new communities are suddenly being mentioned in the Canal Zone. They are: Beverly Hills, Dogpatch, Lakeview, Jamaicatown, and Ghost Town.

The names are the inspiration of residents of the just-completed housing area in the local-rate town of Paraiso. The last three of the new Paraiso quarters were turned over to the Housing Division in mid-August and all of the 244 new apartments are now occupied.

Beverly Hills, according to people who live in Paraiso, is the hilly section of the town, near the water tower. Dogpatch is the small cluster of new houses at the foot of Beverly Hills. Lakeview is the area nearest the Canal, and Jamaicatown the section near the ball diamond. Ghost Town, appropriately, is adjacent to the old Paraiso cemetery.