

THE
PANAMA CANAL
REVIEW

Vol. 4, No. 12

BALBOA HEIGHTS, CANAL ZONE, JULY 2, 1954

5 cents

**NATIONAL SAFETY COUNCIL AWARD OF MERIT WON
BY CANAL ORGANIZATION FOR NOTEWORTHY RECORD**

Whee!



JULY 4 wouldn't be Independence Day without fireworks. This picture of what the Gay '90's used to call a "pyrotechnic display" was taken in Balboa last July 4.

**Independence Day Is July Fifth
This Year Throughout Canal Zone**

July Fourth will be July Fifth this year in the Canal Zone.

Because the Independence Day holiday falls on Sunday the patriotic exercises and other activities with which the day is celebrated will be held on Monday on both Atlantic and Pacific sides of the Canal Zone.

The Pacific side celebration gets underway the night of July 3 with a Community Dance at the American Legion Club. Proceeds from this dance will cover such July 4 expenses as fireworks, medals and trophies, children's favors, etc.

The actual Independence Day activities will start Monday at 8 a. m. with a flag raising at the circle facing the Balboa Service Center. Immediately after this ceremony, favors will be distributed to the children and the youngsters will then form for the traditional Childrens' Parade. At the same time the Army will have tanks on display.

Children will be busy with rides on jeeps and fire engines and kiddy trains from 8:45 a. m. until noon. Early in the afternoon there will be a swimming meet at the Balboa pool and basketball games at the Balboa gymnasium and the Balboa YMCA gym.

Patriotic exercises will be held at 3:30 o'clock at the Balboa stadium, followed by a massed band concert. Fireworks from the top of Sosa Hill at 7 o'clock will conclude the day's events.

Pacific Side Committee

Emmett Zemer is Pacific side chairman, his second year in this position. He is being assisted by: Maj. Arthur Dreyer, Maj. John A. Reeves, Lt. Cmdr. W. S. Ralston, Maj. James E. Shelly—representing various branches of the Armed services; Judge Guthrie F. Crowe, Mrs. Berenice Connor, and Robert Ashbaugh, of the Scout organizations; Sgt. Walter H. Alves, G. C. Lockridge, Roger Michel, John Hey, and Thomas R. Murphy.

On the Atlantic side, the July 4 celebration is in charge of a committee of the Cristobal-Margarita Civic Council, of which Fred L. Workman is president. The Atlantic side festivities will be aimed at the children of the community, he said.

Atlantic Side Program

Patriotic exercises will be held at 8 a. m. near the North Margarita school, followed by athletic events such as a tug-of-war, sack and potato (See page 13)

The National Safety Council's Award of Merit has been won by the Canal organization for its noteworthy safety achievement for the calendar year 1953. The Merit Award is equivalent to a second place, being exceeded only by the Award of Honor, which is given for an outstanding safety record. The Company-Government was only a few points short of this top award.

The Award of Merit is accompanied by an embossed certificate, under glass and mounted on a wood plaque, and by a green-and-white safety flag. Both will be presented to Gov. J. S. Seybold this month during a visit to the Canal Zone of a sub-committee of the Panama Canal Company Board of Directors.

A ceremony is being arranged for the presentation of the award and for the flag raising which will follow.

The letter to G. O. Kellar, Chief of the Safety Branch, from the National Safety Council announcing the award and congratulating the Canal organization on its achievement, said:

"Under the provisions of the Plan For Recognizing Good Industrial Safety Records, adopted by the Industrial Conference of the National Safety Council on January 14, 1952, your entire company has qualified for the following National Safety Council recognition—Award of Merit—by establishing injury rates significantly lower than its par rates."

During the 1950-52 period, the weighted average for industry showed an accident frequency of 14.4, and a severity of 1.10. The Panama Canal rates for the same period were 15.3 and 1.03.

Percentage Improvement

Par rates, for 1953 were 14.9 and 1.07; The Panama Canal rates were 11.4 and .79—which are 23 percent better than par in the first place and 26 (See page 15)

A revised Pledge of Allegiance to the United States flag was adopted by Congress on June 14. The new wording is: "I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."
The Congressional Resolution adds: "Such pledge should be rendered by standing with the right hand over the heart. However, civilians will always show full respect to the flag when the pledge is given by merely standing at attention, men removing the headdress. Persons in uniform shall render the military salute."

Gorgas Technician Gets Canal's First Outstanding Rating



PAUL W. MORGAN

The first "outstanding" performance rating to be awarded to any employee of the Canal organization since the present rating system was adopted in January 1951, was given last month to Paul W. Morgan, Supervisory Medical X-Ray Technician at Gorgas Hospital.

Several employees have been nominated for the outstanding rating but none had been approved by the Efficiency Awards Committee until that given to Mr. Morgan. Along with the rating goes a one-step, in-grade promotion.

In order to receive an outstanding rating, an employee must not only exceed the normal requirements of his position but perform in a manner which is outstanding and deserving of special commendation.

The three-page summary prepared when Mr. Morgan was recommended for the outstanding rating concludes:

"He has demonstrated characteristics which would assure an outstanding performance by him in any other field in which he was given adequate opportunity for training."

The summary is divided into three parts and concerns the quality of his performance, his productiveness, and his qualifications as shown on the job.

It reported that Mr. Morgan keeps current with advances in his technical field, shows considerable initiative and resourcefulness in all phases of his work, that his cooperativeness is of a high order and that he is highly effective in developing and training those employees who work under him.

"His technical skill is of the highest order," the summary says. "He has a thorough knowledge of the operation of all phases of the Radiology Department including highly technical equipment. His knowledge encompasses a greater field than the job specifications require, and application of this has resulted in considerable monetary savings to the Panama Canal Company."

A native of Florida, Mr. Morgan holds college degrees in business administration and as a medical technician.

He came to the Canal Zone as an X-ray

CANAL REVIEW Introduces New Feature Of Personalized News In The Next Issue

Plans have been made to introduce a brand new feature in the August issue of THE PANAMA CANAL REVIEW.

Two, or sometimes more, pages will be devoted to the more personal news of the Canal organization as well as to events or work of the various units often overlooked in general news coverage. The feature is not intended as a social column and strictly society items will not be used.

We hope to bring you a lot of news and chitchat about the lesser events of interest which occur every month. It will be a feature we think will be of much interest to you as well as one in which you can take part.

Correspondents have been appointed throughout the organization to work on a voluntary basis. These will report through chief correspondents who have been appointed from each bureau by the Bureau Directors.

A list of the correspondents of the various units are published below. Keep this list or remember the correspondent for the unit in which you are employed. You can help him or her by supplying information about any special events or any special jobs or by suggesting any special items of general interest to the employees in your bureau or division.

The list of chief correspondents follows:
Office of the Governor-President: Mrs. Patricia Robinson.

Office of the Comptroller: Miss Kathleen McGuigan.

Marine Bureau: Charles T. Jackson.
Health Bureau: J. P. Smith, Jr.

Engineering and Construction Bureau: Mrs. Faye Minton.

Personnel Bureau: Otto Helmerichs.
Transportation and Terminals Bureau: Wallace F. Russon.

Supply Bureau: Bart J. Elich.
Community Services Bureau: Miss Jessie M. Gill.

Civil Affairs Bureau: Mrs. Virginia Roberts.

Correspondents for the units who will work with the chief correspondents will be:

Office of the Governor-President: Jerry Detamore, Records Section; Mrs. Fanny M. Sosa, Correspondence Section; Mrs. Clara Neville, General Counsel's Office; Mrs. Beatrice Lucas, Safety Branch; and Mrs. Mazie Schwarzrock, Internal Security Branch.

Office of the Comptroller: Robert Lesiak, Budget Branch; Elmer J. Nordstrom, Rates Branch; Accounting Systems Staff, Howard H. Sprague; Plant Inventory and Appraisal Staff, Daniel J. Slater; Accounting Division, Maenner B. Huff and Mrs. Elsie N. Smith; and in the Fiscal Division, James L. Fulton of the Claims Branch; Joseph C. Turner of the Treasury Branch; and Howard E. Turner of the Payroll Branch.

Marine Bureau: Mrs. V. D. Zeese, Balboa Port Captain's Office; B. G. Tipton, Cristobal Port Captain's Office; George M. Lowe, Locks Division; Thomas H. Kelley, Industrial Division; and H. B.

and laboratory technician. He was employed at Gorgas Hospital where he has worked ever since, in 1938.

Friedland, Aids to Navigation.

Health Bureau: Robert L. Thompson, Gorgas Hospital; Robert Cole, Colon Hospital; Clifford V. Russell, Corozal Hospital; John R. Thompson, Palo Seco Leprosarium; Mrs. Marjorie J. Campbell, Panama Health Office; Roy F. Burr, Colon Health Office; and Carl G. Brown, Division of Sanitation.

Engineering and Construction Bureau: Robert A. Engelke, Dredging Division; John E. Winklosky, Maintenance Division; M. F. Millard, Electrical Division; N. B. Stephenson, Engineering Division; Mrs. Gwen Seate, Contract and Inspection Division; W. H. Esslinger, Meteorological and Hydrographic Branch; and C. McG. Brandl, Contractors Hill.

Personnel Bureau: Miss Jessie Pugh, Director's Office; and for the Central Labor Office Division, Charles H. Crawford, Employment Branch; and Mrs. Lois Johnson, Records Branch.

Transportation and Terminals Bureau: Mrs. Ethel J. Roof, Railroad Division; Mrs. Wilma D. Crump, Terminals Division; and Fred D. Hunsicker, Motor Transportation Division.

Supply Bureau: Richard E. Cox, Commissary Division; J. A. Wright, Division of Storehouses; and Mrs. May Stokes, Printing Plant.

Community Services Bureau: C. W. Kilbey, Service Center Division; P. Byrne Hutchings, Housing Division; and Arthur C. Payne, Grounds Maintenance Division.

Civil Affairs Bureau: Lt. E. L. Cotton, Fire Division; Michael Zombory, Police Division; Mrs. Joyce C. Hudson, Postal, Customs, and Immigration Division; Mrs. Jean Karch, Division of Schools; Joseph V. Dignam, Atlantic side.

Six Residents, 11 Interns Begin Their Training

Six new resident physicians and 11 new interns began their training at Gorgas Hospital July 1.

Among the new resident physicians is Dr. Gabriel Kourany, the son of Mrs. Margaret Kourany, an employee of the Panama Canal organization. He completed his rotating internship at Presbyterian Hospital in Chicago and will take his first year of residency at Gorgas in medicine.

Another Isthmian is included among the new interns. He is Dr. Luis A. Picard-Ami, of Colon, who came to Gorgas after graduation from the Creighton University Medical School in Omaha, Neb.

The other five resident physicians are: Dr. Robert H. Boon of Marianna, Ark., medicine; Dr. William R. Shaw of Hackettstown, N. J., surgery; Dr. Carlos G. Santoro of Mayaguez, Puerto Rico, surgery; Dr. George R. Zimmerman of Amana, Iowa, pathology; and Dr. Donald E. Harrison of Ontario, Canada, pathology.

In addition to Dr. Picard-Ami, other new interns are Dr. Robert E. Braswell of Shreveport, La.; Dr. Willie J. Greene, Logansport, La.; Dr. Kenneth V. Hodges, Albert Lea, Minn.; Dr. Allan Jackson, Alexandria, La.; Dr. Richard S. Ostenso, Montevideo, Minn.; Dr. John W. Reeder, Jr., Amarillo, Tex.; Dr. Charles E. Simmons, Oklahoma City, Okla.; Dr. Wallace M. Snyder, San Antonio, Tex.; Dr. Roy B. Stewart, El Paso, Tex.; and Dr. Robert B. White, Detroit, Mich.

Blasting Of Two Million Yards Of Rock From Contractors Hill Will Start Soon

The first charge of dynamite to be used in blasting away a sizable part of Contractors Hill overlooking Gaillard Cut will probably be detonated within the next two weeks. While the first shot will be but a few pounds, it is estimated that a total of 1,000,000 pounds of dynamite may be required to complete the project of removing approximately 2,000,000 cubic yards of rock.

The initial blast will be the culmination of about four months of planning and preparatory steps for alleviating a potentially hazardous condition resulting from a deep fracture of the rock along the top of the hill and roughly paralleling the Canal.

\$1,000,000 Equipment

Activity in connection with the project is expected to be greatly accelerated during the coming week following the arrival of a large shipment of equipment from New Orleans. Tecon executives have announced that \$1,000,000 will be spent for equipment for the job, most of it brand new from the factory.

As this issue of THE CANAL REVIEW went to press, work was also scheduled to begin early in July on two interesting and important lesser projects directly connected with the overall operation. These are the driving of a large tunnel from the Canal side into Contractors Hill to the crack and the removal and storage of the Gaillard plaque from the face of the hill.

Negotiations were concluded with the Tecon Corporation to do these two jobs. The big plaque will be removed and stored until a new location for its placement is selected.

The tunnel into the side of the hill will be made to relieve hydrostatic pressure in the fissure. This problem has been given serious study by the Canal engineers and the consultants on the Contractors Hill project.

125-Foot Shaft

The shaft will be sunk at right angles to the Canal axis about five feet above water level and near the center point of the hill. It will be five by seven feet and approximately 125 feet long. At the intersection of the crack a room, 10 x 10 x 20 feet, will be excavated for the installation of well-pumps. The shaft will provide a drain for water in the fissure about the water level of the Canal and pumps will be used to lower the water and relieve hydrostatic pressure below that depth.

Also to be installed in the artificial cavern will be instruments to measure any movement of the crack. This step will be necessary since surface instruments for measuring any movement will be removed when excavation begins.

The diagram on the picture of Contractors Hill which accompanies this article indicates the extent of excavation required and how the hill will look when the work is completed.

The rock will be removed in layers, leaving wide berms or ledges in a stairway formation up the Canal side of the hill. The lowest of these berms will be over 100 feet wide and will be 65 feet above the Canal level. The second berm will be approximately 105 feet above the Canal channel level and will intersect the



THE TENS of thousands who get this majestic view of the Panama Canal will see a big change when the Tecon Corporation finishes its work of stabilizing the slope of Contractors Hill. The white lines indicate the new slope of the hill, which will be in broad berms. The first berm shown at elevation 150' will be only 65 feet above the water level in the Cut. The berm or ledge will be over 100 feet wide. The protruding mass of rock to the right of the white lines will all be removed.



THREE ENGINEERS study a relief map of the Contractors Hill area. Lt. Col. Edward B. Jennings, Project Engineer for the work on the hill, is at the far right; E. C. McKoy, Project Manager for Tecon, in the center; and Charles McG. Brandl, Assistant Project Engineer for the Canal at the left.

crack. The ledges above that level will be 40 and 20 feet wide, leaving an average slope of about one on one-and-a-half.

Heavy Equipment

The bulk of the machinery and equipment to be used for the project is expected to arrive in the first shipload. It will consist of some of the 15 Euclid 25-ton rock hauling units which have been ordered; two and one-half cubic yard diesel shovels; bulldozers, drilling equipment, field lights, and generators, and blasting equipment.

The vessel bringing this material will transit the Canal to Gamboa where the heavy equipment will be unloaded on barges by the 250-ton floating cranes of the Dredging Division. It will then be lightered through the Cut to Pedro Miguel Locks to be unloaded by the 75-ton stiff-leg crane on the west wingwall where

it will be assembled and moved to the site.

E. C. McKoy, Tecon Corporation's project manager for the job, has been on the Isthmus since early last month to initiate and coordinate plans for the work. He has had more than 20 years experience in heavy construction and rock work, including two years as an assistant superintendent in the Madden Dam construction.

L. F. Ramer will be superintendent of the project for the contracting firm. He is an expert in quarry operations with about 20 years of experience in this type of work, the past four of which have been with Tecon.

Technicians Expected

The arrival of heavy equipment operators, blasters, and other technicians required is expected during (See page 15)

Well-Travelled Zonian Finishes Work Toward College Degree



JESSIE S. PUGH

When Jessie Pugh was growing up back in North Carolina, there were two things she wanted: She wanted a college degree and she wanted to travel.

The second of her two wishes she accomplished first. Totaled up, the time she has spent traveling in the Americas, Europe, and around the world, amounts by now to over two years.

The first wish was a bit harder come by. What with one thing and another a secretarial course at the University of North Carolina had to take the place of her much-desired college education and it was not until last month that she achieved her first desire.

Early last month Miss Pugh, who works in the Personnel Bureau, stood before her fellow members of the Class of 1954 of the Canal Zone Junior College and received the diploma which certified that she had been granted the degree of Associate in Arts with honors.

Began In 1938

She began her work toward that degree about 1938 when she first enrolled in the Junior College. The war interfered with her plans for a higher education although she acquired two certificates of a different sort, one from the Navy for her volunteer work and another from the USO for over 2,000 hours of volunteer service, mostly as a tour conductor for servicemens' trips to Panama City and Old Panama.

After the end of the war she went back to her classes, most of them in night extension courses, but some, during this past year, in the daytime. She has specialized in history and English but has also taken courses in Spanish, psychology, economics, business administration, and business law.

In addition to her work at the Junior College, Miss Pugh has accumulated some credits for extension courses from Louisiana State University and has already

enrolled for other LSU courses. She hopes, eventually, to have a Bachelor of Arts degree for four years of college work.

Two Years Of Travel

Then she'd like to try to write, using her travels as material. She has plenty of first-hand experience to write about. Two or three years after she came to the Isthmus, and during her vacation, she visited a friend in Paris, and then went to England, Scotland, Germany, Switzerland, Italy, Austria, and Hungary. She later made trips to Costa Rica and other Central American countries, Chile, Peru, Ecuador, and Colombia. Another year she went to Alaska and down the Yukon on a stern-wheeler, with a week spent in McKinley National Park on a camping trip.

Around World

In 1935 she took the old Dollar Line around the world, stopping in Japan, Peiping, Shanghai, Hong Kong, and Can-

ton in China, the Philippine Islands, Singapore, and the Straits Settlements, and 4,000 miles through India with visits to Bombay, Calcutta, Darjeeling, Benares, Agra, Delhi, etc., and back through the Suez Canal with a stop in Egypt.

During 1940 she managed to get to Mexico and Guatemala, and in 1949 she again went to Europe, this time including such widely separated points as Turkey, Greece, and northernmost Norway and its southern fjords. Three years later she made another trip to Europe, and she may take off again, but just where she doesn't know. After all, there are not too many interesting places where she hasn't been.

A Book, Maybe

She has seen the brief sun of the Arctic summer, the Himalayas around Darjeeling, and the marble city of Udaipur, India. She has seen Inca ruins near Quito and has sat behind the Iron Curtain—in Finland in 1949.

If college degrees and travel combine to make a book, Jessie Pugh may have a best seller one of these days.

Canal Resumes Its Armoring— Breakwater, Not Coats Of Mail



THE TOWERING CRANE *Hercules* unloaded big concrete blocks from dockside to the barges on which they were carried through the Canal to Cristobal. The blocks were used to armor Cristobal breakwater.

Three units of the Panama Canal worked together last month to carry out a recurrent but little known operation—armoring the Cristobal breakwater.

The armoring is done with great concrete blocks, from four to 16 tons in weight. Some of the blocks are cubes, measuring six feet on one side, and others have irregular, serrated edges like the teeth of a saw. The blocks are cast by the Dredging Division in a big, cleared area near the gravel plant where they are kept until they are needed.

This year 550 of the big blocks were moved from Gamboa to the breakwater which was built not only to protect the canal channel from the northers and other storms which would shoal it, but also to shield the pier area and the Limon Bay anchorage.

The concrete blocks, which have been used for many years, supplement the rock which is the major armoring for the breakwater.

Crews from the Maintenance Division, working with cranes, loaded the blocks onto railroad flat cars. The Railroad Division hauled the cars from the gravel plant to the Dredging Division yard. There the Dredging Division's big crane, *Hercules*, fittingly took over such a herculean job, and removed the blocks from the flat cars to two sand barges and two flat-topped barges which were towed through the Canal to Cristobal.

At the end of the run, Derrick Barge 157 removed the blocks from the barges and placed them on the breakwater to replace others which had been worn by the action of waves and weather.

Annual Dog Registration, Vaccination Start Soon

Dog days will soon be with us again. Dog days have something to do with the rising of the Dog Star; here in the Canal Zone there are other dog days too. They are the days when the canine population receives its annual anti-rabies vaccination and is registered.

Between last July, when vaccination-registration started in the Canal Zone, and June 15 of this year, a total of 2,527 dogs were vaccinated and registered; the figure this year is expected to be about the same.

Between July 13 and July 23, a vaccination and registration team will make one-day visits in eight Canal Zone towns. All registration must be completed by August 1, when the licenses issued last summer expire. The dates on which the team will visit the various towns appear in a condensed table on this page for the convenience of dog owners. In each town the hours will be from 10 a. m. to 1 p. m. and from 3 to 5 p. m. A fee of \$2 is charged for the registration; vaccination is done without charge.

Rabies Control

The vaccination-registration program, established last year, is designed to control rabies, also commonly known as hydrophobia. It is one of the more than 80 animal diseases which may be transmitted to man.

An acute, specific, paralytic infection, due to a particular virus and invariably fatal, it is usually transmitted by the bite of an infected dog. It has been known since the dawn of civilization; murals from ancient Greece, Rome, and Egypt depict mad dogs and even Greek mythology refers to the disease. Dr. Robert G. Matheney, Chief of the Veterinary Medicine Division, told THE PANAMA CANAL REVIEW:

"Rabies has been so generally disseminated throughout the world that only a few geographically isolated areas now remain free. The Isthmus of Panama which, of course, includes the Canal Zone is fortunately one of these," Dr. Matheney said.

Although the Canal Zone has been free from rabies since 1908, when the deaths of animals and humans were reported at Ancon (now Gorgas) Hospital, health authorities consider it a serious menace to the Isthmian community. There was one rabies death in Gorgas Hospital during World War II, but the infection had been contracted in Central America.

Vulnerable Location

The Canal Zone's geographic location and its transient population make it particularly prone to introduction of the



VACCINATION against rabies takes only a few minutes.

disease through imported infected animals from countries where rabies is constantly present or where it occurs in epidemic form from time to time. That is the reason why a rigid quarantine has been imposed on dogs and cats entering the Canal Zone from off the Isthmus.

The vaccination and registration program, Dr. Matheney explained, serves to buttress the Canal Zone quarantine. Through the program, owned animals are immunized against rabies and the numbers of unowned, susceptible dogs are reduced. During the past year—up to June 15—173 dogs were impounded in the Canal Zone.

Even if the quarantine barrier should fail to prevent rabies from entering the Canal Zone, the fact that the dog population is composed predominately of immunized, licensed animals should prevent rabies from becoming epidemic here, he added, until even stricter measures could be taken.

Procedures Endorsed

Considerable thought and planning have gone into the Canal Zone's rabies vaccination program and the animal quarantine, and these procedures are endorsed by such agencies as the World Health Organization and the U. S. Public Health Service.

The success of any such program, however, Dr. Matheney stressed, depends ultimately on the understanding and support of the community.

"Apathy, opposition, and compromise by officials, citizens or civic groups, have been primarily responsible for the inroads made by rabies in other parts of the world in recent years," he said.

"The character of this disease and the ravages left in its wake demand a spirited, positive response from everyone, but particularly concerned should be our dog owners who owe a responsibility to their neighbors as well as to their animals."

Not Harmful

Contrary to the belief of some people, anti-rabies vaccination is not harmful to dogs. There were no

New York Office Moves From 24 State Street

Ever since American families began to come to the Canal Zone during the early part of this century, Canal Zone youngsters have known that if they ever became separated from their parents in New York they could always go to the office of the Panama Line—in those days the Panama Railroad—and their parents would eventually find them.

A good many Zone families drilled the address, 24 State Street, into their children's minds just as they did the youngster's own names and addresses.

If this practice is still being followed, Zone children have to learn a new address. Last month the offices of the Panama Line, and the New York office of the Panama Canal Company, moved from the 24 State Street address to a new location, 21 West Street, about three blocks from State Street and next door to the Downtown Athletic Club.

According to information in the New York Office, the building at 24 State Street was opened in 1902 and the Panama Railroad Company was its first tenant.

E. H. Harms, Acting General Superintendent of the Panama Line, wrote THE PANAMA CANAL REVIEW:

"We will still be located in the Battery Park area and our offices will still be easily accessible for our many freight forwarders and other shippers. Our space in the new building consists of the entire 21st floor, totaling approximately 10,000 square feet, and on this floor will be located our Executive Offices as well as our Freight Department, Procurement, and Finance Divisions. In addition to the above, we have rented approximately 1,000 square feet on the 24th floor which will be occupied by our Passenger Department. The building at 21 West Street is the most modern structure in the Battery district and was completed in 1932.

"Our reason for moving to our new location was to provide us badly needed additional space as well as to secure better lighting, ventilation, and more modern necessary conveniences."



NEW YORK OFFICES of the Panama Canal Company have just moved to this building, 21 West Street.

DOG VACCINATION-REGISTRATION SCHEDULE

Date	Town	Location
<i>Atlantic Side</i>		
13	Margarita	Elementary School
14	Rainbow City	Elementary School
15	Gatun	Fire Station
<i>Pacific Side</i>		
19	Gamboa	Police Station
20	Paraiso	Gymnasium
21	Pedro Miguel	Fire Station
22	La Boea	High School
23	Balboa	Stadium

(10 a. m. to 1 p. m.; 3 to 5 p. m.)

(See page 12)

Safety Zone

FOR YOUR INTEREST AND GUIDANCE IN ACCIDENT PREVENTION

SELECTIVE MYOPIA

The dictionary says that myopia is a condition of the eye in which the rays from objects are brought to a focus before they form a distinct image on the retina. *Selective myopia* is a degenerate condition which prohibits a person from focusing his eyes on things he does not wish to see. It appears this disease affects people at all ages. In most cases it is a failure of the mind rather than the eyes. For the eyes see but the brain doesn't register.

A child, running into the street after a ball, has eyes only for the ball, none on the speeding car. A group of young people on their way to a beach, waiting impatiently for a slow freight to clear the crossing, does not look for the fast express high-balling on the other track. An elderly woman, in dark clothes on a rainy night, scurrying through heavy traffic, has her eyes only on the safety of the far curb. Such accidents are typically *selective myopia* cases in our everyday traffic.

Selective myopia is more critical when found among those who are responsible for the prevention of accidents. A foreman or supervisor who walks around day after day without seeing the unsafe conditions and practices on his job needs more than a pair of glasses to correct his vision. He needs some sort of shock treatment to wake up his brain to register what his eyes see.

Among higher management personnel, the old saw of *calculated risk* (which is just another form of *selective myopia*) is

often quoted when they are asked to correct an unsafe condition or practice. The disease becomes even more critical when they find a little money will be needed. Usually they want to know how many accidents have been caused by this unsafe condition or practice. If, by chance, there has never been an accident, then this type of person may really show how critically ill he is, and become violent by flatly refusing to do anything for such accident prevention. It does not take a specialist to see how critically ill he is, if it must take an accident, a workman injured, or maybe somebody killed before he will do something to correct the unsafe condition or practice.

Selective myopia is common among workmen who have been depending on speed and timing of their muscles to prevent an accident. It is common for the more experienced hands to brag about their skill in avoiding getting hurt. Many contend that they have been doing work in such a manner for years and haven't had an accident (yet). It is plainly evident that they have rationalized their unsafe practices to such a degree of *selective myopia* they can no longer see that only one accident may be their last.

Even among safety personnel *selective myopia* takes its toll. Such an employee does not want to disturb the *status quo* when his division seems to be satisfied with the safety record it is now experiencing. His usual reply is: "Why disturb everybody with safety programs just to bring our frequency rate down a few more points?" The final stages of *selective myopia* have really got him, with the stage all set for the final act. Will he be rudely awakened by one grand accident, or a whole series of lesser ones? It won't be long!

You will not find the disease *selective myopia* in any medical dictionary, for the word seems to have been coined by a National Safety Council editor in order to explain a condition where many of us close our eyes, our minds, our pocket-books, and relax our muscles toward doing anything about accident prevention. Do not let this new-found disease work on you until an accident has to occur before you will do anything about accident prevention, or you become so satisfied with your safety record that you cannot see how, or where, you can show further improvement, eliminating needless accidents. Go out now and walk around your office, shop, or field job. If you can find unsafe conditions and practices which you can correct now and see others you can correct on a long-range plan, then you are recovering from *selective myopia*.



HONOR ROLL

Bureau Award For
BEST RECORD
MAY

COMMUNITY SERVICES BUREAU

AWARDS THIS CALENDAR YEAR

Community Services.....	3
Civil Affairs.....	1
Health.....	1
Supply.....	1
Engineering and Construction.....	0
Marine.....	0
Transportation and Terminals.....	0

Division Award For
NO DISABLING INJURIES
MAY

- NAVIGATION DIVISION
- MAINTENANCE DIVISION
- SERVICE CENTER DIVISION
- GROUND MAINTENANCE DIVISION
- MOTOR TRANSPORTATION DIVISION
- AIDS TO NAVIGATION
- SANITATION DIVISION

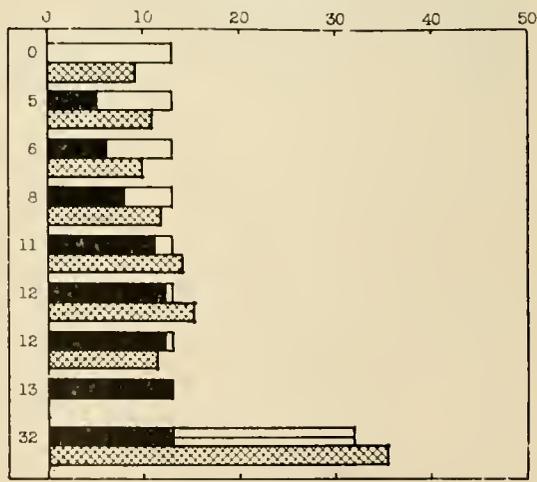
AWARDS THIS CALENDAR YEAR

Aids to Navigation.....	4
Sanitation.....	4
Service Center.....	4
Motor Transportation.....	3
Electrical.....	2
Grounds Maintenance.....	2
Hospitalization and Clinics.....	1
Maintenance.....	1
Navigation.....	1
Railroad.....	1
Storehouses.....	1
Commissary.....	0
Dredging.....	0
Industrial.....	0
Locks.....	0
Terminals.....	0

MAY 1954

- Community Services Bureau
- Engineering and Construction Bureau
- Health Bureau
- Supply Bureau
- Marine Bureau
- C. Z. Govt.—Panama Canal Co. (This Month)
- Civil Affairs Bureau
- C. Z. Govt.—Panama Canal Co. (Last 3-Year Av.)
- Transportation and Terminals Bureau

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



Number of Disabling Injuries 27

Man-Hours Worked 2,333,071

LEGEND

- Amount Better Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Amount Worse Than Canal Zone Government—Panama Canal Company Last 3-Year Average
- Accumulative Frequency Rate This Year

PANAMA CANAL
REVIEW

Official

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

Printed by the Printing Plant
 Mount Hope, Canal Zone

JOHN S. SEYBOLD, Governor-President
 H. O. PAXSON, Lieutenant Governor
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 Public Information Officer

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SUBSCRIPTION—\$1.00 a year
 SINGLE COPIES—5 cents each

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

SINGLE COPIES BY MAIL—10 cents each

BACK COPIES—10 cents each

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

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

Leaving Isthmus



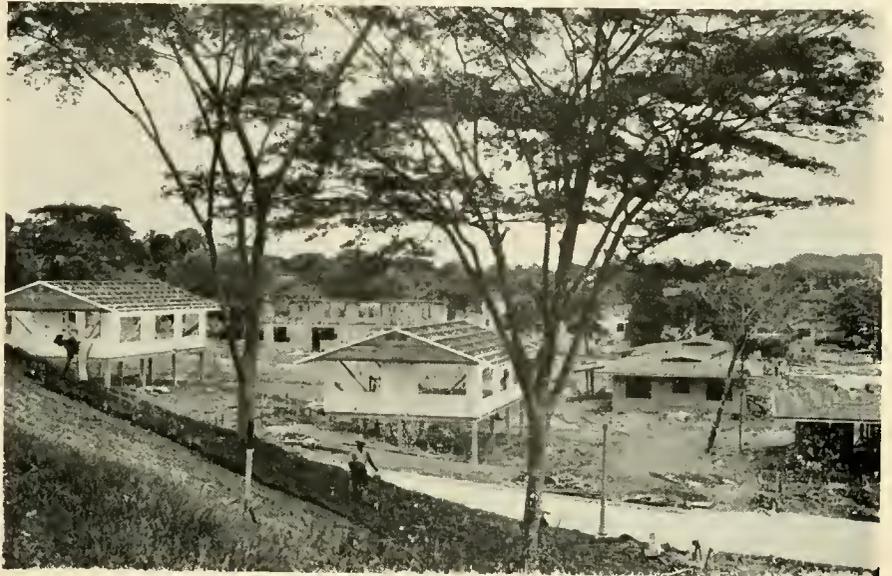
LT. COL. DAVID S. PARKER, military assistant to the Governor for the past two years, will leave the Canal Zone about August 1 for his new post in the Portland, Oreg., Engineer District.

Maj. David H. Smith, who will succeed Colonel Parker, will arrive here about July 15 with Mrs. Smith and their two small daughters. He comes here from the California Institute of Technology.

A graduate of West Point, Colonel Parker served overseas during World War II on the staffs of Adm. Chester Nimitz and Gen. Douglas MacArthur. After the war he was in Japan for three years. He came here from an assignment at West Point.

OF CURRENT INTEREST

Going Up



NEW HOUSES in the Balboa Flats are fast taking shape. The construction project in this section, where 98 apartments are being built, is now well advanced. The first of the houses, near the Balboa elementary school, will be ready about the first of October. Both masonry and composite type houses are under construction.

The new Canal townsite on the east side of Gaillard Highway in the Corozal area was officially designated "Los Ríos" last month. Announcement of the official name for the town was made in a memorandum from Governor J. S. Seybold. The name comes from the fact that all the streets in the town are named for Isthmian rivers.

A new three-minute sterilizer has been added to the equipment at Gorgas Hospital. Installed in the main operating room it will be used when a quick sterilization must be done—when some instrument in use becomes contaminated, for instance. The older type sterilizer takes 12 to 15 minutes to render an instrument ready for use. The new sterilizer will decrease the time the surgeon must wait for the sterilized instrument and lessens patient time on the operating table under anesthesia.

Three Canal Zone school teachers will teach next year in the elementary school of a U. S. Naval installation at Port Lyautry, French Morocco. The adventurous trio is made up of Frances P. Winderweedle, who taught last year at Cocoli, Marjorie Howell and Myrtle Swartz. The latter two taught at Fort Kobbe school. Miss Swartz is on a year's leave of absence; the other two have resigned.

The Pacific Civic Council, which represents Ancon, Balboa, and Diablo Heights, is advocating some measures for the Canal Zone to prevent such tragedies as have occurred in the United States when children have suffocated after being locked into discarded refrigerators. Doors should be removed from refrigerators not in use or those which have been thrown away, a Council spokesman says. An extra refrigerator in a carport or basement where it is easily accessible to small children should be padlocked, if possible, if the owner goes on vacation.

Ten thousand black bass fingerlings were put into Madden Lake last month. The fingerlings, which were supplied by the Bureau of Fisheries through the efforts of Lt. Gen. H. L. McBride, were shipped to the Canal Zone from Mobile, Ala. They should provide excellent fishing in the Lake within a few years.

Fish planting is done infrequently but it has been done before in Canal Zone waters. In 1924, 60 cans of live black bass, brim, and crappie were placed in Stilson's Pond,

in the Chagres River above Gamboa Bridge, and in Agua Clara reservoir, at the instigation of the Tarpon Club. Eleven years earlier fish, later thought to have been rainbow trout, were planted in Gatun Lake. Neither these nor the fish brought later, thrived.

In 1950, 50,000 trout eggs were brought from the United States to stock the Caldera and Chiriquí Viejo rivers in Chiriquí Province.

A number of changes have been made in the location of Museum items as a result of the consolidation of the post office-banking activities in the lobby of the Civil Affairs Building.

Several ship models and the French hospital model have been moved to the second floor outside the Library's main reading room, while two paintings of the Isthmus during the 19th Century are now located in the Library itself.

Other items, such as the flat lighted case reserved for displays which are changed monthly, the large lighted cases in the well of the lobby, the rubber relief map of the Canal, and the case containing models of construction day machinery, remain where they have been since the Museum was established in the Civil Affairs Building. Also unchanged is the oval room at the Albrook Field side of the building, the nucleus of the Museum.

A Museum directory will be placed at the entrance of the lobby. The Museum will continue to be lighted and open to the public from 9 a. m. to 8 p. m.

A general all-around shift took place at the Civil Affairs Building late in June when a number of offices were rearranged to make room for the Postal-Banking service on the ground floor of the building.

The headquarters of the Fire Division were moved to the third floor, to the tower formerly occupied by a unit of the Civil Aeronautics Authority. The Civil Defense Section has also moved into the tower. A few days later the Safety Branch moved from the Civil Affairs Building to Room 332 in the Administration Building.

Maj. George Herman, Chief of the Police Division, has moved across the rotunda into the space formerly occupied by the clerical staff of Police Headquarters and the clerical staff has moved into the office formerly occupied by the Postal Inspector. The office of the Librarian is now in the space where Major Herman had his office.

Canal Zone Post Offices Celebrate 50th Anniversary



CONTRAST between the old and the new is shown here. Above is the Balboa Post Office; at the left, the La Boca Post Office, one of those established June 24, 1904.



Fifty years ago last week the first post offices were opened in the Canal Zone. Snow has never proved a problem, but rain and storms and dark of night can be as troublesome here as anywhere else; Canal Zone postal officials are proud that their couriers—the trucks and mail cars—continue to make their appointed rounds.

The Canal Zone postal system is unique. It is not connected with the United States system; local postal officials believe it to be the only completely independent postal service under the United States flag.

During the fiscal year which closed June 30, 1953-1954 figures are not yet available—the Canal Zone postal system operated 19 post offices, 10 of them in military posts or stations; sold \$445,616 worth of air mail stamps and \$239,340 of other stamps, had \$6,847,990 on deposit in postal savings accounts; and handled 27,637 dispatches of air mail and 5,696 dispatches of surface mail—a dispatch being just what it says: one shipment, whether that is a packet of letters or a dozen mail sacks, to any one point.

Those figures are a far cry from that first year when stamp sales in one month totaled only \$655.54; there was no registry or money order service; a postal savings system was still seven years in the future; and the Wright brothers had

piloted a heavier-than-air plane at Kitty Hawk only a few months before.

"Must Handle Mail"

Establishment of post offices in the new Canal Zone was only one of a myriad of problems which faced the first Canal administration in 1904. On June 20 that year, Gov. George W. Davis wrote the Chairman of the Isthmian Canal Commission:

"The necessity of putting our postal service on its feet is, of course, pressing . . . For sometime past I have had the baggage agents on the trains deliver official mail to our several stations but now I must handle the mail of the people who inhabit the Zone. As a matter of immediate and pressing necessity, that mail will be carried if it is simply franked so that the name of the sender can be identified as we have no postage stamps for present use."

The letter was confirmation of a cable in which Governor Davis had asked that nine post offices be designated and urged that postal equipment, instructions and above all, a supply of stamps be provided immediately.

He said he had tentatively appointed acting postmasters at Cristobal, Gatun, Bohio, Gorgona, Bas Obispo (he changed this the same day to Matachin), Empire, Culebra, La Boca, and Ancon. Washington approved and these towns were officially designated as post offices, although the official document spelled Cristobal "Crystobal," and Bohio "Boheo," an error which took several weeks to correct.

Panama Stamp

Stamps were a major problem; two days after Governor Davis had written and cabled the Isthmian Canal Commission, Panama agreed to furnish the Canal Zone with Panamanian stamps, surcharged "Canal Zone," at a cost of 20 percent of their face value. A summary of postal operations in THE CANAL RE-

CORD five years later, said that these first stamps were Colombian, surcharged "Panama" and with the words "Canal Zone" overprinted with a rubber stamp.

There were no postmasters in those days as we now know them, and in 1905 the Isthmian Canal Commission report said:

"The business of the service has become so important and its volume has so extended (stamp sales for the first year were \$11,537.23!) that the station agents who formerly acted as postmasters can no longer give it their proper attention . . . As rapidly as experienced post office men can be secured, the assignment of railroad station agents to post offices are being canceled and the offices are being placed in charge of persons not only thoroughly reliable and responsible but who also have had previous experience with the duties involved."

Meantime, the question of stamps had become involved. On June 29 the Postmaster General wrote the Isthmian Canal Commission that he had designated two inspectors to "assist the Governor of the Panama Canal Zone in organizing a postal service for that district." They were to sail from New York July 6, taking with them ten million United States stamps of various values, overprinted "Canal Zone, Panama."

The files are blank as to whether the two inspectors arrived, but the stamps did and their number caused Governor Davis to write a lengthy, somewhat plaintive letter to the Commission chairman which asked when had he ever ordered ten million or any other specified number of U. S. stamps surcharged.

Taft Agreement

Panama protested the use of the United States stamps in the Canal Zone; in December 1904, under what became known as the Taft Agreement, the Canal Zone agreed to buy its stamps from Panama at 40 percent of their face value. This arrangement brought recurrent protests from Canal Zone officials, who held that the payment to Panama put the postal system hopelessly in the red, and the protests continued until the Taft Agreement was finally abrogated on May 1, 1924. Surcharged U. S. stamps were then used until the Canal Zone had its own stamps.

Crede H. Calhoun, who came to the Canal Zone in 1907 and who headed the Division of Civil Affairs from 1916 until



CHARLES F. HINZ is the senior postmaster. He is at Balboa Heights.

CANAL POST OFFICES AND THEIR DATES

Name	Opened	Closed	Reestab- lished	Reclosed	Reestab- lished	Reclosed
Ancon	6-24-04					
Cristobal	6-24-04					
Gatun	6-24-04					
Empire	6-24-04	7-31-19	8-16-19	3-31-21		
La Boca ¹	6-24-04					
Culebra	6-25-04	9-30-27				
Matachin	6-25-04	8-23-13				
Gorgona	6-25-04	8-16-13				
Bohio ²	6-25-04	12-31-11				
San Pablo	7- 7-04	11-29-11				
Ancon Station A ³	1905	4-30-08				
Pedro Miguel	8- 9-05					
Bas Obispo	12-28-05	2- 5-14				
Corozal ⁴	1- 1-06	5-15-43	2-15-46	7-31-52		
Paraiso ⁴	1- 1-06	7-31-19	8-16-19	4-15-21	11-8-39	6-8-43
Tavernilla ⁴	1- 1-06	12-11-11				
Las Cascadas	1-20-06	2-28-19				
Miraflores	10-1-08	9-16-13				
Balboa	5- 5-09					
Station B Cristobal, (Toro Point) ⁵	1-9-11					
Station A Cristobal, (Porto Bello)	7- 1-11	4-30-14				
Monte Lirio	5-25-12	1-31-14	12-15-15	11-30-20		
Gamboa	3-20-14					
Frijoles	4-16-14	9-30-14				
Balboa Heights	7-15-14					
Fort Randolph	4- 1-16	4-31-19	8-16-19	4-30-21	7- 1-38	6-21-43
Fort Sherman	5- 1-16	5-31-27	5- 4-36	6-23-43	2-26-46	1-31-50
Fort Grant ⁶	7- 1-16					
Fort Amador	10-20-17	7-31-19	8-16-19	4-30-21	2-11-46	
Coco Solo	3- 1-19	7-31-19	8-16-19	11- 1-42	1-16-46	
Fort Clayton	7- 1-22	4-15-43	2-20-46			
France Field	7- 1-23	4-15-43	2-18-46	10-21-49		
Fort Davis	7- 1-29	6-18-43	2-18-46			
Madden Dam	1- 2-32	6-25-37				
Albrook Field	12-1-39	4-19-43	2-28-46			
Upham	12-1-39	9-15-42	1-22-46	11-16-46		
Diablo	6- 1-40					
Howard Field	6- 1-41	6-14-43	2-16-46			
Cocoli	7- 1-41	7- 1-54				
Margarita	8-15-41					
Chagres	4- 6-42	6-30-44				
Fort Gulick	6-21-42	2- 8-43	2-25-46	7- 1-54		
Curundu	9- 1-43					
Rodman	2- 1-46					
Quarry Heights	2-23-46	9-30-49				

¹ La Boca was changed to Balboa May 5, 1909.

² There is no record to show the date this office was closed. The post office building was removed prior to September 8, 1911, and work was performed by the railroad station agent. It is believed that the post office was abolished on or about December 31, 1911.

³ Ancon Station A was in operation in Panama City in the old French Canal headquarters building used by the ICC from 1904-08. No records are available to show the date the office opened but it was closed April 30, 1908, and all records transferred to Ancon.

⁴ There are no records available to show when

these offices were actually established but they were included in a list dated January 20, 1906, as being in operation at that time although all files show January 1, 1906.

⁵ Cristobal Station B, Toro Point was changed to Fort Sherman, May 1, 1916.

⁶ This station was changed to Fort Amador October 20, 1917.

The word "field" was changed in France Field, Albrook Field and Howard Field to "Air Force Base" October 1, 1948.

Army Post Offices (APO's) were established in the Canal Zone July 1, 1942, and closed in 1946.

his retirement in 1947, says that after the Taft Agreement was abrogated the Canal Zone postal system did make a profit until the early 1940's.

In August 1905, the Canal Zone Bureau of Posts added a registry system and 10 months later began to issue money orders. The latter were highly important for they provided not only the means for Canal Zone workers to send money to their families at home but also gave them some facilities for savings. By November 1907, over \$200,000 was on deposit in the 14 post offices which made up the service. This represented money which Canal employees had paid for money orders made out to themselves.

Mr. Calhoun recalls that on pay days as much as \$60,000 was paid in at one post office. Since payment was in coin, the money reached such physical proportions that it had to be stored in big mail sacks. These were then sent by mail to the Treasurer of the Canal Zone. There were no mail robberies.

Business Increased

Postal revenues increased steadily. By 1909 stamp sales were almost triple what they had been in the first year and, as THE RECORD pointed out, this did not indicate the total amount of mail handled as at least 70 percent was carried under government frank.

The West Indians who made up the bulk of the Canal labor force were great letter writers, Mr. Calhoun says, and the volume of their mail increased tremendously when mail order catalogues began to reach the Canal Zone. He remembers one letter addressed: "Montgomery Ward, attention Mr. Ward himself."

Advocates of women's rights, a burning issue of those days, undoubtedly hailed one of the regulations of the Canal Zone postal savings system when it was authorized in September 1911. A married woman could open a savings deposit in her own name "free from any control or interference by her husband." The original rules provided that no interest would be paid and that the system would be operated by a board of trustees: the Collector of Revenue, the Auditor, and the Treasurer.

There was a delay in getting postal savings started. The first deposits were not made until February 1, 1911. By June 30 of that year, 2,402 accounts had been opened. Depositors, THE CANAL RECORD reported, represented 30 different nations or dependencies.

In 1914 the Executive Order which had established the postal savings system was revoked and all outstanding accounts transferred to the office of the Canal's Auditor. Sometime later the present postal savings system was adopted.

In the early Canal days the post offices were part of the ICC Department of Revenues which included not only the postal system but also the customs, internal revenue, lands and buildings, and the administration of estates. They later became part of the Executive Department. When the permanent organization was formed in 1914 the Division of Posts was abolished and its work was transferred to the Division of Civil Affairs, the chief of which was, *ex officio*, Director of Posts.

Censorship

World War I brought censorship to the Canal Zone for the first time. Panama and the Canal Zone named a joint censorship board. Censorship for both jurisdic-

tions was handled at the Cristobal Post Office. Army mail was censored by the military but the Canal Zone Director of Posts was Chief Censor for civilian mail. During the second world war, Canal Zone censorship was under the Chief of Censorship in Washington. Local mail and mail passing through the Canal Zone was censored in a large building, not long ago torn down, behind the Balboa post office.

Between the two wars, Canal Zone postal operations were largely routine. Boat Day was Mail Day. Post offices were crowded with Zonians waiting for letters or packages and usually the postal force worked straight through until all of the first class mail had been distributed.

For many years THE CANAL RECORD, in every issue, carried a list of "nixie" letters without complete address; later the same information was posted on bulletin boards. All post offices also used to

have an up-to-date posting of arrivals and departures of mail boats.

Postal People

Postal people have always been clanish and even they themselves admit it. The first postal picnic was held on Taboga Island on Labor Day 1911, and Zonians were publicly advised to expect no mail service that day. The picnics have been annual affairs ever since; this year's was held at Diablo Heights during the dry season.

A roster of postal employees is studded with the names of well-known Zonians. F. H. Wang, former Executive Secretary, was once a postal clerk. Gerald Bliss, one of the Canal Zone's best-known figures, was a postmaster for years. Stacey Russell, long-time postal inspector, delivered mail for President Franklin D. Roosevelt to the Galapagos islands and



SOME OF the old post office people are shown in this photograph, taken about 1912. All are named, left to right. Front row: Gerald D. Bliss, Tom M. Cooke, Richard L. Metcalfe; second row: Anselm M. Warner, William G. Taylor; third row: George E. LeMire, Abel A. Hunter, Hal B. Cooper; back row: John W. Tannehill, Fred L. Gorham, Cullen D. Thaxton, and Garfield O. Gilbert.

to the open waters of the Pacific where the President was resting and fishing. A. M. Warner, first postmaster at Balboa Heights, believed in postal regulations by the book. On one occasion he intended to require Governor Goethals to come to the post office to get a registered letter in person; he thought better of it and took the letter and the registry book to the Governor.

Once every few years, when it sells by bid unclaimed or undeliverable parcels, the Canal Zone postal service discovers what strange things it may have been handling. At the last sale, in 1952, there were such varied items as lampshades, suitcases, clocks, radios, wedding rings, baby rattles, wrenches, and cooking pots.

Eggs And Cat

They didn't wait for such a sale to discover the eggs or the cat. The eggs were, or had been, handsome, hand-decorated hard-boiled eggs which had been sent from the States by boat mail! The postmaster sent out a hurry call to the addressee of that package. The cat was one of a collection which belonged to, or was attached to, a postal employee at Cristobal. It disappeared one day, to turn up, thoroughly annoyed but none the worse for wear, in a mail sack at Balboa. It could be that the cat had just happened to crawl in, but it could be that it was helped.

Regular air mail service to the Canal Zone was inaugurated in 1929 but an air mail letter cost so much more—25 cents for a half-ounce as compared to three cents for a ship letter—that air mail did not become a major means of communication until World War II made surface shipments irregular and until the air mail rate was considerably reduced. Today the bulk of first class mail to and from the Canal Zone is handled by air.

45 Post Offices

A history of the Canal Zone post offices

is a history of the Canal Zone. As work advanced, or was completed, post offices opened or closed—and they are still doing so. A table accompanying this story gives the dates, listed chronologically, on which the 45 post offices which have functioned here were opened; the other dates are those on which they closed, were reestablished or reclosed, if that happened to be the case.

When excavation began at Miraflores, for instance, a post office was established there. Likewise, when the main headquarters of the Canal's civil administration were moved from Panama City to Ancon, so was the handling of the mail. As Gatun lake began to rise, settlements and post offices were abolished. In modern time post offices were put into operation as the Third Locks towns and new Army posts were built.

APO's Here

By the end of the 1942 fiscal year, 23 Canal Zone post offices were operating. On July 1, 1942, the Army Postal Service was extended to the Canal Zone and during the course of the year took over all post offices in Army posts. The Navy assumed operation of two post offices at Naval stations during that same year so that by the end of fiscal year 1943 there were only 12 Canal Zone post offices. The APO's were discontinued and the military post offices returned to the Canal Zone postal service in 1946.

Today there are 16 Canal Zone post offices. Two, Gulick and Cocoli, have just been closed. A number of others have been placed on a four-hour service day and some reduced to a mail delivery status only. The money order and postal savings services at Ancon, Balboa, Balboa Heights, Curundu, Diablo Heights, Amador, and Albrook have been consolidated at a new unit in the Civil Affairs Building.

Here, as in the United States, the post

offices are in financial difficulties. Here, as in the United States, postal rates are not sufficient to carry the load. Here, as in the United States, a solution will have to be worked out. Just what it will be, no one knows—here, as in the United States.

Here in a handy, compact form is the information you will need about your post office with the changes which took effect at the first of this month. It gives you the type of service and the hours of operation of each. Information for the post offices in the various civilian communities is listed below.

Civil Affairs Building: Issue and pay postal money order and postal savings certificates; stamps, registration, insurance, and parcel mailing. One service window. Hours: 9 a. m. to 5:30 p. m. daily, except Sundays and holidays.

Ancon: Mail delivery only. No change in hours of service and general delivery, Monday through Friday.

Balboa: All regular service except banking-type operations. No change in hours, Monday through Friday.

Balboa Heights: All regular services except banking-type operations. Hours: 11:30 a. m. to 2 p. m., and 3 to 4:30 p. m., Monday through Friday.

Cristobal: No change in service or hours.

Diablo Heights: All regular service except banking-type operations. Hours: 8:30 to 10:30, and 2 to 4 p. m., Monday through Friday.

Gatun: No change in service. Hours: 9:30 a. m. to 12 noon, and 3:30 to 5 p. m., Monday through Friday.

Gatun: No change in service or hours of operation.

Margarita: No change in service or hours of operation.

Pedro Miguel: No change in service. Hours: 9 to 11 a. m., and 2:30 to 4:30 p. m. Monday through Friday.

Former Zonian Will Join Staff Of Gorgas Hospital

Dr. William Edward Prier, son of Dr. and Mrs. Vern Prier of Cristobal, is now finishing a two-year residency at the George F. Geisinger Memorial Hospital in Danville, Pa., and will join the staff of Gorgas Hospital in July as orthopedic surgeon assisting Col. G. G. McSchatko, chief of that service.

Young Doctor Prier was born in Colon and attended elementary school in Cristobal. He went to the States in 1936 to attend the Kent Preparatory School in Kent, Conn., and entered Harvard University for his premedical training in 1941.

His education was interrupted by World War II when he joined the V-12 Navy program at Harvard and was ordered to active duty in 1944. After receiving his commission at Cornell University, he spent 18 months with the Navy in the Pacific. He was graduated from Harvard in 1947 and for a few months previous to entering Tufts Medical School in Boston, he did research in endocrinology at the Worcester Foundation Hospital in Worcester, Mass.

He was graduated from Tufts in 1951, and took his internship at the Geisinger Memorial Hospital, followed by two years residency in orthopedic surgery under Dr. Leonard Franklin Bush.

Accompanied by his wife and three small children, Dr. Prier is expected to arrive on the Isthmus on July 15.

ANNIVERSARIES

Ellis D. Carey, master of the ferryboat *President Roosevelt* and top man on this month's list of anniversaries, figures that he has crossed the Panama Canal close to 50,000 times. At a tenth of a mile to a crossing, that amounts to a good many miles, even if it is just between ferry slip and ferry slip.



He came to the Canal Zone as a serviceman, back in the days of World War I, and, except for a nine-month absence in 1921 when he went to the States to play baseball, has been here ever since. Last month he completed 40 years of Government service, over 34 of them with the Canal organization.

30 YEARS

Six men hold second place honors in June anniversaries. All of them have had 30 years of Government service and two, **Julius M. Culpepper** and **Thomas J. Libonati**, have unbroken Canal service. Two others, **Claude B. Strobridge** and **George A. Jones, Jr.**, came here as boys and worked in summer jobs while they were still in their teens.

Mr. Culpepper is foreman of the Air Mail Field of the Post Offices at the Civil Affairs Building. Mr. Libonati is a Lock Operator Machinist at Pedro Miguel Locks; Mr. Strobridge is Distribution Foreman for the Electrical Division in Cristobal; and Mr. Jones is Supervisory Business Accountant for the Terminals Division.

The other two 30-year men are: **William H. Fisk**, Kansas-born, a General Storekeeper in the Division of Storehouses, and **Ralph N. Stewart**, a Supervisory Accounting Clerk, with the Commissary Division.

25 YEARS

Three employees celebrated their Silver Anniversaries in June. They are: **Ernest Angermuller**, Riveter and Tank Tester for the Industrial Division; **James M. Hunter**, who has spent most of his life here and who is a small tug operator, with the Dredging Division; and **Archibald L. Wright**, Chief of the Central Labor Office Division.

20 YEARS

Two of the June 20-year employees' **Kathleen McGuigan**, Administrative Assistant in the Office of the Comptroller, and **Clinton Baverstock**, Pilot and small-boat enthusiast, have continuous service with the Canal. Others who celebrated their 20th anniversaries last month are: **John J. Crawford**, Plumber with the Maintenance Division; **Eugene F. Kleasner**, Lock Operator Machinist Leader at Pedro Miguel Locks; and **Manuel Lopez**, a Heavy Special Truck Driver with the Motor Transportation Division.

15 YEARS

Fifteen employees completed 15 years of Government service in June. The following seven have continuous service:

Bennet G. Tipton, Supervisory Administrative Assistant, Cristobal Port Captain's Office; **William J. Cronan**, Police Officer in the Cristobal District; **Carl W. Cetti**, all of whose service has been as Pilot-in-training and Pilot; **Coral A. Strickler**, General Staff Nurse at Gorgas Hospital; **Percy A. Lawrence**, Lock Operator Wireman Leader at Gatun Locks; **Richard R. Potter**, Electrical Engineer in the Electrical Division; and **Mrs. Eleanor P. Horne**, Accounting Clerk, Accounting Division.

Other 15-year employees are: **Thomas E. Burrow**, Budget Examiner on the Executive Planning Staff; **Bob N. Maynard**, Foreman Plumber, Maintenance Division; **Lt. Col. R. F. Mulholland**, Corozal Hospital Superintendent; **Richard J. Mahoney**, Supervisory Construction Inspector, Contract and Inspection Division; **Edward G. Coyle**, Systems Accountant with the Accounting System Staff; **Douglas S. Smith**, Lock Operator Machinist at Gatun; **Mrs. Clara M. Chambers**, Clerk-Stenographer in the Navigation Division; and **Robert H. Rathgeber**, Steam Engineer, for the Terminals Division.



IF ALL goes well there should be fresh California fruit and green vegetables in the commissary this week-end. A large shipment of apricots, plums, nectarines, canteloupes, oranges, lemons, lettuce, celery, and other mouth-watering fruit and salad material left Los Angeles June 23 on the reefer ship "Mormacgulf" which was due here, when this column went to press, on June 30. It is the first direct shipment of this kind from California the Commissary Division has been able to line up since the end of World War II.

In addition to the direct shipment from California there will be fresh vegetables and fruit coming from other ports.

Other Shipments These will include corn-on-the-cob, a traditional July 4 delicacy if you live in the right part of the country, watermelons, and other appetizing fresh things for Canal Zone tables. After the recent lettuce fiasco when a hot box on a railroad car delayed a shipment in the States so that less than a third of it was fit for use when it got here, the Commissary people have their fingers crossed. But everyone is hoping.

A TOUR of the Commissary Division's Mount Hope warehouses the other day turned up a number of items which should interest local buyers. Perfect gifts for late summer weddings are two Sunbeam products—an automatic percolator and an automatic frying pan. The eight-cup percolator will make as little as two cups, has a dial control which can be set for "milder" or "stronger" and in case of a party can be refilled and reused immediately without first having to cool; cost: \$23.50. The frying pan is square, stands on its own legs, has a glass cover and a handle dial which can be set to just the right temperature, 360° for instance, for french toast, or 300° for fried eggs. Of heavy cast aluminum, it is good-looking enough to be used at the table, and costs \$23.75. Extra covers are \$1.95 each and a booklet of recipes is tossed in as an extra.

The growing number of skin-diving aficionados will be interested in knowing that the commissaries have their special equipment. Plain masks are \$5.25

Skin Diving and mask hoods, \$12.50. Underwater flashlights will sell for about \$2.95 and a depth gauge, which is important if you're going to take your diving seriously, for \$3.50. There are "duck feet" for grownups, \$8.95 to \$12.95, and adjustable web feet for children, \$4.95.

"BABY DEER" is the coy name for some at-

tractive new christening boats which the commissaries have for new arrivals. Of soft white satin, they come in two styles. One version has an ankle-strap with a small pearl button. The others are tied with colored ribbon and bordered with val-type lace. Bath come in white, with white, blue, pink, or maize trim. A detachable tab may be sent to the manufacturer and will come back with baby's name or monogram embroidered on it. There is no charge for this service: The boats are \$2.50.

Zoologists never saw any of the animals which are on the sock pins, a new teenage fad which the Commissaries have just received, but it's a safe bet that the younger generation will go wilder than usual over them. The animals are made of a fluffy, plush fabric, are fastened to pins which have a safety clasp. There is a purple cat, or reasonable facsimile thereof, with orange feet and ears and pearl button eyes. A two-tailed creature is yellow, with blue ears and feet. They are 50 cents and a well-dressed high schooler will want several.

REMEMBER THE men's tailored seersucker robes and matching house slippers the Commissaries had last year? A new shipment has just arrived for sale in the larger stores at about \$4.95 a set. The tailored robes come in checks, stripes, or plaids, are made by Dunbar, and come in small, medium, and large sizes.

New dresses at budget prices for grown-up girls will be appearing in all of the Commissaries from time to time. One

New Dresses attractive celanese acetate print, sleeveless and with a plastic belt, has a slim matching rayon petticoat under its full skirt, \$5.25. The bodice of a glazed cotton, in a luscious pink, has rows of material held together by net which gives a fogged effect. The dress has a matching jacket, \$7.95. Another attractive dress is of shantung with perky, standout pockets and a big collar which is decorated with a completely useless but most attractive big button, \$5.25.

NEW ITEMS in the grocery sections this month are *Frescavena*, a Quaker Oats product, and IMT, an instant, salt-free liquid meat tenderizer. *Frescavena* is an up-to-date mix for the oatmeal beverage which has long been popular in Central and South America. In vacuum-packed tins, it will sell for 57 cents for 20 ounces. A bottle of IMT, made with a papaya base, holds eight fluid ounces and sells for 51 cents.

DEATH OF WELL-KNOWN WRITER RECALLS EARLY CANAL DAYS

An incident of Canal Zone history, almost forgotten except by oldtimers or students of local history, was recalled last month by news of the death in Saugerties, N. Y., of Poultney Bigelow, whom *Newsweek* described as "newspaperman, author, lecturer, gentleman adventurer, and the oldest alumnus of Yale University."

One of his articles—*Our Mismanagement in Panama*—written in 1905 after a 28-hour stay in the Canal Zone, created a national sensation and led to a Senate Committee investigation on "all matters" relating to the Panama Canal. It also led, indirectly, to President Theodore Roosevelt's visit to the Canal Zone in November 1906.

Our Mismanagement in Panama criticized the sanitary condition of Colon, the working force, a projected reservoir—in brief, almost everything on the Isthmus. Zone pranksters later named a boat used at the Mount Hope reservoir—which he had said would never hold water—the *Poultney Bigelow*.

Colonel Cleve Will Head Gorgas Medical Service

Col. Edward A. Cleve, of the Army Medical Corps, arrived here late last month to take over the post of Chief of Gorgas Hospital's Medical Service. He replaces Col. Merrill C. Davenport who has been assigned to Valley Forge Army Hospital at Phoenixville, Pa.

Colonel Cleve comes to the Canal Zone from Letterman Army Hospital in San Francisco. His wife and two daughters will accompany him to the Isthmus.

He received his medical degree from Tulane and served his internship in Fairfield, Ala., Alabama being his home state. He has been in the Army Medical Corps since 1936 and is a graduate of the Army Medical School and the Medical Field Service School. His overseas service includes duty as Chief of the Medical Service in the Army Hospital in Tokyo.

He is a diplomate of the American Board of Internal Medicine, a Fellow of the American College of Physicians, and a member of the American Medical Association.

Summer Recreation Program Entertains 771 Boys and Girls



BOYS learn wood finishing the painless way in Summer Recreation sessions at La Boca.



GIRLS at La Boca make skirts, bags, blouses, and do other handcraft as their Summer Recreation projects.

The Summer Recreation program, a Community Chest activity, was in full swing last month in local-rate communities. A similar program for children of the U. S.-rate communities begins next week in most towns, although the Fort Kobbe program will not start until the week following.

For the local-rate children Summer Recreation events began May 11 and will continue through July 23. According to Mrs. Inez McKenzie of Paraiso, program coordinator, 771 children have registered for the program.

Under the direction of 67 volunteers, activities are carried out each weekday morning except Saturday, at the schools in La Boca, Paraiso, Santa Cruz, and Rainbow City. Mrs. Mildred White is La Boca chairman; Mrs. Daisy Robinson heads the program for Paraiso; James Rogers is chairman at Santa Cruz, and Mrs. Doris Alexis at Rainbow City.

While the program varies in the various towns it is divided generally into handcraft and athletic events.

Handicraft includes such work but

the children make it seem like play—as sewing, crocheting, felt craft, rickrack jewelry, cord and shell craft, raffia work, basketry, textile and china painting. The little ones, especially, have a fine time when turned loose to finger paint.

In one handcraft class the other day the girls were making bags out of a fine burlap or embroidering skirts and had just finished some attractive sleeveless blouses. A close examination was needed to tell that an attractive lot of barrettes had been made from shell macaroni.

The same day, at La Boca, a group of boys aged 7 to 14, were finishing bateas and working on mop handles, which is what might be called learning wood finishing painlessly.

In addition to the handcraft program, the children have some athletics. Bus loads of children have been taken to the Pacific Service Center for roller skating sessions and children from both sides of the Isthmus have spent happy hours in the Rainbow City pool.

Other recreation events include square dancing, round games, and such table games as dominoes.

Forty Years Ago In June

Opening of the Panama Canal to world traffic was not long off and Canal and shipping interests were busy making plans for it, 40 years ago last month.

President Woodrow Wilson named a committee of Canal officials, headed by Gov. George W. Goethals, to “arrange and provide suitable ceremonies for the official and formal opening of the Panama Canal.”

No date had been set, however, and this caused some difficulty to shipping companies which were rearranging their routes in order to be able to use the Canal as soon as possible.

The Pacific Steam Navigation Company established a round South America service from Liverpool to the east coast of South America, through the Straits of Magellan, up the west coast and homeward-bound via the Canal. The first vessel in this run was due in Balboa July 3.

The Luckenbach line was ready to merge its two coastal services into one inter-coastal run between San Francisco and New York, and the Grace Line, operating four of its Santa ships through the Straits of Magellan, was planning to divert them through the Canal as soon as possible. This would cut the interoceanic run from 60 to 20 days.

Meanwhile the Canal collected its first tolls earnings. In June Canal officials reported that \$7,356.12, representing a total of 6,1230.1 tons handled, had been collected the previous month.

The income came from tolls on barges which were transferring a cargo of sugar from an American-Hawaiian line vessel at Balboa to Cristobal for forwarding. THE CANAL RECORD reported that the traffic began May 18; “since that time barges have been going through the Canal more or less regularly and will probably continue to do so as long as the car shortage exists or until the Canal is permanently opened for the passage of ocean-going vessels.”

No June 8 the S. S. Allianca of the Panama Railroad Line was locked through Gatun Locks to lake level and back again. The first oceangoing passenger vessel to enter or pass the locks, it carried a number of passengers in addition to its crew. During its passage through the locks the Allianca was entirely under the control of the lock operating force.

Annual Dog Registration, Vaccination Start

(Continued from page 5) unfavorable physical effects reported among the dogs vaccinated last year.

All dogs four months of age and older are eligible for vaccination this year and must be vaccinated before they may be registered. Owners of cats are encouraged but not required, to have their animals immunized against rabies.

“While the vaccination and registration team is visiting your community you may have your animal vaccinated and registered at the same time, precluding the necessity of making more than one trip to accomplish this task at a later date,” Dr. Matheny concluded.

CZ Communities Are In A Fog When Spray Truck Makes Rounds



A FOG of DDT blankets the ground when the spray truck goes by.

Twice a week these days when the nastily-biting *Aedes taeniorhynchus* mosquitoes and the pestiferous sandflies are at their meanest, the Canal's fog machines roll through local communities. Fish fanciers hurry to cover their aquariums and persons suffering from asthma take to their dry closets. But for a while, at least, after the truck has passed the biting insect pests are no nuisance.

Experts disagree as to the effectiveness of this type of machine for the use to which it is put, but Canal Health officials report that the fog does afford at least temporary relief. It may be because it is effective as an insect repellent rather than a killing agent since when DDT is dispersed in fog it has no residual effect.

The material used by the spray truck, or fog machine, is a solution of DDT in diesel oil. It is atomized mechanically, the experts explain, by compressed air

into a fine mist or spray which is turned into fog by a blast of high velocity hot air as it leaves the nozzle. The DDT is the killing or repellent agent; the oil is merely its solvent.

Evening hours have been chosen for use of the spray truck because day-time rising air currents keep the fog from remaining in contact with the ground long enough to be effective.

Health Bureau officials have worked out a schedule for the machine in an attempt to minimize its hazard to traffic which, naturally, is impeded by the fog. In the towns where traffic is heaviest, such as Balboa and Diablo Heights, the truck makes its rounds as early in the evening as possible, preferably before dark. In towns such as Gamboa, where street traffic is lighter, the spraying is done at later hours when the DDT fog is believed to be more effective.

Ten Years Ago In June

The Canal Zone, 10 years ago last month, was out to raise a million dollars.

The occasion was the Fifth War Loan Drive. At Balboa and Mount Hope Stadiums the local military set up displays of mortars, jungle equipment, rocket launchers, and other such equipment, some of it price-tagged so that the bond-buying public could see what their money was purchasing.

Thousands of Zonians turned out to see the displays and to buy bonds. At the end of the month the campaign was reported to be progressing well.

Other war repercussions, locally: The Canal Zone ration board okayed the recapping of spare tires; up until the end of June motorists had been driving on four recaps, and the hope that they would not have to use their worn-out spares.

A 30-mile-an-hour speed limit, reduced to 20 miles at night when car headlights were painted, was restored for open road driving in the Canal Zone.

A new addition to Margarita Hospital, to bring it to a 400-bed capacity, was nearing completion. It was to be ready about August 1.

The Red Cross announced that a mobile canteen, made from an old commissary truck, was ready for use. From it soft drinks and doughnuts were to be served to transports stopping in Balboa.

Margarita Gasoline Station Hours Will Be Changed July 12

Atlantic Siders will have an additional two and a half hours daily to buy gasoline after July 12.

Effective on that date, for a trial period, the schedule of selling hours at the Margarita gasoline service station will be: 6:30 a. m. to 5:30 p. m. continuous, daily except for Wednesdays, Sundays, and holidays. On Wednesdays the station will be open from 8:30 a. m. to 5:30 p. m. It will be closed on Sundays and holidays.

At present the service station does not open until 9 a. m., five days a week.

Independence Day Is July Fifth This Year Throughout Canal Zone

(Continued from page 1) races, and by the traditional kiddy train and fire engine rides. Army and Navy teams will compete in a tug-of-war demonstration.

During the afternoon, there will be free movies at the Margarita Service Center, outboard motorboat races at the Cristobal Yacht Club, and baseball games at the Margarita gymnasium.

The fireworks display, at 7:30 p. m., will be set off by Harvey Sauter, and will be fired from a hilltop near Margarita.

Assisting Mr. Workman in planning for the Independence Day program are Mr. Sauter, Harry Egolf, Henry Carpenter, Virgil Reed, Vincent Ridge, Max Weich, Mrs. R. L. Brians, Mrs. J. E. Erikson, and Miss Nancy Ramsey.

The Gatun Civic Council is also arranging a July 4th program.

Have you seen

OUR

W I D E

Screen?

BALBOA THEATER

PROMOTIONS AND TRANSFERS

May 15 through June 15

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

ADMINISTRATIVE BRANCH

Mrs. Mabelle B. Walker, from Voucher Examiner, Claims Branch, to File Clerk, Records Section.

Reed R. McIlvaine, from Accountant, Internal Audit Staff, to File Clerk, Records Section.

CIVIL AFFAIRS BUREAU

George F. Gercich, from Elementary School Teacher to Gatun Elementary School Principal, Division of Schools.

John S. Pashales, from Guard, Atlantic Locks, to Fireman, Fire Division.

Charles H. Peavley, from Motorcycle Officer to Detective and Policeman, Police Division.

Robert W. Lawyer, from Policeman to Policeman and Motorcycle Officer, Police Division.

Mrs. Marjorie V. Jones, from Substitute Teacher to Elementary School Teacher, Division of Schools.

COMMUNITY SERVICES BUREAU

Kerner E. Frauenheim, from Service Center Manager, Ancon, to Service Center Manager, Cristobal, Service Center Division.

Mrs. Edna M. Wertz, from Ticket Seller to Teller, Service Center Division.

OFFICE OF COMPTROLLER

Plant Inventory and Appraisal Staff

Morris Waxman, from Construction Cost Accountant to Supervisory Accountant.

John R. White, from Valuation Engineer to General Engineer.

Duane E. Hunter, from Construction Cost Analyst to General Engineer.

Jack A. Muller, from Valuation Engineer (General) to Electrical Engineer.

Frank R. Molther, from Valuation Engineer (General) to General Engineer.

Daniel J. Slater, from Engineer (Estimates) to General Engineer.

Carl W. Hoffmeyer, from Construction Cost Analyst to Cost Examiner.

John D. Collins, Francis J. Reilly, Theodore D. Melanson, from Construction Cost Analyst to Cost Examiner.

Noel C. Farnsworth, from Valuation Engineer to General Engineer.

Charles M. Middleton, from Assistant Chief to Chief, Plant Inventory and Appraisal Staff.

Mrs. Wilhemina K. Galloway, from Accountant, Cost Accounts Branch, to Accounting Clerk.

Ralph K. Skinner, from Voucher Examining and Cash Supervisor, Claims Branch, to Voucher Examiner, Agents Accounts Branch.

Jack A. Campbell, Frank W. Hohman, from Cash Accounting Clerk, Treasury Branch, to Accountant, Internal Audit Staff.

Warren Pitman, from Business Analyst to Supervisory Rates Analyst, Rates Branch.

Albert S. Hendricks, from Accountant, Cost Accounts Branch, to Rates Analyst, Rates Branch.

ENGINEERING AND CONSTRUCTION BUREAU

Henry Ehrman, from Cartographic Compilation Aid to Hydrographic Engineer, Engineering Division.

Carlos M. Badiola, from Construction Engineer, Maintenance Division, to Surveying and Cartographic Engineer, Engineering Division.

Adrian M. Bouche, Jr., from Fireman, Fire Division, to Engineering Aid (Hydraulic) Meteorology and Hydrographic Branch.

Jose G. Hughes, Azael J. Benavides, from Engineering Draftsman, General, to Engineering Draftsman, Civil, Engineering Division.

Mrs. Dorothy H. Benny, from Clerk (Typist) to Clerk-Stenographer, Engineering Division.

Robert C. Connor, from Life Guard, Physical Education and Recreation Branch, to Student Assistant, Engineering Division.

Charles McG. Brandl, from Assistant Chief, Southern District, Maintenance Division, to Assistant Project Engineer, Project 13-A.

John H. Foster, from Electronics Mechanic to Electronics Mechanic Leader, Electrical Division.

Marvin J. Banton, from Hydrographic Engineer to Supervisory General Engineer, Engineering Division.

Paul H. Shacklette, from Surveying and Cartographic Engineer to General Engineer, Engineering Division.

Julio M. Lapeira, from Engineering Aid to Supervisory Cartographic Survey Aid, Engineering Division.

Mrs. Elizabeth I. Brown, Clerk-Typist, from Corozal Hospital to Engineering Division.

OFFICE OF GENERAL COUNSEL

Mrs. Irene S. Walling, from Clerk-Stenographer, Police Division, to Stenographer, Office of General Counsel.

HEALTH BUREAU

Marie V. Brauer, from Staff Nurse to Head Nurse, Gorgas Hospital.

Richard O. Burgoon, from Accountant, Internal Audit Staff, to Accounting Clerk, Gorgas Hospital.

Mrs. Roberta J. Wickstrom, from Special Duty Nurse to Staff Nurse, Gorgas Hospital.

Dr. Albert Blanshaft, from District Physician, Gamboa, to Medical Officer, Pacific Medical Clinics.

Dr. Jack I. Smith, from Medical Officer, Pacific Medical Clinics, to District Physician, Gamboa.

Dr. Walter G. Nelson, from Chief, Division of Quarantine, to Chief, Division of Quarantine and Preventive Medicine.

Dr. Julian R. Hunt, from District Physician, Gamboa, to Medical Officer, Communicable Disease Clinic.

Mrs. Maxine K. Hitchcock, Clerk-Typist, from Division of Quarantine to Corozal Hospital.

Mrs. Genevieve K. Field, from Recreation Assistant, Physical Education and Recreation Branch, to Clerk-Typist, Division of Quarantine.

MAGISTRATE'S COURT

John A. Michaelis, Rex E. Beck, Sherman C. Brooks, from Translator (Constable) to Constable.

MARINE BUREAU

Thomas Taylor, from Policeman, Police Division, to Towing Locomotive Operator, Atlantic Locks.

Jack B. Tippett, from Property and Supply Clerk, Commissary Division, to Boilermaker, Industrial Division.

John E. Sholung, Jr., from Lock Operator Machinist, Atlantic Locks, to Machinist, Industrial Division.

Andrew Metzgar, from Lock Operator Wireman, to Lock Operator Wireman Leader, Atlantic Locks.

Gerald J. Kelley, from Typewriter Repairman to Senior Typewriter Repairman, Industrial Division.

Howard J. Schwartzman, from Probationary to Qualified Pilot, Navigation Division.

PERSONNEL BUREAU

Mrs. Eula R. Driscoll, from Personnel Assistant to Personnel Officer.

Archibald L. Wright, from Administrative Assistant to Chief, Central Labor Office Division.

George V. Daniels, from Personnel Assistant to Supervisory Personnel Assistant.

TRANSPORTATION AND TERMINALS BUREAU

John H. Joyner, from Repair Shop Foreman, Ancon, to Shop Foreman, Ancon, to Shop Superintendent, Assistant to the Superintendent, Northern District, Motor Transportation Division.

Dwight M. Van Evera, from Auto Repair Machinist to Repair Shop Foreman, Motor Transportation Division.

Hobart V. Butler, from Train Dispatcher and Agent Operator to Train Dispatcher, Railroad Division.

P. Margaret diBella, from Usherette,

Service Center Division, to Student Assistant, Motor Transportation Division.

Cliff Sanders, from Wood and Steel Carman to Car Inspector, Railroad Division.

SUPPLY BUREAU

(For Commissary Division, see separate story)

John M. Purvis, from Monotype Operator to Foreman, Printing Press Section, Printing Plant.

Russell E. Pierson, Property and Supply Clerk, from Pacific Locks to Division of Storehouses.

Continuing Job Study Begun In Commissary

A comprehensive, continuing classification study of positions in the Commissary Division is now under way. The study has resulted to date, in the following personnel actions, some of which are designated reassignments and others changes in title. In some cases the position has been changed from the old CPC rating to the GS schedule.

WHOLESALE UNITS

General Products Storage Branch: **R. C. Seivers, Jr.**, Supply Assistant (Bakery), **R. H. Brubaker, E. J. Cochrane, and J. H. Payne**, Bakers, all to Supervisory Baker Specialist.

J. F. Manning, Assistant Supply Officer (Groceries) to Supply Officer (Groceries); **L. J. Pillot**, Property and Supply Clerk to Coffee Specialist; **J. M. Brown**, Assistant Supply Officer to Supply Officer (Shoes); **E. E. Eder**, Assistant Supply Officer (Housewares) to Supply Officer (Housewares); **L. W. McIlvaine**, Assistant Supply Officer (Housewares-Toys) to Assistant Supply Officer (Housewares); **T. G. Relihan** Assistant Supply Officer (Drygoods) to Supply Officer (Drygoods).

Refrigerated Products Storage Branch: **G. D. Cackle**, Supply Assistant (General) to Assistant Supply Officer (Cold Storage); **L. B. Hunnicutt**, Storekeeper (Shipping) to Property and Supply Clerk; **Mrs. M. M. Bougan**, Property and Supply Clerk to Accounting Clerk; **L. S. Willa, P. A. Linvill**, Ice Cream Maker to Supervisory Milk Products Specialist; **W. G. Peterson**, Sausage Maker and **M. T. Pappendick**, Meat Cutter (Abattoir) to Supervisory Meat Processing Specialist.

Promotions resulting from other classification changes, not involving changes in title, are those of **V. J. Huber** and **Mrs. F. M. Griggel**.

RETAIL UNITS

In the Retail Stores Branch, the study concerned positions which would remain in the individual retail stores in the capacity of Commissary Supervisor, Commissary Assistant, and Commissary Checker. Previously these positions had been titled Commissary Assistant, Commissary Manager, Meat-Cutter-in-Charge, and Cash Accounting Clerk.

RETAIL MEATS

Rated as Commissary Supervisors are: **J. F. Evans, O. W. Ryan, C. L. Latham, Jr., W. D. Marquard, J. C. Wallace, D. E. Bruce, R. D. Melanson, W. F. Robinson, R. O. Simon, R. J. Byrne, E. T. Harper, H. F. Jenner, W. R. Waldrip, J. G. Raymond, C. J. O'Sullivan, R. L. Rankin, J. L. Fischer, W. D. McGowin, J. C. Cross, C. M. Nelson, J. L. Sugar, E. M. Stone, M. A. Fynan, L. C. Paulson, G. L. Cain, E. B. Verner, E. L. Roades, R. G. Rowe, V. F. Kepford, Jr., C. T. Hedman, L. D. Goulet, E. E.**

Stoakley, J. L. Snyder, L. H. Schmidt, Jr., J. J. Ryan, H. E. Fuller, R. T. Nelson, I. L. Jenkins, H. C. Seaman, G. E. Lowery, Mrs. T. G. Lowe, Mrs. L. F. Farr, J. L. Rhinehart, C. E. Meyer.

Commissary Assistant: J. N. Smith, Mrs. J. Price, Mrs. L. Abernathy, Mrs. R. J. Bain, Mrs. M. D. Austin, Mrs. E. A. Bullock, Mrs. R. J. McGowin, M. P. Trim, Mrs. M. A. Griffith, and Mrs. S. A. Salter.

Commissary Checker: Mrs. M. Harper, R. G. Pere, Mrs. R. G. Jones, Mrs. L. M. Stoakley, R. VanVliet, Mrs. W. C. Brome, D. M. Howell, Mrs. E. L. Trower Mrs. G. J. Connard, H. E. Bates, Mrs. M. P. Sparks, Mrs. M. M. Heintz, F. W. Gurney, and M. M. Ashton.

JULY SAILINGS

From Cristobal

<i>Cristobal</i>	July 2
<i>Panama</i>	July 9
<i>Ancon</i>	*July 17
<i>Cristobal</i>	July 23
<i>Panama</i>	July 30

From New York

<i>Ancon</i>	**July 8
<i>Cristobal</i>	July 13
<i>Panama</i>	July 20
<i>Ancon</i>	July 27

*Leaves Cristobal Saturday; arrives New York Friday.

**Leaves New York Thursday because of holiday, New York.

(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.)

RETIREMENTS IN JUNE

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

Mrs. Ann W. DeLaMater, North Carolina; Statistical Clerk, Division of Schools; 26 years, 10 months, 23 days; Greenville, N. C.

John D. Logsdon, Maryland; Supervisory Administrative Assistant, Electrical Division; 33 years, 8 months, 22 days; Barton, Md.

Nicolas E. Palat, Italy; Clerk-in-charge, Postal Service; 19 years, 10 months, 3 days; Address undecided.

Charles Q. Peters, Jr., Massachusetts; Towing Locomotive Operator, Pacific Locks; 13 years, 4 months, 13 days; Oakland, Calif.

George J. Wickens, Virginia; Lockmaster, Pacific Locks, 34 years, 3 months, 21 days; Plans uncertain.

Blasting Of Two Million Yards Of Rock From Contractors Hill Will Start Soon

(Continued from page 3) July. The personnel brought from the States will be housed at Pedro Miguel. Mr. McKoy has announced that all employment of personnel on the Isthmus will be done through the Central Labor Office Division and no employment office will be established by Tecon Corporation.

Some of the technical personnel were expected to arrive before the arrival of the first shipment of equipment. No exact schedule has been set for the first blasting and removal of earth and rock

from Contractors Hill, but Mr. McKoy has announced that field operations are scheduled to begin by the middle of this month.

Meanwhile, personnel for the Panama Canal Company unit for the Contractors Hill work has been selected. The unit will be headed by Lt. Col. Edward B. Jennings as Project Engineer. He was assigned to duty with the Canal by the U. S. Army Corps of Engineers.

Employees Transferred

The principal personnel of his unit has been transferred from other Canal units. He will have as Assistant Project Engineer, Charles McG. Brandl, who has been Assistant Superintendent of the Maintenance Division's southern district.

Others transferred include Harry E. Pearl, of the Engineering Division, to be Office Engineer; Charles Barton, of the Maintenance Division, to be Field Engineer; and Ray B. Wells, of the Fire Division, to be clerk in the office. Other U. S. rate personnel to be employed in the unit include four blasting inspectors, two engineering aids, and one clerk. Nine local-rate employees will be used in various types of jobs.

National Safety Council Award Of Merit Won By Canal Organization For Noteworthy Record

(Continued from page 1) percent better than par in the second.

The National Safety Council's Award of Merit is presented only in recognition of noteworthy safety achievements. Of the 8,843 industries surveyed for their 1952 safety records, Awards of Merit went to only 600, slightly over six percent. Not all records have been evaluated for the 1953 awards and overall figures will not be available before next September.

Competes Statistically

The Canal organization, like other gov-



COL. HUGH M. ARNOLD, new Engineering and Construction Director, right, looks over some plans with F. H. Irwin, Designing Engineer.

ernment agencies, cannot be a member of the National Safety Council but it can, and does, compete statistically with the safety records of industry at large. Canal safety statistics have been supplied to the safety council since 1941. All units compete against their own safety records to indicate the percentage of improvement.

To evaluate its records, statistical tests of reliability are used very similar to quality control methods used by industry, which place record evaluation on a measurable basis. These tests tell how big a reduction must be so that the possibility of its being a chance fluctuation is largely ruled out.

The plan evaluates performance in terms of both accident frequency and accident severity. A unit is required to attain meritorious achievement in terms of all disabling injuries and in terms of serious injuries.

NEW DIRECTORS



PROMOTION OF Wilson H. Crook, left, and Bernhard I. Everson as Directors of the Community Services and the Transportation and Terminals Bureaus, respectively, was announced this week at Balboa Heights. Mr. Crook has been Acting Director of his bureau since last November, and Mr. Everson Deputy Director since November 1.

A real deep southerner, Mr. Crook still talks in the drawl of his native Mississippi. He has been employed by the Canal organization for 25 years. He was with the Commissary Division from 1929 until 1945 and was Assistant Supervisor of Retail Stores when he was transferred to the Clubhouses as Assistant Director in July 1945. He was promoted to the position of Director of Clubhouses January 1949 and became General Manager of the then Clubhouse Division when that unit was incorporated with the Community Services Bureau July 1950.

Mr. Everson has been a Canal Zonian since he was two years old. He worked for the Canal during summer vacations when he was in school. After he graduated, in 1934, from Carnegie Institute of Technology he returned to the Canal Zone as a student engineer with the Municipal Engineering Division, but left that position a year later to serve an apprenticeship as a machinist with the Mechanical Division. On the completion of his apprenticeship he became Assistant to the Superintendent of the Motor Transportation Division, and was promoted to Superintendent in 1948. In October 1952, he was appointed Assistant Director of the Railroad and Terminals Bureau—now Transportation and Terminals—and became Acting Bureau Director when A. C. Medinger left the Canal service last August.



SUMMER TIME IS PLAYGROUND TIME

Summer time is a busy time for some 1,600 Canal Zone youngsters, enrolled in the Playground program sponsored by the Schools Division.

Last week these are a few of the things which were going on at Balboa —

In the upper gym some of the girls were working on mats. Charlotte Schultz, Catherine Watson, Sharon Booth, Ceci Eggleston, Betty Bingham, Virginia Perera, Irene Michaelis, Kathleen McConnaghy, Jeanette Read, Mary Watson, Lacey Hinkle, Joanne Baines, Barbara Clipper, and Susi Magee made a pyramid, (above) while others stood on their heads (right).

In the lower gym, William Dolan, Louis and George Barbier, Robert Schultz, Edward Dolan, and Edward Cunningham were playing basketball (upper right).

Upstairs, the photographer interrupted Joyce Collinge's Story Hour to ask how many of the youngsters wanted their pictures taken. The hands in the air indicate how many did (below).



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